

**PROJECT** PLAN CHANGE 72: TRICES ROAD REZONING GROUP  
**SUBJECT** RESPONSES TO COMMISSIONER QUERIES  
**TO** COMMISSIONER THOMAS, JONO CLEAVE, RACHAEL CARRUTHERS  
**FROM** MAT COLLINS  
**DATE** 3 FEBRUARY 2022

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Attached as Appendix A to my hearing report (Flow reference R1B211215<sup>1</sup>) is the *Future Year Transport Model Outputs, Selwyn 2031 Update* report prepared by QTP (QTP Report).

The QTP report models the potential traffic flows resulting from two scenarios

- ◆ Scenario 1 represents a “future” with Medium Growth projection within Christchurch City and the Medium-High projection to Waimakariri and Selwyn Districts, as agreed by the Greater Christchurch Partnership Committee
- ◆ Scenario 2 represents an alternate “future”, which includes an additional 10,000 households located in Selwyn townships by 2038. Population and Household totals for Christchurch City and Waimakariri District remain unchanged (i.e. Scenario 2 has a net gain of 10,000 households relative to Scenario 1).

During the hearing for Plan Change 72 (PC72), Commissioner Thomas was interested in understanding how the QTP report allocates the additional 10,000 dwellings to Selwyn for “Scenario 2”.

Section 2 of the QTP report discusses the two Scenarios, and states that the additional 10,000 dwellings were allocated based on Selwyn District Council advice. Appendix A of the QTP identifies the specific locations, or “meshblocks”, where the additional dwellings are allocated as shown in Figure 1 (meshblocks are identified in the “MB” column). I’d need to request a description of the meshblock numbers to understand the full extent of this – however I can confirm that Scenario 2 anticipates household growth that would be enabled by PC72.

In my view the key relevance of the QTP report to PC72 is the ability to compare the difference between Scenario 1 and Scenario 2, and I recommend caution in reading too much into either Scenario as a stand-alone “future”. Figure 3-7 of the QTP report illustrates the modelling changes in peak hour traffic volumes when comparing Scenario 1 with Scenario 2, showing that, in terms of Prebbleton, the additional housing is expected to increase traffic volumes to the east of Prebbleton (Trices Road, Whincops Road, Salby Road, and SH75).

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<sup>1</sup> Flow Transportation Hearing Report R1B211215, available online  
[https://www.selwyn.govt.nz/\\_data/assets/pdf\\_file/0015/616011/PC72-s42A-Report-Appendix-B-Transport.pdf](https://www.selwyn.govt.nz/_data/assets/pdf_file/0015/616011/PC72-s42A-Report-Appendix-B-Transport.pdf)

Figure 1: Excerpt from QTP Report Appendix A

TLA <sup>1</sup>	Input Total	2006	2013	2018	2028	2038	2048
Selwyn	ERPopulation	21,971	31,530	41,026	71,981	89,912	99,612
	Households	7,691	9,943	14,147	25,708	33,301	38,312
	Adults (15+)	16,963	24,536	32,795	57,200	72,969	82,004
	Workers	12,500	17,553	22,943	40,650	50,680	56,073
	Students	5,265	7,614	9,767	16,392	19,671	21,178
	Non-Students	15,124	21,299	28,855	50,821	64,828	72,852

<sup>1</sup>Note these refer to only the parts of the districts within the CTM/CAST model (UDS/LURP) area.

#### Added Household Capacity for Scenario 2

PC	Township	MB	2028	2038	Total
64 Rolleston F SE		4010047	353	236	589
		2719417	249	159	408
67 West Melton S		4011164	39	26	65
		4011163	40	26	66
68 Prebbleton W Hamptons		4011165	492	328	820
69 Lincoln		2720800	600	400	1000
		4010021	600	400	1000
70 Rolleston F FW		2719416	480	320	800
71 Rolleston Flight Contours		4008019	396	264	660
72 Prebbleton Trices		2500100	177	118	295
73 Rolleston L3		2719004	600	400	1000
		2719005	660	440	1100
74 West Melton E		4000454	78	52	130
75 Rolleston E		4008019	168	112	280
76 Rolleston E Maddisons		2719416	93	62	155
77 West Melton W		4000456	150	100	250
		4000452	165	110	275
78 Rolleston SE		4008019	453	303	756
79 Prebbleton		2500200	120	80	200
		2500400	120	80	200
			6033	4016	10049

Reference: P:\SDCX\007 PC72 Trices Road\4.0 Reporting\T1A220203 - response to Commissioner queries.docx - Mat Collins