

**PRIVATE PLAN CHANGE 71: RESIDENTIAL AND RESIDENTIAL DEFERRED ZONING
REQUEST BY FOUR STARS DEVELOPMENT LTD AND GOULD DEVELOPMENTS LTD**

SUMMARY OF EVIDENCE OF LISA MARIE WILLIAMS

1. My full name is Lisa Marie Williams. I am a transport engineer and planner employed by Novo Group Limited, my qualifications and experience are outlined in my evidence.
2. The proposed rezoning is anticipated to achieve around 660 Lots including the proposed deferred zone. I consider that the amended ODP, including the changes adopted in response to the Council Officers' reports as outlined in my evidence, provides good access to the site for pedestrians, cyclists, and vehicles. The site is well located in respect of pedestrian or cycle access to public transport stops, schools, and the town centre.
3. The proposed transport network and frontage upgrades are able to be well integrated with the existing and planned road network in the vicinity of the site.
4. The proposal is generally consistent with the transport related objectives and policies of the Operative District Plan. It also achieves the extension of a Primary Road through the site to the future District Park as indicated on the Rolleston Structure Plan.
5. There is broad agreement between myself and the Council officers on the transport effects. The transport recommendations have generally been addressed by either amendments of the ODP or the ODP narrative as set out in paragraphs 22 to 34 of my evidence.
6. It is my understanding that the only points of difference in respect to the transport related recommendations of the s.42A report relate to:
 - Whether a rule is required in respect of the extension of Broadlands Drive and staging. Whilst I have offered a potential threshold in the event that such a rule is considered necessary, the appropriateness of such a rule or consideration of staging through other processes, such as subdivision consent, are addressed in more detail by others.
 - I consider a shared use path (pedestrians and cyclists), on the eastern side of Lincoln Rolleston Road, would offer little additional benefit noting that the existing path on the western side provides for two way flow and the amended narrative directs that crossing points are to be provided (refer to paragraph 26 of my evidence) to enable access from the ODP to this existing path. I have

therefore recommended a footpath on the eastern side of Lincoln Rolleston Road.

- The timing of planned Council upgrades to the Lincoln Rolleston Road / Levi Road intersection is likely to supersede the need to provide an upgrade of pedestrian and cycle crossings as part of the ODP Area 14 development and as such this matter has not been included in the amended ODP narrative.
7. None of the submitters provided evidence from transport experts, however Mr Langman raises concern as to cumulative effects. Mr Collins has provided an assessment of cumulative effects in Sections 3 and 4 of Appendix B to the S.42A Report. 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 considered by the Council through the Long Term Plan and Development Contributions.
 8. I note the evidence on behalf of Foodstuffs (South Island) Properties Limited includes objection to the provision for the extension of Broadlands Drive across ODP Area 4 and the provision of two indicative secondary routes between ODP Area 4 and 14.
 9. In respect of the Broadlands Drive extension, this is understood to represent an important connection within Rolleston and the connection of this across both ODP Area 4 and 14 to the Future District Park is consistent with the Rolleston Structure Plan. Mr Collins has discussed the positioning of this road in section 5.6 and Figure 6, of the s.42A Report – Appendix B and I concur with the rationale for location, I note this also allows for sufficient intersection separation distance between the future Broadlands Drive intersection with Lincoln Rolleston Road and the existing intersection of Reuben Drive with Lincoln Rolleston Road, as outlined in paragraphs 57-59 of my ITA.
 10. In respect of the indicative secondary roads, should residential development on ODP Area 4 eventuate these would be necessary to provide integration and access between the residential areas (ODP 4 and 14).

CONCLUSION

11. Having considered the matters raised in the submissions and the Council officers' reports, I consider that all transport related effects can be adequately managed such that the proposal can be supported from a transport perspective.