

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*

Summary of Evidence of Nicholas Peter Fuller (Transport)

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Dated: 28 September 2021

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## **SUMMARY OF EVIDENCE OF NICK 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.

### **SUMMARY**

- 4 The proposed Plan Change sites will take access from Dunns Crossing Road via new intersections. These include new traffic signals at the Dunns Crossing Road / Granite Road intersection when the Plan Change access arm is created and a roundabout that will facilitate a continuation of the Primary Road network to Plan Change 70 (amongst other access locations).
- 5 The Plan Change also requires upgrades to Dunns Crossing Road and Burnham School Road along the site frontages. Furthermore, the following sets out the timing of development relative to the provision of transport infrastructure:
  - 5.1 No development will be permitted of 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;
  - 5.2 The occupation of 148 residential dwellings will be permitted 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;
  - 5.3 The Newman Road approach to Dunns Crossing Road will be upgraded prior to any development of the Holmes Block; and
  - 5.4 Traffic signals will be installed at the Granite Drive / Dunns Crossing Road intersection when the fourth arm (the Holmes Block access) is constructed.

- 6 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).
- 7 Alterations to the ODPs have been undertaken to address the concerns raised by Waka Kotahi and the Council. These include:
  - 7.1 Removal of the noise bund on Burnham School Road, thereby providing direct property access;
  - 7.2 A pedestrian / cycle link has been added within the Holmes Block to link to SH1 (at the discretion of Waka Kotahi); and
  - 7.3 The Holmes Block northern access has been relocated south of Newman Road, as requested by Waka Kotahi and the Council.
- 8 Overall, it is considered that the transport network operates satisfactorily with the above alterations and the Plan Change traffic added to the road network.

#### **URBAN DESIGN JOINT WITNESS STATEMENT**

- 9 I have read the Joint Witness Statement regarding Urban Design, including the recommendation in paragraph 22 for an additional pedestrian / cycle link to Dunns Crossing Road.
- 10 I agree there would be transport benefits from the above provision.

#### **SUBMISSIONS**

- 11 My Evidence in Chief responds to the transport related submissions received on this application. However, I note the following:
  - 11.1 Passenger transport services could be extended into the Application sites as extensions of existing routes;
  - 11.2 Alterations have been made to the ODPs and development timing to address concerns raised by Waka Kotahi; and
  - 11.3 Occupation of development at the sites has been largely deferred to coincide with the provision of infrastructure. Development contributions will be provided to assist in facilitating other transport upgrades that are required in association with other Plan Changes in the area.

## **COUNCIL SECTION 42A REPORT**

- 12 The transport comments raised in the Council's Section 42A report have been addressed and I consider that we have satisfied the requests through alterations to the ODPs and timing of development relative to infrastructure provision.

## **SUBMITTER EVIDENCE**

### **Sarah White – Waka Kotahi**

- 13 At paragraph 8.4 of Ms White's evidence it is noted that additional information has been requested regarding the effects on safety and efficiency of the Sh1 / Dunns Crossing Road / Walkers Road intersection with the 148 dwellings at the Skellerup Block (and none at the Holmes Block) prior to the upgrade of that intersection. I have continued correspondence with Waka Kotahi regarding this matter and have identified that:
- 13.1 The 148 dwellings would generate 133 vehicles per hour in the peaks and 1,214 vehicles per day;
  - 13.2 The distribution of these vehicles (as predicted by the SDC traffic model prior to the SH1 upgrades) indicates that these would typically seek to avoid the SH1 / Dunns Crossing Road / Walkers Road intersection because of the high delays at this location;
  - 13.3 The change in traffic through the intersection would be indicatively 11 vehicles per hour in the AM Peak and 63 vehicles per hour in the PM peak. Although these PM volumes would be on low risk movements such as left turns to / from Dunns Crossing Road;
  - 13.4 The effects of 148 dwellings being constructed at the Skellerup Block (and none at the Holmes Block) are anticipated to be negligible, when compared to the baseline: and
  - 13.5 The above would be for a limited duration of time, given the time required to gain subdivision consent and construct dwellings compared to the timeframe from Waka Kotahi to construct the SH1 / Dunns Crossing Road / Walkers Road roundabout.
- 14 I consider this addresses the concern raised in Ms White's evidence. Mr Phillips' summary addresses the rationale behind the 'transfer' of entitlement for early development of 97 dwellings on Holmes Block to the Skellerup block.

**Keith Tallentire – Canterbury Regional Council & Christchurch City Council**

- 15 At paragraph 108 of Mr Tallentire’s evidence he states that he considers Plan Change 73 will have significant downstream effects for Christchurch City.
- 16 I disagree with this, as the destinations within Christchurch will be a diverse range of locations rather than being focussed in a specific location. I note that the Commuter Waka website<sup>1</sup> indicates that the residents of Rolleston North West have approximately 30 ward level destinations within Christchurch. This effectively disperses the traffic across a range of routes such that a specific increase of any significance could not be readily identified.

**Mr Barrett**

- 17 I have read the evidence of Mr Barrett, who states that (from a transport perspective) he is supportive of the recommendation in the Council Peer Review to require an upgrade along the frontage of Dunns Crossing Road. This has been included on the ODP and therefore addresses this concern.

**Ministry of Education**

- 18 I have read the letter from the Ministry of Education dated 27 September 2021. This evidence supports the upgrades to the following locations (as rules or standards for the ODP):
- 18.1 SH1 / Dunns Crossing Road;
- 18.2 Burnham School Road / Dunns Crossing Road;
- 18.3 Newman Road / Dunns Crossing Road; and
- 18.4 Granite Drive / Dunns Crossing Road.
- 19 This evidence also seeks staging of the development to appropriately manage the traffic effects on educational facilities in the area.
- 20 The timing of occupation of the development at the ODP is linked to the provision of the intersection upgrades identified in this evidence. The key upgrades are considered to be the SH1 / Dunns Crossing Road intersection and the Burnham School Road / Dunns Crossing Road intersection. As such, the staging restricts the occupation of dwellings to no more than could be established under the existing zoning (although these are consolidated at the Skellerup Block).

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<sup>1</sup> A website that sets out Journey to Work and Education information based on 2018 Census data.

- 21 The upgrades to the Granite Drive / Dunns Crossing Road intersection and Newman Road / Dunns Crossing Road intersection are linked to the development of the Holmes Block. I consider this to be appropriate, as this is the area that is more closely associated with the need for these upgrades.

### **CONCLUSIONS**

- 22 Given the above, I consider the traffic effects on the transport network to be acceptable.
- 23 I am happy to answer any questions concerning my evidence.

Dated: 28 September 2021

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Nicholas Fuller