

Before the Selwyn District Council.

under: the Resource Management Act 1991

in the matter of: Proposed Private Plan Change 75 to the Operative
District Plan

and: **Your Section Limited**
Applicant

Statement of Evidence of Nicholas Peter Fuller

Dated: 22 October 2021

| | |

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 Transport Statement that supported the MON Group Ltd submission on Plan Change 75 (PC75). In brief, that submission sought a rezoning of part of the PC75 land to provide a commercial centre.

CODE OF CONDUCT

- 5 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

- 6 My evidence will deal with the traffic effects associated with the proposed Commercial zoning sought.

EVIDENCE

- 7 **Attachment 1** to my evidence is the Transport Statement that I prepared for the submission. That statement sets out:
 - 7.1 the context of the transport network surrounding the site;
 - 7.2 potential traffic generation of the proposed zoning;
 - 7.3 split of traffic between new trips, pass-by and diverted trips; and

7.4 a brief overview of the site access locations.

- 8 I note that a specific assessment of traffic generation, access layout and operation will be required at the time of applying for Resource Consent. However, I consider there is sufficient certainty to confirm that the site could reasonably be developed for commercial activities.
- 9 I also note that the site has been identified as a Neighbourhood Centre on the Rolleston Structure Plan. As such, the wider transport network would have been developed being cognisant of the likely use of this land.

APPLICANT EVIDENCE

- 10 I have reviewed the evidence of Mr Metherell, particularly where this relates to the commercial zoning sought. I consider that we are in broad agreement that the proposed commercial zoning will generally be acceptable, although there will be a need for more detailed assessments when a specific development content is sought at the time of seeking Resource Consent.

COUNCIL SECTION 42A REPORT

- 11 I have reviewed the Council's transport review (by Mr Collins) of the proposed Plan Change, particularly the comments relating to the commercial zoning in the MON Group Ltd submission. Again, I consider that Mr Collins and I are in agreement that the rezoning is generally acceptable, although a more fine grained assessment will be required at the time of seeking Resource Consent.

CONCLUSIONS

- 12 Given the above, I consider that the transport effects of the Neighbourhood Centre zoning will be acceptable.

Dated: 13 September 2021



Nicholas Peter Fuller

Attachment 1: Transport Statement

01 June 2021

MON Projects Ltd

Attention: Johnny Hague

By email: johnny@mon.nz

Novo Group Limited
Level 1, 279 Montreal Street
PO Box 365, Christchurch 8140
0 - 03 365 5570
info@novogroup.co.nz

Dear Johnny,

FALCON'S LANDING: COMMERCIAL SUBMISSION TRANSPORT STATEMENT

1. Plan Change 75 (PC75) seeks rezoning of approximately 24.7Ha of Rural Inner Plains land to Living Z, to the east of Rolleston. That plan change is effectively an extension to the Falcons Landing subdivision and would facilitate development of approximately 280 dwellings. We understand that PC75 is yet to be notified.
2. MON Projects Ltd (MON) are preparing a submission on the PC75 application that seeks the rezoning of approximately 0.55Ha of that land for commercial use, to facilitate a local shopping area. The location of that land is broadly indicated in **Figure 1**. The remainder of this letter provides our transport review of the rezoning sought, which draws upon information presented in the Transport Assessment that supported the PC75 application.



Figure 1: Indicative Site Location



Transport Context

3. The Submission site has frontage to Lincoln-Rolleston Road to the north-east and the PC75 Collector Road to the north. We understand that the intersection between Lincoln-Rolleston Road and the Collector Road is anticipated to be priority controlled, although it may be a roundabout should land to the east of Lincoln-Rolleston Road be developed.
4. The traffic modelling provided in the Transport Assessment indicates that the adjacent road network is predicted to operate well with PC75 in place. It is noted that the intersections generally operated with no movements worse than Level of Service C or D in 2028, with the exception of the Selwyn Road / Lincoln Rolleston Road intersection and the Selwyn Road / Weedons Road intersection.

Proposed Commercial Zoning

5. **Attachment 1** includes indicative layouts of potential retail developments in the area this submission relates to (although this is not necessarily the proposed development). This indicates potential arrangements with between 48 and 68 car parking spaces, primary access to the proposed Collector Road, a potential ingress only from Lincoln Rolleston Road (in one option) northbound one-way loading zone and between 1,745m² GFA to 2,087m² GFA of commercial development. That plan is used as the basis of determining the transport effects of the proposed commercial zoning.

Traffic Generation

6. The traffic generation of the proposed activity has been based on survey data of *Local Shops* of a similar size in the TRICS database. The traffic generation rates are summarised in **Table 1**.

Table 1: Traffic Generation Rate (per 100m² GFA)

	Arrivals	Departures	Total
AM Peak Hour	3.10	2.69	5.79
PM Peak Hour	4.41	4.56	8.97
Daily	57.30	57.12	114.41

7. The above rates have been applied to a floor area of 2,087m², with the resultant traffic generation summarised in **Table 2**.



Table 2: Predicted Application Site Traffic Generation

	Arrivals	Departures	Total
AM Peak Hour	65	56	121
PM Peak Hour	92	95	187
Daily	1,196	1,192	2,388

8. The above identifies the peak hour of traffic generation from the site is the weekday PM peak and this becomes the focus of this assessment. The Institute of Transportation Engineers *Trip Generation Handbook* suggests that 34% of weekday PM peak hour traffic generation from a shopping centre would be pass-by traffic (i.e. traffic that is already on the road network passing the site) and 24% would be diverted (i.e. traffic that is already on the network that undertakes a short detour to visit the site). **Table 3** summarises the weekday PM peak hour traffic generation in terms of new, pass-by and diverted traffic. We note that the percentage of traffic that is already on the surrounding network is anticipated to be higher than presented below because of the local nature of the retail facilities provided, although the following leads to a robust estimate of traffic generation.

Table 3: New & Pass-by Traffic – Weekday PM Peak

	Arrivals	Departures	Total
Pass-by	31	32	64
Diverted	22	23	45
New Trips	39	40	79
Total	92	95	187

9. Although the altered use of this land to be commercial rather than residential would reduce the residential traffic generation, this is considered to be minimal in the context of the commercial traffic generation. That said, the good operation of the road network outlined in the PC75 Transport Assessment indicates that the additional traffic associated with the proposed retail area is able to be accommodated.

Site Layout

10. The proposed layout of the submission land has been reviewed to determine whether it could feasibly accommodate commercial activity from a transport perspective. In this regard, we note that:
- The site would take primary access to / from the proposed Collector Road, with only an ingress proposed to Lincoln Rolleston Road (Arterial Road). The District Plan requires access to the lower order road, although in this instance it is considered that an ingress from Lincoln Rolleston Road would be acceptable as the proposed location is most likely to function and a left turn entry only;



- The car parking and access arrangement can be designed such that it complies with District Plan requirements regarding access widths and queue space provision; and
- The proposed access location from the Collector Road complies with the required 30m separation from the intersection with Lincoln-Rolleston Road. A separation of 30m is required and the separation to the road boundary is 37m, indicating there is scope to provide an intersection whilst maintaining a compliant 30m separation..

Summary & Conclusion

11. The above review has identified that the surrounding road network is anticipated to be able to accommodate the predicted traffic generation associated with rezoning the submission site for commercial development. The land is of sufficient size to accommodate a practical development layout and it is noted that Resource Consent will likely be required to assess the effects of any development that does occur on this site.
12. Given the above, we consider that the commercial zoning sought can be supported from a transport perspective.
13. We trust this letter satisfactorily sets out our review of this matter, but please feel free to contact the undersigned if you have any queries regarding this matter.

Yours sincerely,

Novo Group Limited

Nick Fuller

Senior Transport Engineer

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E: nick@novogroup.co.nz | W: www.novogroup.co.nz

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Attachment 1: Indicative Site Layout

NOTES:
the contractor shall verify all dimensions on site before commencing work. Written dimensions are to take priority over scaled dimensions. All plans are to be read in conjunction with the specification and engineer's details if applicable.

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FALCONS LANDING

for
MON

Lincoln Rollerston Road
Rollerston

Project No. 21.1197



2 SITE PLAN 1:2000 1:2000

RevID	CHD	Revision	Date

drawing status: INFORMATION issue

drawing title: SITE LOCALITY PLAN

layout number: A0.02



date printed: 6/05/2021	scale:	Rev.
drawn:		

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the contractor shall verify all dimensions on site before commencing work. Written dimensions are to take priority over scaled dimensions. All plans are to be read in conjunction with the specification and engineer's details if applicable.

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FALCONS LANDING

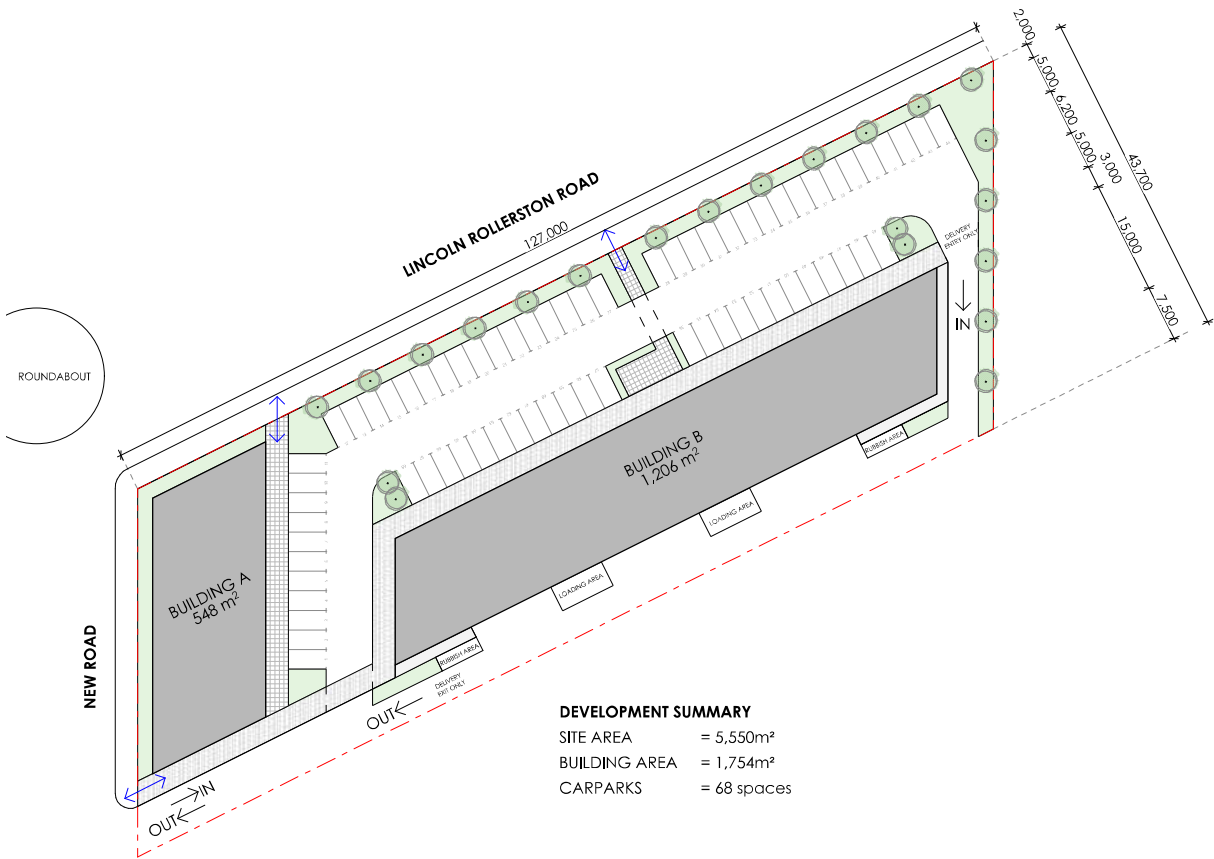
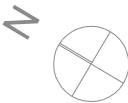
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MON

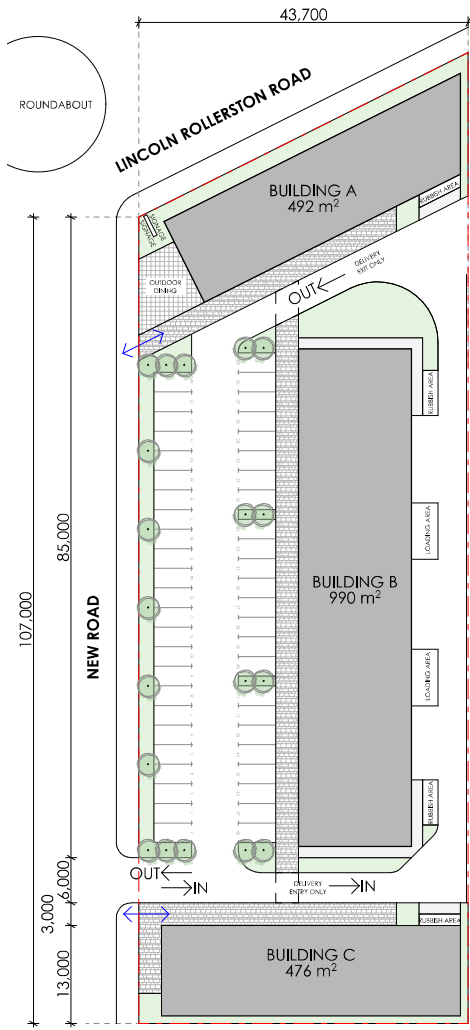
Lincoln Rollerston Road

Rollerston

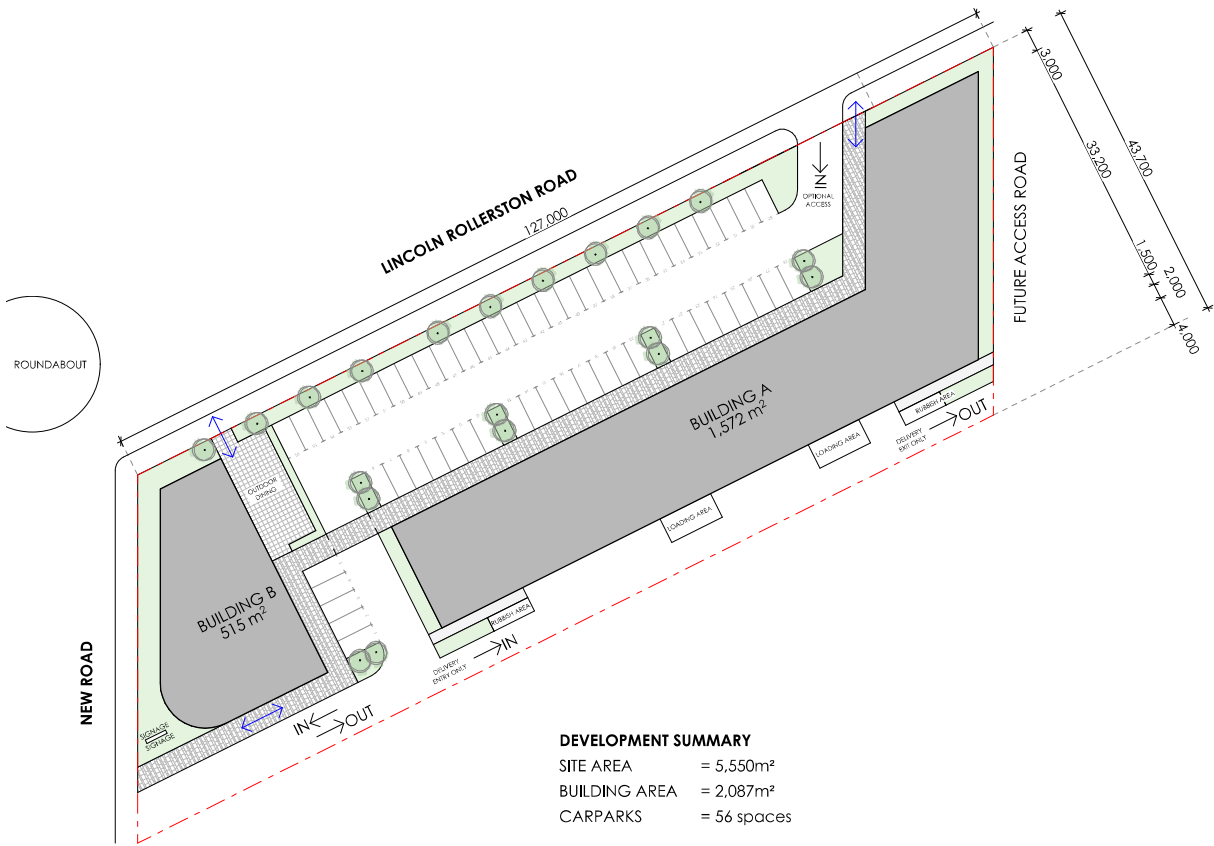
Project No. 21.1197



OPTION 1 SITE PLAN 1:500



OPTION 3 SITE PLAN 1:500



OPTION 2 SITE PLAN 1:500

RevID	ChID	Revision	Date

drawing status: #Project Status issue

drawing title: SITE LAYOUT OPTIONS

layout number: A0.01



date printed: 3/05/2021	scale:	Rev.
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