

Selwyn District Plan, Private Plan Change 75 – Yoursection Limited, 151 and 153 Lincoln-Rolleston Road

Joint Officer Summary Statement, Selwyn District Council

Introduction

1. This joint officer summary statement has been prepared by the following experts who prepared the pre-circulated Section 42A report and supporting evidence on PC75.
2. The applicant and submitters have lodged statements of evidence following the circulation of the officer's evidence. The purpose of this joint officer statement is to summarise our positions on the evidence received and to provide an update on our recommendations pending any further evidence that is presented at the hearing.

Summary of recommendations

3. We can confirm that Council's reporting officers continue to support the granting of the request for the reasons stated in the s42A report. The officer's evidence contained several recommendations, the majority of which have been accepted by the plan change proponent.
4. Tabled evidence from one of the submitters (S75-007 MON Group Limited) clarifies their position on the request. This includes additional information required to support the relief being sought to reference a Neighbourhood Centre on the ODP.
5. Table 1 below includes a summary of the officer recommendations detailed in the s42A report, the plan change proponent's position on each of these recommendations, the position of the submitter's who have tabled evidence and officer's conclusions on the matters raised.
6. The only items we require clarification on from the plan change proponent relate to: (1) how the "roundabout" is referenced on the ODP; (2) minor suggested changes to the ODP text and plan; (3) clarification of the alignment of the cycle routes on the ODP plan; and (4) including the changes to the ODP contained in the MON Group Limited evidence (Evidence of Mr. Boyes, paragraph 59, Pg.10).

Table 1 – PC75 Officer summary evidence statement

Notes:

¹ Refer to the s42A planning report - 9. Proposed Amendments to the District Plan, Pg.37.

² Agree = Officer's support the applicant's response.

³ Neutral = No further officer evidence is considered necessary.

⁴ Disagree/further comments required = Officer position confirmed.

Officer recommendations ¹	Plan change proponent's response	Officer's position ^{2, 3 & 4}
<p>i. The ODP and Policy B4.3.77 are amended to reference the need for a "roundabout" at the intersection of Lincoln-Rolleston Road and Ed Hillary Drive.</p>	<p>The plan change proponent has amended the ODP to address this recommendation, while noting that they request this is amended to "possible future roundabout" and that references to land development to the east are replaced to a more general "primary road" reference.</p>	<p><input type="checkbox"/> Agree</p> <p><input type="checkbox"/> Neutral</p> <p><input checked="" type="checkbox"/> Disagree/further comments</p>
		<p>Comments - Mr. Collins, Transport</p> <p>The need for a roundabout at this location is, in Mr. Collins view, determined by safety outcomes as well as traffic efficiency outcomes. This intersection will be a key intersection for the local network and will carry a comparatively higher number of movements of all road users (including pedestrians and cyclists). Roundabouts provide for safer interactions between turning traffic movements, and (if designed well) can provide safer and easier crossing points for pedestrians and cyclists.</p> <p>As discussed in Section 5.2 of Mr. Collins Evidence in Chief, the applicant's ITA assumes that the Lincoln Rolleston Road/Ed Hillary Drive intersection will be a roundabout by 2048. This is consistent with assumptions in Council's Rolleston Paramics model. In paragraph 18 of his Evidence in Chief, Mr. Metherell acknowledges the likely need for a roundabout in the medium term. Both Mr. Metherell and Mr. Collins agree that a roundabout is an appropriate intersection form.</p> <p>Mr. Collins advises that roundabouts tend to have a larger footprint than a T intersection. Therefore, there is a risk that development within PPC75 could foreclose the opportunity to construct a roundabout at this intersection, unless it is clear in the ODP that this is required. Mr. Collins concern is that the use of the notation "Possible Future Roundabout" in the ODP implies that there is uncertainty about the form of the intersection.</p>

		<p>Mr. Collins has identified that a cost share between Council and the applicant for the construction of the roundabout is appropriate, and I understand that Council have successfully used this approach for other key intersections on the CRETS Collector route. It may be that the intersection is constructed as a T intersection in the interim, with land vested to Council to allow for the future upgrade to a roundabout. Alternatively, it may be more efficient to construct the roundabout when the intersection is formed. These matters can be addressed by Council and the applicant at the time of subdivision.</p>
<p>ii. The ODP and Policy B4.3.77 are amended to indicate the need for a frontage upgrade along Lincoln Rolleston Road, which should be determined by the developer in collaboration with Council in accordance with the Engineering Code of Practice requirements.</p>	<p>The plan change proponent has amended the ODP text to address this recommendation but oppose including a notation on the ODP plan. This is to ensure consistency with the Falcon's Landing Area 11 ODP Plan in Appendix E38 of the SDP.</p>	<div> <input type="checkbox"/> Agree <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Disagree/further comments </div> <hr/> <p>Comments</p> <p>Support the position that the ODP text is sufficient, which ensures consistency with ODP Area 11 in Appendix E38 of the SDP and the officer evidence.</p> <p>Recommend the text is amended to the following:</p> <p><i>"Density Plan</i></p> <p>...</p> <p><i><u>The Lincoln Rolleston Road frontage is to be upgraded to an urban standard in accordance with the Engineering Code of Practice. Frontage upgrades are to be provided along Lincoln Rolleston Road to encourage properties to front this road."</u></i></p>
<p>iii. The ODP Plan is amended to illustrate the walking and cycling routes within the site, including the north-south and east-west cycle routes.</p>	<p>The plan change proponent has amended the ODP to address this recommendation. The "cycle route" along the alignment of the "CRETS Road" is not supported. This is because it would only provide for a "partial cycle network" and an appropriate connection has been provided on the parallel road.</p>	<div> <input type="checkbox"/> Agree <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Disagree/further comments </div> <hr/> <p>Comments - Mr. Collins, Transport</p> <p>Regarding Mr. Collins recommendation for the provision for cycling on Ed Hillary Drive (CRETS Collector), he has reproduced the approved cross sections for this road, immediately to the west of PC75 (provided as Figures 1 and 2 below). These are Engineering Plan Approval numbers 175169 and 185322. Both cross sections show a 2.5m wide shared use path on the southern side of Ed Hillary Drive.</p>

		Mr. Collins anticipates that the same cross section will be provided through PPC75, and that the ODP should identify provision for cycling as has been approved to the west of PPC75.
iv. The ODP is amended to illustrate a 'double arrow' to reference future links.	The plan change proponent has amended the ODP to address this recommendation.	<input checked="" type="checkbox"/> Agree <input type="checkbox"/> Neutral <input type="checkbox"/> Disagree/further comments <hr/> No further comment required.
v. The ODP plan is amended to illustrate the extension of the secondary east-west aligned road to connect to Lincoln-Rolleston Road. The ODP is also amended to illustrate the logical extension of the secondary north-south aligned road with one of the key secondary north-south aligned roads.	The plan change proponent has amended the ODP to address this recommendation.	<input checked="" type="checkbox"/> Agree <input type="checkbox"/> Neutral <input type="checkbox"/> Disagree/further comments <hr/> No further comment required.

Other matters:

Urban design evidence - Request to The ODP to reference the alignment of the existing water race in the ODP.	The plan change proponent does not support this recommendation. The reasons for this position are detailed in the evidence statements of Mr. Compton-Moen and Ms. Seaton.	<input type="checkbox"/> Agree <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Disagree/further comments <hr/> Comments Officers consider there is sufficient evidence available to enable the Commissioner to reach a position on this aspect of PC75.
Urban design evidence - Request to amend the ODP to establish how the central reserve is linked with the surrounding green network and integrated with walking and cycling connection.	The plan change proponent does not support an additional cycle connection on the western section of the east-west secondary road. Mr. Compton-Moen considers that cycle routes will be provided within the road network and addressed at the time of subdivision.	<input checked="" type="checkbox"/> Agree <input type="checkbox"/> Neutral <input type="checkbox"/> Disagree/further comments <hr/> Comments The amended ODP provides sufficient off and on-road walking and cycling links.
-	The plan change proponent has expanded the area of medium density development on the ODP.	<input checked="" type="checkbox"/> Agree <input type="checkbox"/> Neutral <input type="checkbox"/> Disagree/further comments <hr/> Comments The increase in the proportion of medium density housing on the ODP plan is supported to better optimise the use of the land, coordinate infrastructure, and support a wider range of housing choices.

Submitter's evidence

Officer's and the plan change proponent agree there is scope to consider the MON Group relief. Inclusion of the Neighbourhood Centre on the ODP is supported by the technical evidence. Additional assessments from the submitter are required to enable a position to be reached on the merits of granting the submitter's relief.

The submitter has circulated planning and transport evidence to support the relief being sought and address the items detailed in the s42A report.

This evidence:

- Confirms the location and 2,000m² maximum size of the Neighbourhood Centre.
- Assesses the relevant SDP provisions.
- Provides a needs assessment and spatial analysis of local centres in the area.
- Includes suggested changes to the ODP, including the reference to 'Neighbourhood Centre' on the ODP Plan (including in the legend) and ODP text consistent with examples contained within Appendix E38 of the SDP.



Agree



Neutral



Disagree/further comments

Comments

Officers accept the assessment provided by the submitter in support of the changes to the ODP. The recommended changes to the ODP have been reviewed and are supported for inclusion in the SDP.

We agree that the inclusion of a reference to the Neighbourhood Centre on the ODP is consistent with the Rolleston Structure Plan and the objectives and policies of the Selwyn District Plan. Rules can effectively manage effects relating to the detailed design and operation of the Neighbourhood Centre.

The scale of the Neighbourhood Centre ensures that the relief being sought will be consistent with the CRPS in respect to supporting business needs without compromising other commercial centres. A Neighbourhood Centre will support and encourage housing in the area consistent with the urban development outcomes of the NPS-UD.

Officers consider that granting the relief will satisfy the relevant statutory tests, including enabling Council to carry out its functions (s74(1)(a) and s31), according with Part 2 of the Act and the objectives of the SDP (s74(1)(b) and s32(1)), giving effect to the CRPS and NPS-UD (s75(3)(a)(ba) and (c)).

FIGURE 1: ED HILLARY DRIVE CROSS SECTION (EPA175169)

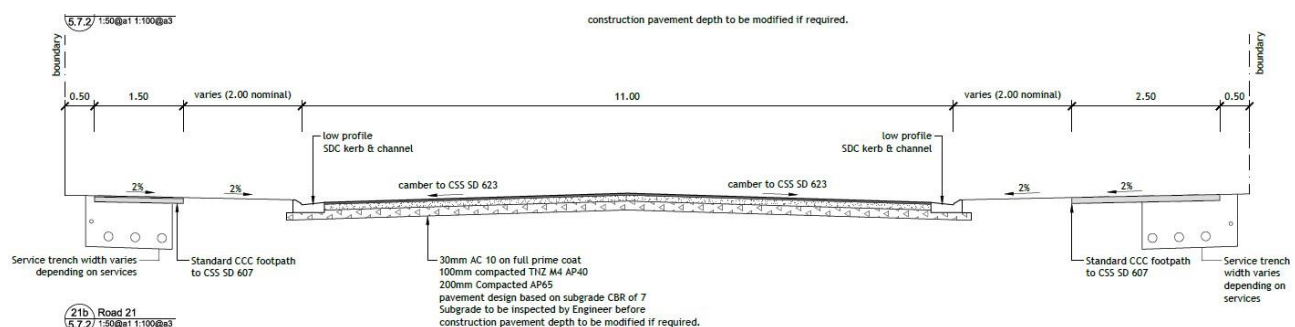
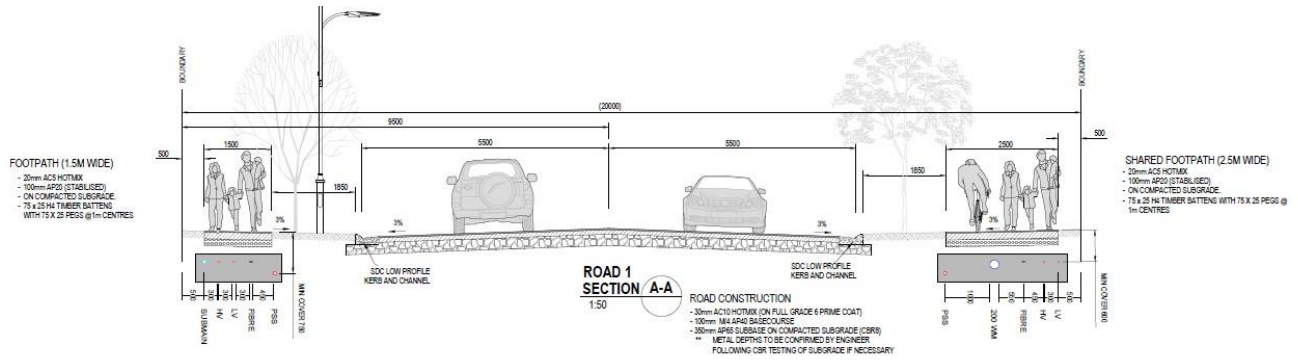


FIGURE 2: ED HILLARY DRIVE CROSS SECTION (EPA185322)



Conclusion

7. As identified above and in the s42A report, we consider that PC75 satisfies the relevant statutory tests and confirm that it is appropriate to grant the rezoning request with the modifications set out below and detailed in Table 1, including in summary:
 - i. The referencing of the roundabout on the ODP.
 - ii. The location of the cycle facilities and connections on the ODP.
 - iii. Minor amendments to the ODP and additions to reference the Neighbourhood Centre in accordance with the relief sought by MON Group Limited.
8. We reserve the right to amend this summary statement in response to any evidence or matters raised at the hearing.

Craig Friedel, Consultant Planner

Mat Collins, Consultant Transport Engineer

Gabi Wolfer, SDC Senior Urban Designer/Town Planner

Murray England, SDC Asset Manager Water Services

29 October 2021