

RESOURCE MANAGEMENT ACT 1991

Submission on Plan Change 66 – Rezoning Rural Inner Plains Zone to Business 2A Zone on the southern side of Maddisons Road and adjacent to the Lyttleton Port Company Midland Port

By Rolleston Industrial Holdings Limited

To: Selwyn District Council
PO Box 90
ROLLESTON 7643

Submitter: Waka Kotahi NZ Transport Agency
PO Box 1479
CHRISTCHURCH 8011

Pursuant to the First Schedule of the Resource Management Act 1991 (RMA), **Waka Kotahi NZ Transport Agency** (Waka Kotahi) hereby makes this **neutral** submission on an application by Rolleston Industrial Holdings Limited to rezone 27.27 hectares of Rural Inner Plains Zoned land to Business 2A Zone at Rolleston, to provide additional land for industrial activities. The plan change will provide additional land for activities permitted within the Business 2A Zone, including a possible extension of the Midland Port. The land subject to this plan change is located off Maddisons Road, Rolleston (Lot 3 DP 52556) and to the north of State Highway 1. No new access to the state highway is proposed with access from the site being to Maddisons Road only.

WAKA KOTAHI NZ TRANSPORT AGENCY'S SUBMISSION:

The proposed rezoning is a logical extension of the existing Business 2A Zone, however, Waka Kotahi seeks to better understand the potential timing of additional development to ensure that any adverse effects on the transport network are appropriately managed.

Waka Kotahi has statutory functions, as defined under Section 95 of the Land Transport Management Act 2003. In submitting on this plan change, Waka Kotahi seeks 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).

As part of the plan change application the applicant has provided an Integrated Traffic Assessment (ITA) and a proposed Outline Development Plan (ODP).

Intersection Efficiency and Safety

Waka Kotahi are proposing to undertake a series of upgrades within the immediate vicinity of the site as part of the New Zealand Upgrade Programme (NZUP). Detailed designs for the upgrade works are yet to be confirmed but upgrades are likely to include the establishment of a flyover connecting the eastern and western parts of

Rolleston and will include the closure of the Hoskyns Road/State Highway 1 intersection. Timeframes for upgrade works are yet to be confirmed but it is currently intended for works to be completed by 2025.

No new connections to State Highway 1 from the area subject to the plan change are proposed. On this basis additional traffic from the plan change is likely to use the Hoskyns Road/State Highway 1 intersection and the Weedons Ross Road/State Highway 1 intersection. The interchange at Weedons Ross Road has been recently constructed and Waka Kotahi is satisfied that the proposed plan change will not adversely affect the operation of the intersection in the long-term. However, until such a time that the NZUP project at Rolleston is completed (and the Hoskyns Road/State Highway 1 intersection closed), the effects on the efficiency of the Hoskyns Road intersection are unknown and have not been adequately assessed by the applicant.

The applicant has not provided detail on the likely timing of future development at the site or proposed any staging to control the potential effects from development. If development takes place quickly (before the NZUP project at Rolleston is completed), then there is potential for the capacity at the Hoskyns Road/State Highway 1 intersection to be adversely affected in the short-term. However, in the absence of information regarding the potential timing of development at the site, the extent of any effects are unknown to Waka Kotahi. Construction of the Rolleston NZUP project is anticipated to commence in 2022 for a 2025 completion. Waka Kotahi would like to better understand the potential timing of the plan change area so that the effects on the state highway can be adequately considered and it can be determined whether any specific controls should be included as part of the plan change.

Waka Kotahi agree with the comments made and data used by the applicant in the Integrated Transport Assessment in relation to the Crash Analysis Data (CAS). The Weedons Ross Road/State Highway intersection was constructed as part of the Christchurch Southern Motorway project and is well aligned with the safe systems principles. This intersection is also considered appropriate to manage the anticipated traffic growth from the rezoning. Waka Kotahi also agree that the proposed rezoning will not adversely affect the safe operation of the Hoskyns Road/State Highway 1 intersection (until it is closed). However, if development at the proposed site to be rezoned progresses quickly then there may be capacity issues at the Hoskyns Road/State Highway 1 intersection.

As part of any analysis the applicant may also wish to consider that as part of the NZUP project it is proposed to establish roundabouts south of Hoskyns Road which would aid southbound vehicles to travel along Jones Road, Two Chain Road and Walkers Road to the proposed roundabout at State Highway 1 and how this might affect the proposed activities associated with the Plan Change.

Urban Development Strategy

Waka Kotahi agrees that the proposed rezoning is a logical extension of the existing Business 2A Zone due to the surrounding land uses – including the Midland Port and the IPort. Waka Kotahi and Selwyn District Council are partners 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 has been amended to include the Settlement Pattern Update titled *Our Space 2018-2048*, which states that industrial space requirements in Greater Christchurch are well catered for, however, industrial development around the I-Zone Southern Business Hub is anticipated in the Selwyn district (Greenfield Priority Areas – Business).

There will be a need for the Council processing officer and Hearings Commissioner/Panel to consider any rezoning of the application site against the updated UDS provisions and the Canterbury Regional Policy Statement (RPS). Waka Kotahi, as a partner to the UDS, simply highlights that the UDS provisions should be considered and in our opinion the plan change is consistent with *Our Space 2018-2048* and the future direction for Greater Christchurch.

Canterbury Regional Policy Statement

The Council processing officer and Hearings Commissioner/Panel will need to consider the provisions of the Canterbury Regional Policy Statement (RPS). In doing so Waka Kotahi notes that some of the provisions in Chapter 5 of the RPS may be supportive of the proposal if it can be ensured the local roading network is not adversely affected. On the basis of the above statements regarding the Hoskyns Road intersection, it is suggested that the resolution of that issue is necessary to ensure the proposal is supported by the provisions of the RPS.

WAKA KOTAHI NZ TRANSPORT AGENCY WISHES THE CONSENT AUTHORITY TO:


Currently, the applicant has relied upon the upgrades proposed to be completed by Waka Kotahi at Rolleston to demonstrate that the potential effects on the state highway from the proposed rezoning and resulting increase in Business 2A zone will be acceptable. Waka Kotahi requests that the applicant demonstrate that there is sufficient capacity at the Hoskyns Road/State Highway 1 intersection, if the land were to be fully developed prior to the proposed upgrade works at Rolleston being completed as part of NZUP.

If, for some reason, matters are not resolved Waka Kotahi requests that Waimakariri District Council include appropriate controls/rules to manage the potential effects on the efficiency of the State Highway – Hoskyns Road/State Highway 1 intersection.

As per above, Waka Kotahi is open to discussing the proposal further with the applicant and Waimakariri District Council to reach a suitable agreement whereby the Plan Change can be considered for approval subject to the inclusion of suitable controls to address the issues raised in this submission.

Waka Kotahi NZ Transport Agency wishes to be heard in support of this submission.

Dated at Christchurch this 23rd day of February 2021.



Stewart Fletcher

PRINCIPAL PLANNER – CONSENTS AND APPROVALS

Pursuant to authority delegated
by Waka Kotahi NZ Transport Agency
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