

**BEFORE THE SELWYN DISTRICT COUNCIL**

**Under** the Resource Management Act 1991

**In the matter of** Proposed Plan Change 72 to the Operative Selwyn  
District Plan: Prebbleton

**And** Trices Road Rezoning Group (The Applicant)

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**SUMMARY OF EVIDENCE OF LISA MARIE WILLIAMS (TRANSPORT)**

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**27 January 2022**

## **INTRODUCTION**

- 1 My full name is Lisa Williams, I am a transport engineer and planner employed by Novo Group Limited. I have the qualification and experience as set out in my evidence.

## **KEY POINTS OUTLINED IN EVIDENCE**

- 2 The Applicant's preferred proposal will provide up to 290 residential dwellings generating 263 trips in the peak hour. The Living Z option if applied to the whole Outline Development Plan (ODP) would result in approximately 320 lots and around 27 additional peak hour trips and not change my conclusions.
- 3 The proposed ODP includes Primary Road connections to Trices Road, Hamptons Road and Birchs Road. Secondary Road connections are provided to Trices Road and future road connections to the east (undeveloped land). A shared path connects Birchs Road and Hamptons Road.
- 4 All proposed roads and frontage roads will be upgraded / constructed to an urban standard, including pedestrian and cycle facilities, in accordance with the District Plan and Councils Engineering Code of Practise.
- 5 There is sufficient capacity within the surrounding, existing and planned, road network to accommodate the anticipated increase in traffic. The site is well located to provide access to the wider strategic road network. There are a variety of destinations within walking and cycling distance of the site. The site provides access to the existing public transport route servicing Prebbleton and provides options for any future public transport routes to operate through the area.

## **AREAS OF AGREEMENT / DISAGREEMENT WITH OTHER TECHNICAL EXPERTS**

- 6 Following the provision of additional modelling of the intersection at Birchs Road and Springs Road and the revisions to the ODP and narrative, as set out in my evidence, it is my understanding that there is general agreement between myself and Mr Collins on the transport related matters.
- 7 I am aware that Mr Collins recommended a variety of safety improvements for Trices Road be included within the ODP narrative. Whilst there is no disagreement that a safety review and any necessary improvements should occur, I agree with the position of Mr Clease [in Paragraph 102 of the s.42A report] which concludes that these aspects are best undertaken at subdivision stage. I consider this would allow for a more detailed review of safety and better integration of recommended improvements with the upgrades proposed.
- 8 None of the submitters provided evidence from transport experts, however Mr Langman raises concern as to cumulative effects. My position on cumulative effects is outlined at paragraph 38 of my evidence. I agree with Mr Collins that the planning and co-ordination of the road network improvements to accommodate the cumulative growth is a matter to be addressed at District and Regional level – not as part of PC72.

## **CONCLUSION**

- 9 Noting the above, there are no changes to the conclusions reached in my evidence.