



NZ TRANSPORT AGENCY  
WAKA KOTAHI

## RESOURCE MANAGEMENT ACT 1991

### Submission on Plan Change 59 – Rezone West Melton Living 2 & 2A zoned land to Living WM South

By GW Wilfield Ltd

To: Selwyn District Council  
PO Box 90  
ROLLESTON 7643

Submitter: NZ Transport Agency  
PO Box 1479  
CHRISTCHURCH 8011

Pursuant to the First Schedule of the Resource Management Act 1991 (RMA), the **NZ Transport Agency** (Transport Agency) hereby makes this submission in **opposition** to an application by GW Wilfield Ltd for a private plan change to rezone West Melton Living 2 & 2A zoned land to Living WM South.

**The subject property** is located on the south side of State Highway 73 and is the whole of the area known as the “Wilfield Subdivision”.

#### NZ TRANSPORT AGENCY’S SUBMISSION IS:

Plan Change 59 proposes to rezone the 73.5ha of Living 2 and Living 2A zoned land on the south side of West Coast Road/State Highway 73, bounded by Weedons Ross Road to the west. It is anticipated that the plan change will allow for approximately 72 additional allotments over and above the already consented 180 lots previously provided for. The proposed plan change will provide for allotments with a minimum lot size of 1100m<sup>2</sup> and a maximum of 3000m<sup>2</sup>. The development will retain existing connections to the local road network with a low level of additional roading infrastructure required within the site.

The Transport Agency has statutory functions, as defined in section 95 of the Land Transport Management Act. In submitting on this proposal, the NZ Transport Agency is seeking to give effect to the following statutory functions:

- To contribute to an effective, efficient, and safe land transport system in the public interest;
- To manage the State Highway system, including planning, funding, design, supervision, construction, and maintenance and operations; and
- To assist, advise, and co-operate with approved organisations (such as regional councils and territorial authorities).

The Transport Agency has reviewed the application and has some concerns with the proposal as follows:

## **West Coast Road (State Highway 73) / Weedons Ross Road Intersection**

The proposed plan change seeks to reduce the minimum lot size, which would allow for an increase of approximately 72 additional allotments over and above the existing 180 lots provided for within the subdivision. The increase in number of allotments will have an impact on both the local and state highway roading networks with an increase in vehicle movements from the subdivision. A number of vehicle movements will connect to and travel across to the northern side of West Melton or onto State Highway 73. Therefore, it is anticipated that there will be a direct effect on the existing Weedons Ross Road / State Highway 73 (SH73) intersection. In addition, there will also be an increase in pedestrian and cyclists that will rely on pedestrian facilities across SH73 to get to the northern side of West Melton.

The Integrated Transport Assessment (ITA) submitted as part of the application provides a capacity assessment of the Weedons Ross Road / SH73 intersection for a weekday peak period. The results of this showed that the approaches to the SH73 intersection are currently operating with substantial traffic queues during peak hours. A Level of Service of E and F is likely to occur during peak times for northbound vehicles seeking to exit Weedons Ross Road onto SH73. The additional vehicle movements as a result of the plan change will further exacerbate this existing issue with the performance of the intersection. The performance of the intersection could continue to deteriorate as traffic volumes along SH73 continue to grow.

Historically, a Corridor Management Plan (CMP) for SH73, through West Melton township, was developed as part of a consent condition for Stage 2 of the Wilfield subdivision. In the CMP it was agreed that it would be the responsibility of the Transport Agency and Selwyn District Council to upgrade the Weedons Ross Road / SH73 intersection. Therefore, the number of vehicle movements through the Weedons Ross intersection needs to be managed until such a time as the intersection can be upgraded to improve its performance. The Agency is not yet in a position that it can upgrade the intersection and any upgrade is not included in the current 2018 –21 National Land Transport Programme.

On the basis of the number of vehicle movements through the Weedons Ross / State Highway intersection needing to be managed, the Transport Agency recommends the implementation of controls to address the effects of vehicle movements associated with the development of the Plan Change area. An option may be the inclusion of a condition or clause controlling the level of development within the subdivision to not exceed the already consented 180 allotments, until such a time that the Weedons Ross Road / SH73 intersection has been upgraded. Once the intersection has been upgraded to an appropriate standard, then development of any further lots could proceed. This may be an option but there may be other solutions that parties may wish to promote and could be considered as part of the plan change process.

The Weedons Ross / State Highway intersection needs to be carefully managed and consequently any subdivision which could result in an increase in vehicle movements through the intersection also needs to be carefully considered and managed.

## **Urban Development Strategy**

The Transport Agency is a partner to the Urban Development Strategy (UDS), which aims to manage growth within the Greater Christchurch Region in a proactive, integrated and sustainable manner. The UDS is currently being reviewed through the Settlement Pattern Update titled *Our Space* which will provide an updated settlement pattern. The Settlement Pattern Update responds to the National Policy Statement on Urban Development Capacity where councils in a growth urban area must demonstrate sufficient, feasible development capacity is available to support future housing and business growth over the medium and long-term periods. In addition,

*Our Space* also considers the likely availability of appropriate infrastructure to support projected development, integrating land use and transport planning to ensure safe and accessible urban areas.

Any rezoning of the application site, including consequent increase in potential density, should be considered against any updated UDS provisions. If the proposed plan change does not align with the intentions of the updated UDS then it is not considered appropriate for the plan change to be approved. It is also noted that consideration needs to also be given to the Regional Policy Statement with which the UDS has a direct relationship.

**NZ TRANSPORT AGENCY WISHES THE CONSENT AUTHORITY TO:**

Unless the issues raised above, including managing the effects on the Weedons Ross / State Highway intersection and ensuring consistency with the UDS, are suitably addressed it is sought that the Plan Change is declined.

The Transport Agency is open to discussing the proposal further with the applicant and Council with a view to reaching a suitable agreement whereby the Plan Change could be approved subject to the inclusion of suitable controls to address the above.

**The NZ Transport Agency does wish** to be heard in support of this submission.

Dated at Christchurch this 4<sup>th</sup> day of April 2019.



**Richard Shaw**

**PRINCIPAL PLANNER**

Pursuant to authority delegated  
by NZ Transport Agency

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