

Submitter ID: PC73-0016
Submitter Name: Chris Barrett
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City/Town: Rolleston

Thank you for considering this addition to my original submission.

Although there are a considerable number of issues that I feel should prevent this development proceeding, I have none of the resources, wherewithal, time or knowledge of the processes needed to properly challenge Plan Change Application 73. I will therefore concentrate on the issue that I feel will most directly affect myself, my family and those others currently resident on Dunns Crossing Road south of Lowes Road. That of the lack of acknowledgement of, or firm proposal of a solution for, the state of this section of road

These are the reasons for my opposition to PC73.

We took the opportunity to build on the outskirts of Rolleston in 2007, moving in in April 2008, to take advantage of a development on what was a quiet minor local road. The nearest daily traffic counts I can access, has a recorder reading dated 29/04/2011 for this section of road showing movements averaging 139 per day.

As can be appreciated, the amenity value of living in a home on a quiet country road would be considerable. This has been dramatically eroded over the subsequent years.

Traffic volume has increased steadily over the years. From the April 2021 Traffic counts there are two readings that pertain to this area of road. On the 8/9/2016 at the seal join the average daily total was 321, this increases in three years to the reading on the 02/09/2019 of 1602 average daily total.

There has not been a reading recorded for that section of road since, somewhat surprisingly, given the steady increase in traffic volume. In particular heavy traffic using Dunns Crossing Road as a preferred route to Southern and Eastern Selwyn.

What has not kept up with the volume increase has been an improvement to the standard of the road between Lowes Road and the start of the new seal, in the area of the Skellerup Block.

Neither does the Integrated Traffic Assessment by Novo Group, Appendix D of the application address this.

In Section 9, Table 2 they have rather sloppily included the narrow section of Dunns Crossing Road south of Lowes Road with the more developed section in their cross-section carriageway description. This section does not have a full 8.4 metre carriage way with two 4.2 metre traffic lanes.

Rather, it is only a 7-metre-wide carriageway of one 3 metre lane and one 4 metre lane with no parking lane and a 1.5 metre wide footpath directly adjacent to the carriageway.

This is a section of road that their traffic modelling suggests will have a considerable share of the up to 7790 vehicle movements per day from the Skellerup Block. I believe this figure will be a higher percentage than the modelling suggests given that the easiest access into Christchurch would be straight to SH1, then right turn on the proposed roundabout, through Rolleston and onto the motorway.

From experience of driving the back roads of this area, I do not believe that people travelling from here to Christchurch would prefer to navigate the maze that are the alternative routes.

The assessment also lists this section of Dunns Crossing Road as being a Local Road south of Lowes Road, although this is partly corrected in the "Traffic Statement of Evidence of Nicholas Fuller"

The Council definition, both in the Councils roading hierarchy and in the request for further information letter, is that of being an arterial road.

As per my original submission.

"This narrow section of Dunns Crossing does not meet, and has not met for some time, the Councils own design standards or Engineering Codes of Practice for the traffic volume it currently carries, let alone the projected increase for both Plan change 73 and plan change 70. There is no safety run off area, no safe roadside parking and the footpath is in close proximity to the roadway. This road is carrying an ever-increasing amount of heavy traffic using the road as a north-south route to South and East Selwyn and as a back road into Christchurch.

The roadway is too narrow for vehicles approaching from opposite directions to safely pass parked cars on the side of the road. This has also become the preferred route for the kerbside recovery trucks travelling to the Pines Resource Recovery Park from Eastern Selwyn.

This traffic increase since residential housing was built along Dunns Crossing Road has resulted in a considerable loss of the amenity value of living on what was a quiet local rural road, this amenity value will only be further reduced by the traffic volume increases under the proposed plan change."

There has been mitigation proposed to this width issue in section 6.3 of the Transportation Hearing Report by Flow Transportation Specialists that largely addresses my concerns, as long as these measures are implemented before any development begins, with the inherent traffic volume increase especially with the natural development higher ratio of heavy traffic to light.

To summarise.

I remain opposed to the granting of consent for Plan Change 73, for the absolute loss of the amenity value we had at the time of moving here in 2008, and the lack of action to address in a concrete manner the below standard state of Dunns Crossing Road south of Lowes Road before any further development.

I support the mitigation proposed by Flow Transportation Specialists to address the width issue.

Thank you
Chris Barrett and family.