

Before the Selwyn District Council.

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*under:* the Resource Management Act 1991

*in the matter of:* Proposed Private Plan Change 73 to the Operative  
District Plan: Dunns Crossing Road, Rolleston

*and:* **Rolleston West Residential Limited**  
*Applicant*

## Statement of Evidence of Nicholas Peter Fuller

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Dated: 13 September 2021

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## **STATEMENT OF EVIDENCE OF NICHOLAS PETER FULLER**

### **INTRODUCTION**

- 1 My full name is Nicholas Peter Fuller.
- 2 I am a Senior Transport Engineer at Novo Group Limited and have worked on resource management transport planning and engineering projects for 20 years. My experience during this time includes development planning, preparing Traffic and Transport Assessments for resource consents, preparation of Project Feasibility and Scheme Assessment Reports for Council's and the New Zealand Transport Agency.
- 3 My qualifications include a Bachelor of Engineering (Honours) in Civil Engineering.
- 4 I prepared the Integrated Transport Assessment (*ITA*) that was submitted as part of the Plan Change 73 application.
- 5 I am familiar with the plan change application by Rolleston West Residential Limited (the *Applicant*) to rezone approximately 160 hectares of land in two separate locations on Dunns Crossing Road, Rolleston to enable approximately 2,100 residential sites and two commercial areas.

### **CODE OF CONDUCT**

- 6 Although this is not an Environment Court hearing, I note that in preparing my evidence I have reviewed the Code of Conduct for Expert Witnesses contained in Part 7 of the Environment Court Practice Note 2014. I have complied with it in preparing my evidence. I confirm that the issues addressed in this statement of evidence are within my area of expertise, except where relying on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

### **SCOPE OF EVIDENCE**

- 7 My evidence will deal with the following:
  - 7.1 Transport effects of the proposed rezoning;
  - 7.2 Development timing in relation to intersection upgrades;
  - 7.3 Integration of the Plan Change with the surrounding transport network;
  - 7.4 Response to Submitters' concerns; and

- 7.5 Response to matters raised in Council's Section 42A reporting.

### **SUMMARY OF EVIDENCE**

- 8 As a summary of my evidence:
- 8.1 I consider that the transport effects of the proposed Plan Change on the transport network will be acceptable, subject to the construction of intersection upgrades and the deferral rules proposed within the ODPs that limit the amount of development that could occur prior to the critical upgrades being completed;
- 8.2 The Plan Change site will provide financial contributions (through development contributions) toward other transport upgrades that are required to accommodate general growth in Rolleston; and
- 8.3 The Plan Change sites have good accessibility and provide for a range of transport modes and can be integrated with existing Passenger Transport routes.

### **TRANSPORT ENVIRONMENT**

#### **Existing Transport Environment**

- 9 The Application site will take access from Dunns Crossing Road. This road is currently classified as an *Arterial Road* between Lowes Road and State Highway 1 (SH1), although downgrades to a *Local Road* south of Lowes Road. That said, it is understood that Dunns Crossing Road forms part of a wider Arterial route and the full length of this road is proposed to be reclassified as an Arterial under the Proposed District Plan.
- 10 SH1 is also classified as an *Arterial Road*. The SH1 / Dunns Crossing Road / Walkers Road intersection is a priority controlled cross-road that is currently operating poorly in terms of traffic capacity and safety.
- 11 Newman Road, Granite Drive and Burnham School Road are all *Local Roads* that have a focus on providing property access. Brookside Road is a *Collector Road*, which has the function of balancing property access with accommodating through traffic.

#### **Future Transport Environment**

- 12 Waka Kotahi are committed to construction of a roundabout at the intersection of SH1 / Dunns Crossing Road / Walkers Road to

improve traffic capacity and safety at this location.<sup>1</sup> This project is understood to be part of the early works for the upgrade of SH1 through Rolleston, which also includes an overbridge between Rolleston Drive and Jones Road and access alterations to / from SH1.

- 13 Although a finalised layout for the roundabout is not yet available, it is understood through ongoing liaison with Waka Kotahi that the roundabout construction would be commenced and completed in 2024. This is also indicated on the Waka Kotahi community engagement information dated July 2021.
- 14 Liaison with Waka Kotahi has also identified that a shared path is likely to be constructed on Dunns Crossing Road, although the alignment of this is yet to be determined.

## **THE PROPOSAL**

### **Holmes Block**

- 15 The Holmes Block is the northern of the two blocks of land affected by this Plan Change application. The development within this block of land would facilitate up to 1,150 residential lots plus a small commercial zone. The traffic generation of this land is estimated as being in the order of 1,035 vehicle movements per hour in the peak hours and 9,430 vehicle movements per day.
- 16 The Outline Development Plan (ODP) for this block has been updated following discussions with Waka Kotahi. The ODP indicates:
  - 16.1 A northern roading connection to Dunns Crossing Road (now south of Newman Road);
  - 16.2 An area of land set aside to accommodate the Waka Kotahi proposed SH1 / Dunns Crossing Road / Walkers Road roundabout;
  - 16.3 The primary internal road network and cycle / pedestrian routes; and
  - 16.4 Road frontage upgrade locations.
- 17 With regards to development timing, it is proposed that no houses will be occupied within the Holmes Block prior to the completion of the SH1 / Dunns Crossing Road / Walkers Road roundabout, the construction of traffic signals at the Dunns Crossing Road / Burnham

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<sup>1</sup> As set out in Waka Kotahi's submission on this plan change and in the Waka Kotahi 'Rolleston flyover and transport improvements' newsletter dated July 2021.

School Road intersection and construction of an additional lane on the Newman Road approach to Dunns Crossing Road.

### **Skellerup Block**

- 18 The Skellerup Block is the southern of the two blocks of land covered by this Plan Change application. The development within this block of land would facilitate 950 residential lots plus a small commercial zone. The traffic generation of this land is estimated as being 855 vehicle movements per hour in the peak hours and 7,790 vehicle movements per day.
- 19 Four accesses are proposed to Dunns Crossing Road and (where relevant) these will be continuations of accesses/road connections proposed in other Plan Change applications on the eastern side of the road.
- 20 The ODP for this site also includes:
  - 20.1 The primary internal road network and cycle / pedestrian routes;
  - 20.2 A roundabout where the Primary Road network is a continuation of the proposed link through the Plan Change 70 site;
  - 20.3 A requirement for two pedestrian crossing facilities on Dunns Crossing Road (to give access to the anticipated footpath on the opposite side of the road); and
  - 20.4 Road frontage upgrade locations.
- 21 With regards to the timing of development of this land, it is proposed that a maximum of 148 dwellings could be occupied prior to the completion of the SH1 / Dunns Crossing Road / Walkers Road intersection upgrade and the construction of traffic signals at the Dunns Crossing Road / Burnham School Road intersection. Given this is a proposed rule, any housing occupation in excess of these thresholds prior to the completion of the intersection upgrades would require a resource consent application to be made with an assessment of traffic safety and efficiency effects, and would be subject to further assessment by the Council and Waka Kotahi.

### **ASSESSMENT OF EFFECTS**

- 22 Internal roading arrangements will be designed at the time of subdivision and will need to be confirmed as safe and efficient at that point (through separate assessments and Road Safety Audit processes). The ODP requires a multi-modal approach to considering transport within the subdivision, with pedestrians and cyclists being accommodated within the road corridor as well as in

the dedicated pedestrian / cycle links. Passenger transport will also be provided for in the design of the Primary road network and at the accesses. Direct property access to/from Burnham School Road is now proposed acknowledging the traffic and urban design evidence in the section 42a report.

- 23 The capacity of site access arrangements has been assessed as part of the traffic modelling undertaken using the Selwyn District Council (SDC) Paramics traffic model of Rolleston. The initial modelling provided as part of the RFI response to Council was on the basis of the 2028 model that includes development of existing ODPs and 25% of development in 'future urban development areas' (nominally 1,400 dwellings). However, it did not specifically account for other Plan Change requests in Rolleston that are yet to be approved. This modelling identified that the accesses can operate satisfactorily.
- 24 I note that Council's section 42A traffic reporting is on the basis of a 2033 traffic model, which includes all Plan Changes sought in Rolleston currently. As such, this includes additional development beyond what it currently zoned in Rolleston. I note that this model also confirms that the accesses will operate satisfactorily.
- 25 The following sets out the timing of development relative to the provision of transport infrastructure (and is consistent with that included in the ODP text):
  - 25.1 No occupation of houses will be permitted on the Holmes Block prior to the completion of the upgrade of the SH1 / Dunns Crossing Road / Walkers Road intersection and the traffic signals being installed at the Dunns Crossing Road / Burnham School Road intersection;
  - 25.2 148 houses may be developed and occupied at the Skellerup Block prior to the completion of the upgrade of the SH1 / Dunns Crossing Road / Walkers Road intersection and the traffic signals being installed at the Dunns Crossing Road / Burnham School Road intersection; and
  - 25.3 The Newman Road approach to Dunns Crossing Road will be upgraded prior to the occupation of any houses on the Holmes Block; and
  - 25.4 Traffic signals will be installed at the Granite Drive / Dunns Crossing Road intersection with the construction of the Holmes Block access at this intersection.
- 26 The above is an alteration to the development timing in the Plan Change Application, with the proposal now being to consolidate initial development 'rights' at the Skellerup Block and defer the

occupation of any houses at the Holmes Block until the SH1 / Dunns Crossing Road / Walkers Road intersection is upgraded.

- 27 Whilst other road network upgrades have been identified as being required, these are to accommodate growth in Rolleston in general as well as the traffic associated with this Plan Change. As such, it is proposed that this Plan Change provide financial contributions toward those upgrades (through development contributions).
- 28 Overall, it is considered that the transport network operates satisfactorily with the above alterations with the Plan Change traffic added to the road network based on the above timing/sequencing of development.

### **SUBMISSIONS**

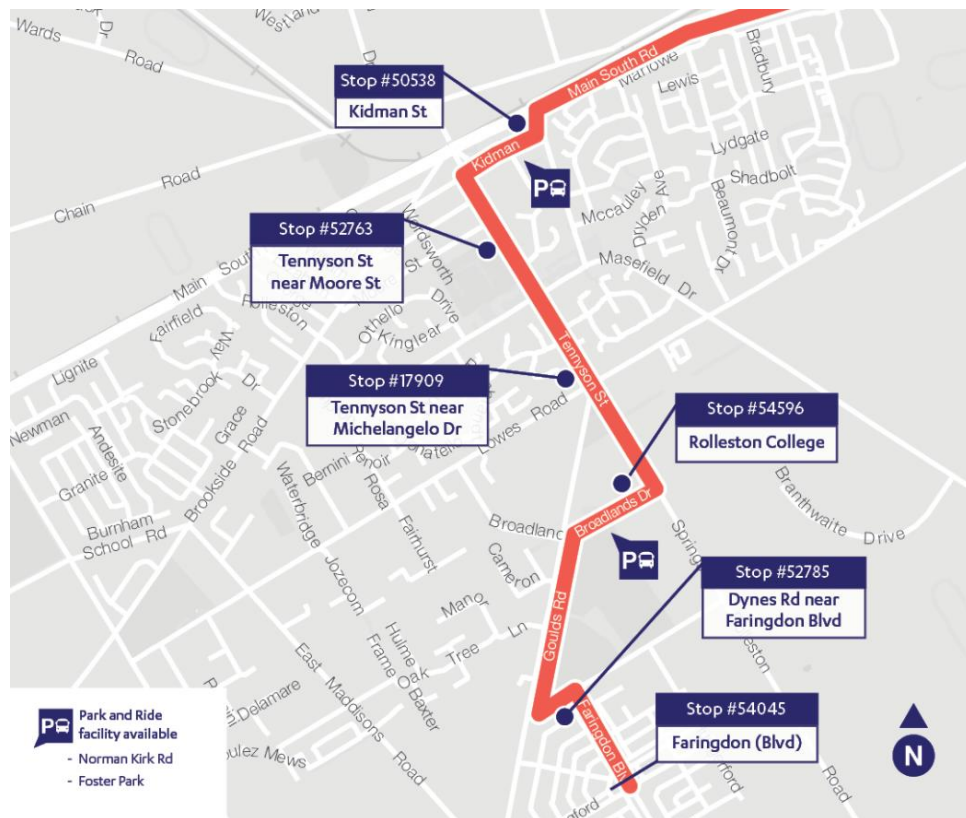
- 29 The following provides a summary of the transport related submissions that were received and responds to these. These have been grouped together where possible.

#### **Environment Canterbury**

- 30 This submission states that:
  - 30.1 The site is not well served by passenger transport and does not provide for integrated transport options; and
  - 30.2 There is a reliance upon upgrades to SH1 and these should not be taken for granted.
- 31 With regards to passenger transport, it is acknowledged that the existing passenger transport network does not serve the site although this is to be expected because there is no development at present.
- 32 **Figure 1** illustrates the route travelled by Route 5 bus service. This service currently turns at Lowes Road / East Maddisons Road, whereas this could be directed into the Holmes Block to undertake the turn-around at the end of the route (by travelling north up Dunns Crossing Road and turning within the Holmes Block prior to traveling back down Dunns Crossing Road and onto Lowes Road). Route 5 travels from Rolleston to Christchurch City and to New Brighton every 30 minutes on weekdays and weekends.







**Figure 2: Route 85 Existing Route**

- 34 I consider that these bus routes could be extended to / through the Plan Change site to provide the required passenger transport services. This need not affect the level of service elsewhere in Rolleston, as the Plan Change sites would be at the ends of the route.
- 35 The above changes to bus services would be a matter for Environment Canterbury to address, as bus service providers. This is outside of the scope of any resource consent / Plan Change process.
- 36 With regards to the reliance upon the SH1 upgrade works, I understand that Waka Kotahi are committed (including publically announced funding) to these upgrades and they have indicated an opening year of 2024 for the SH1 / Dunns Crossing Road / Walkers Road roundabout. Furthermore, no houses may be occupied at the Holmes Block prior to the completion of this roundabout. A proposed occupancy limit of 148 dwellings is permitted at the Skellerup Block ahead of the completion of the roundabout. This limit is a consolidation of the existing development entitlement at the Holmes Block (97 dwellings) and Skellerup Block (51 dwellings) under the existing zoning. As such, I am satisfied that the proposed upgrades can be relied upon to ensure the proposed Plan Change can operate satisfactorily from a transport perspective.

**Christchurch City Council**

- 37 Christchurch City Council has submitted to request that there should be a funded passenger transport service prior to the development occurring. The provision of Passenger Transport is ultimately a matter for Environment Canterbury. That said, I have outlined in paragraphs 32 and 33 that there are existing services in the vicinity of the Application site and these could be extended into the proposed developments.

**Waka Kotahi / NZ Transport Agency**

- 38 Waka Kotahi has requested:
- 38.1 a more detailed understanding of development timing of the Skellerup Block (in conjunction with the upgrades to the SH1 / Dunns Crossing Road intersection);
  - 38.2 that land be provided in the Holmes Block to allow for the SH1 / Dunns Crossing Road intersection upgrade; and
  - 38.3 further opportunities are provided for multi-modal travel to / from and within the site.
- 39 With regards to the timing of the Skellerup Block in relation to the SH1 / Dunns Crossing Road / Walkers Road upgrade, a deferral rule is now proposed that limits occupancy to no more than 148 dwellings ahead of this upgrade. Additionally, the alteration of the Holmes Block deferral to preclude development ahead of the upgrade lessens the likelihood that traffic will travel through the SH1 / Dunns Crossing Road / Walkers Road intersection in the interim scenario (i.e. prior to the upgrade occurring).
- 40 Further liaison has occurred with Waka Kotahi regarding the land required for the SH1 / Dunns Crossing Road / Walkers Road intersection upgrade. An annotation has been provided on the Holmes Block ODP that seeks to safeguard the land indicated as being required for this upgrade through our consultation. The Holmes Block ODP text also includes a consent notice or similar mechanism (at the time of subdivision consent) to ensure the land requirements for the SH1 / Dunns Crossing Road / Walkers Road intersection upgrade are provided. I consider this is sufficient to satisfy this concern.
- 41 Although not raised in the Waka Kotahi submission, ongoing liaison with them and the Council has indicated a preference for the northern Holmes Block access not to be opposite Newman Road. The ODP has been updated to relocate this access midblock on Dunns Crossing Road, south of Newman Road.
- 42 Both the Holmes Block and Skellerup Block ODPs also provide for multi-modal travel within and to / from the site. There are

dedicated pedestrian / cycle links provided on the ODPs that extend to the boundaries. The road corridors are also required to accommodate pedestrians and cyclists, as well as catering for extensions to existing public transport services. The road upgrades to Dunns Crossing Road and Burnham School Road are noted in the ODP text as potentially needing to accommodate a shared path in collaboration with SDC and Waka Kotahi (for the Holmes Block). I consider this provides sufficient means for multi-modal transport choice.

### **Ministry of Education**

- 43 The Ministry of Education submission raised concerns about the roading connections and business zone of the Holmes Block adjacent to their site boundaries, plus queries whether a threshold of 97 units initially proposed for the Holmes Block is appropriate for the installation of traffic signals at the Burnham School Road / Dunns Crossing Road intersection.
  
- 44 The proposed site access opposite Granite Drive will be a signalised intersection approximately 112m north of the school access. This access (along with associated upgrades to Dunns Crossing Road) will need to undergo a Road Safety Audit process that will identify whether additional improvements are required to provide a safe arrangement. Similarly, the traffic signals proposed at the Burnham School Road / Dunns Crossing Road will undergo a similar process. These traffic signals will improve pedestrian safety for school children and are anticipated to be acceptable from a road safety perspective (for all modes).
  
- 45 The details of the activity at the commercial area are yet to be determined. However, the activity will be subject to District Plan requirements regarding access arrangements and matters regarding road safety will be addressed at the time of Resource Consent applications.
  
- 46 The timing of development in the Plan Change has been altered to preclude house occupancy at the Holmes Block and permit occupancy of a maximum of 148 dwellings at the Skellerup Block prior to installing the Burnham School Road / Dunns Crossing Road intersection traffic signals. This maximum consistent with the existing development entitlement of both of these blocks under the current zoning. As such, the proposed threshold is consistent with the existing zoning and so are the associated effects.

### **New Zealand Defence Force**

- 47 The NZ Defence Force has sought an assessment of the effects of the proposed Plan Changes ahead of the proposed roading upgrades. A deferment of the Holmes Block has been included until the upgrade of the SH1 / Dunns Crossing Road / Walkers Road intersection is complete. The Skellerup block will be permitted to

develop 148 dwellings prior to the completion of that upgrade, which is consistent with the amount of development that could be established at the Holmes and Skellerup Block under the existing zoning.

- 48 I consider this provides sufficient assurance that the transport network will not be adversely affected prior to the critical roading improvements being completed. As such, I consider that the proposed Plan Change will not have an adverse effect on safe and efficient access to the Burnham Military Camp.

### **Other Submissions**

- 49 A range of matters have been raised in the submissions received from other parties. These are grouped together and responded to in the following sections.

#### *SH1 / Dunns Crossing Road / Walkers Road Upgrade*

- 50 Several submissions<sup>2</sup> identified a need to upgrade the SH1 / Dunns Crossing Road / Walkers Road intersection. As set out above, this intersection is proposed to be upgraded as part of the Waka Kotahi SH1 NZYP works, with the roundabout programmed to be completed in 2024. Occupancy of homes within the Holmes Block has been deferred until after the construction of this intersection. The Skellerup Block will be limited to occupancy of 148 dwellings ahead of this proposed intersection upgrade.

- 51 One submission<sup>3</sup> sought the closure of the SH1 / Dunns Crossing Road / Walkers Road intersection. The proposed upgrade will address the safety and capacity concerns at this location, meaning it does not need to be closed. Further to this it is noted that Dunns Crossing Road has been identified as a District Arterial for some time. This, for example, extends back to the *Rolleston Structure Plan* in 2009 that identified this as a key route and specifically included a future full-movement-intersection at this location.

#### *Burnham School Road / Dunns Crossing Road Intersection*

- 52 One submission<sup>4</sup> notes that traffic congestion is already an issue around the Burnham School Road / Dunns Crossing Road intersection. This intersection is planned to be upgraded by SDC and a limit (i.e. no occupation) has been placed on the amount of development that can occur at the Holmes Block prior to this upgrade.

- 53 I consider this mitigates the concerns regarding this intersection.

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<sup>2</sup> Mitchell, Horne, Munro, Falconer, Bentley, Shaffer, Lancaster and Robertson.

<sup>3</sup> Dawson – McMurdo.

<sup>4</sup> Horne.

*General Road Corridor Upgrades*

- 54 Several submissions<sup>5</sup> identified a need to undertake general transport improvements to the surrounding network to accommodate the traffic generation of the proposed Plan Change. Development of the Plan Change sites requires upgrades to Dunns Crossing Road and Burnham School Road along the road frontages. This will lead to an urbanisation of these roads and provide footpaths, with potentially a shared path (as to be determined in conjunction with Waka Kotahi and SDC).
- 55 Other road upgrades have been identified in the Council modelling that considers the impacts of all the Plan Changes sought in Rolleston. I anticipate that the development would contribute (financially through development contributions) towards these improvements as part of a wider strategy for all proposed Plan Changes in this area.

*Speed Limits & Traffic Speed*

- 56 Several submissions<sup>6</sup> have requested a consistent speed limit along Dunns Crossing Road and noted that vehicles currently speed along this road. The urbanisation of Dunns Crossing Road is anticipated to lead to a consistent speed limit to provide a safe environment, particularly with the increase in accesses and intersections through development of adjacent land. This urbanisation will also encourage vehicles to travel more slowly along Dunns Crossing Road as the road will no longer be a peri-urban environment and the development (plus accesses) will provide a visual cue to slow drivers. That said, the setting of speed limits is a Council matter and is outside the scope of this Plan Change application.
- 57 Conversely, one submission<sup>7</sup> identifies that a reduced speed limit will incur additional travel time for vehicles using Dunns Crossing Road. Although this will occur, the additional travel time in the context of wider journeys is unlikely to be significant.

*Rezoning Requests*

- 58 Submissions sought rezoning of their land and provision of links through the Application land to facilitate a connected transport network. Both ODPs acknowledge visually (and in words) the potential for these future connections, accepting that this adjacent land is not yet zoned for urban activities.

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<sup>5</sup> Munro, Parker, Falconer, Green, Shaffer and Robertson.

<sup>6</sup> Green, Dawson-McMurdo and Shaffer.

<sup>7</sup> Parker

## COUNCIL SECTION 42A REPORT

- 59 I have reviewed the Council's transport review of the proposed Plan Change and I am broadly in agreement with the recommendations provided. I note that:
- 59.1 Traffic signals will be installed at the Granite Drive / Dunns Crossing Road / Holmes Access intersection prior to the occupation of any dwellings within the Holmes block;
  - 59.2 The ODPs include a requirement to upgrade Dunns Crossing Road and Burnham School Road along the site frontages;
  - 59.3 I agree that the removal of the noise bund on Burnham School Road means that direct property access could be provided to this road. This is on the assumption that urbanisation of this road would lead to a reduced speed limit of 60km/hr or less; and
  - 59.4 The ODPs have been amended as per the Council's recommendations. Whilst a pedestrian / cycle link has been proposed within the Holmes Block to link to SH1, this will be at the discretion of Waka Kotahi as to whether they intend to provide any linking facilities on the SH1 corridor. Waka Kotahi may choose to provide this connection along the Dunns Crossing Road corridor where it could link across to Walkers Road and any future walk / cycle provision to the north of SH1.
- 60 In addition to the above alterations, the Holmes Block northern access has been relocated south of Newman Road, as requested by Waka Kotahi and the Council.
- 61 The following focuses on the points of disagreement with the Council's traffic engineer, or where additional information has been sought.
- Newman Road Upgrade*
- 62 Council has queried the ability to provide additional lanes on the Newman Road approach to the Dunns Crossing Road intersection within the existing road corridor. I have prepared a concept plan for this intersection in **Attachment 1**, which includes dedicated turning lanes on Newman Road within the existing road reserve. Indicative upgrades have been shown for Dunns Crossing Road, although these will need to tie-in with the Waka Kotahi proposal for the Dunns Crossing Road approach to the SH1 intersection (when these are confirmed).
- 63 I also note that the preliminary plans for the SH1 / Dunns Crossing Road / Walkers Road upgrade shown to me by Waka Kotahi indicate

that Dunns Crossing Road may deviate west from its current alignment from a point south of Newman Road. This means Newman Road would be extended to meet the realigned Dunns Crossing Road and the intersection arrangement would not be constrained by the existing road reserve.

- 64 The timing of this upgrade would be prior to any development occurring at the Holmes Block. From a practical perspective, it may be best timed to coincide with the Waka Kotahi alterations to Dunns Crossing Road as part of the SH1 intersection upgrade.

- 65 I consider this is sufficient to confirm that a suitable intersection can be constructed in this location.

*Deferral of Holmes Block and Skellerup Block Development*

- 66 I agree in principle with the need to defer the majority of the development at the Plan Change site until after construction of the SH1 / Dunns Crossing Road / Walkers Road upgrade. However, it is now proposed to consolidate this development at the Skellerup Block. As such, no dwellings would be occupied at the Holmes Block and a maximum of 148 dwellings would be occupied at the Skellerup Block ahead of the upgrade.

- 67 Locating the development further from the SH1 / Dunns Crossing Road / Walkers Road intersection (prior to the upgrade) is anticipated to reduce the effects at that location, as traffic may use alternate routes to avoid congestion. As such, I consider this alteration to the deferral to have benefits compared to that originally sought (i.e. permitting 97 dwellings to be occupied at the Holmes Block ahead of the upgrade) and what is permitted under the operative zoning.

*Timing of Dunns Crossing Road / Burnham School Road Upgrade*

- 68 Council sought that the installation of traffic signals at the Dunns Crossing Road / Burnham School Road intersection be required prior to the Holmes Block exceeding 97 dwellings and the Skellerup Block exceeding 51 dwellings. I agree with this in principle, although the deferrals now proposed now consolidate the development at the Skellerup Block. As such, the timing of development in relation to the traffic signals is that no dwellings are permitted to be occupied at the Holmes Block and a maximum of 148 occupied dwellings are permitted at the Skellerup Block prior to the installation of traffic signals at the Burnham School Road / Dunns Crossing Road intersection.

*Impact on the Greater Christchurch Transport Network*

- 69 Council's traffic engineer notes this Plan Change site is outside of the anticipated urban area and that there will be an impact on the Greater Christchurch transport network if there is not a corresponding increase in access to services and employment. I

agree with the comment provided in the Section 42A report, that this will arise generally if there is greater growth in Selwyn and it is not an effect arising specifically as a result of the location of this Application site.

### **CONCLUSIONS**

- 70 Given the above, I consider that the transport effects of the proposed Plan Change will be acceptable.

Dated: 13 September 2021



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Nicholas Peter Fuller



**Attachment 1: Dunns Crossing Road / Newman Road Intersection  
Upgrade**





<div><p><b>novo group</b> <small>Planning. Traffic. Development.</small></p></div> <div><p>Novo Group Limited PO Box 365 Christchurch 8014</p><p><a href="http://NovoGroup.co.nz">NovoGroup.co.nz</a></p></div>	<b>Plan Change 73: Newman Rd / Dunns Crossing Rd</b>		Sheet
	<b>Rolleston West Residential Ltd</b>		<b>SK2001-A</b>
	<b>Concept Intersection Upgrade</b>		Scale @A3 1/300
	<b>Working Draft</b>		Date 31/08/2021
	Drawing:	021-032 - Rolleston West - SK2001C	By N Fuller
			Project #021-032