

BEFORE THE SELWYN DISTRICT COUNCIL

UNDER	The Resource Management Act 1991
IN THE MATTER	Lodgement of Private Plan Change 73 with Selwyn District Council to rezone approximately 160.2ha of Living 3 Zone land to Living Z Zone and Business 1 Zone at West Rolleston
BETWEEN	Rolleston West Residential Limited
AND	Selwyn District Council
AND	Waka Kotahi New Zealand Transport Agency (Submitter 10)

**SUMMARY OF EVIDENCE OF SARAH WHITE ON BEHALF OF WAKA KOTAHI NZ
TRANSPORT AGENCY**

30 September 2021

1. Introduction

- 1.1. My name is Sarah White and the below provides a summary of my evidence previously provided for Plan Change 73.

2. New Zealand Upgrade Programme

- 2.1. As part of the NZUP Canterbury Package the Dunns Crossing Road/Walkers Road/State Highway 1 intersection (SH1/Dunns Crossing Road intersection) is proposed to be upgraded. It is likely that the intersection will be upgraded to become a roundabout.
- 2.2. Funding has been allocated for the upgrade of the intersection and a construction programme scheduled but, the finalised layout for the roundabout is not yet available. A key aspect in refining a design is determining land requirements and working with various adjoining landowners. One of the options is to utilise some of the land within the northern corner of the Holmes Block. Waka Kotahi has been discussing this with Rolleston West Residential Ltd. Attached is a preliminary concept design of an option which would involve acquiring land from the northern corner of the Holmes Block. This design is preliminary and should not be taken as final.
- 2.3. The timing for the intersection upgrade works is yet to be finalised, however, it is anticipated that works will commence in 2024.

3. Multi-Modal Connections

- 3.1. Consideration needs to be given to multi modal transport connections including walking, cycling and public transport. Rolleston has grown to a point where it is becoming self-sustaining. Employment opportunities, commercial services and community facilities are all locally available and this needs to be complemented by convenient transport connections. It is not enough for a site to be adjoining a residential area. Specific design elements need to be incorporated into any proposal to facilitate and encourage multi modal transport. This should also lead to a reduction in carbon emissions.
- 3.2. Since the lodgement of this submission the Applicant has engaged with Waka Kotahi to work through the issues identified within the submission and has also been addressing questions of urban design raised by other submitters. The consequent amendments to the District Plan rules, Outline Development Plans (ODP) and associated ODP text, included within Attachment 2 of Mr Phillips

evidence are generally satisfactory to address issues raised by Waka Kotahi relating to multi-modal connections.

- 3.3. Overall, I consider the proposal provides adequate multi modal connections to address the matters raised in the Waka Kotahi submission. However, I encourage the applicant to continue working with Council, to ensure that any pathways etc are developed to include meaningful connections to the wider area/network.

4. Development of the Holmes Block

- 4.1. The majority of the points raised within the Waka Kotahi original submission related to the Holmes Block. Since the lodgement of this submission the Applicant has engaged with Waka Kotahi to work through the issues identified within the submission. The proposed amendments to the District Plan rules, Outline Development Plans (ODP) and associated ODP text, included within Attachment 2 of Mr Phillips evidence are generally satisfactory to address issues raised by Waka Kotahi relating to the Holmes Block.

5. Development of the Skellerup Block

- 5.1. Waka Kotahi requested a more detailed understanding of the development timing of the Skellerup Block (in conjunction with the upgrades to the SH1/Dunns Crossing Road intersection) in order to better understand the impacts on the intersection.
- 5.2. Since lodging my evidence, Mr Fuller has provided further assessment on this matter. It has been estimated that the proposal will result in an additional 11 vehicles per hour in the AM Peak and 63 vehicles per hour in the PM peak through the SH1/Dunns Crossing Road intersection.
- 5.3. Mr Phillips has provided an estimate that Section 223 and 224 certifications would likely occur in late 2023/early 2024 with dwelling construction and occupancy to follow.
- 5.4. As per my evidence construction of the intersection upgrade is scheduled to commence in 2024 and therefore there will be a limited time period where crossover occurs between occupation of these dwellings and use of the existing SH1/ Dunns Crossing Road intersection. At most, this could be for a period of up to 12 months. On the basis of the projected minor increase in vehicle movements and the impacts being temporary, I consider such an arrangement is acceptable.

6. Conclusion

- 6.1. Overall, the proposed amendments to the District Plan rules, Outline Development Plans (ODP) and associated ODP text, included within Attachment 2 of Mr Phillips evidence are generally satisfactory to address issues raised by Waka Kotahi in their submission.

Sarah White

30 September 2021