

PLAN CHANGE 76: RESIDENTIAL ZONING OF 605, 617 AND 627 EAST MADDISONS ROAD, BY DUNWEAVIN 2020 LTD, ON THE OPERATIVE SELWYN DISTRICT PLAN

SUMMARY OF EVIDENCE OF LISA MARIE WILLIAMS

1. My full name is Lisa Marie Williams. I am a transport engineer and planner employed by Novo Group Limited, my qualifications and experience are outlined in my evidence.
2. The proposed rezoning is estimated to generate around 140 trips in the evening peak hour¹. The ODP includes a north-south and east-west secondary road connection and walking and cycle connections towards key destinations.
3. There has been one change to the Outline Development Plan (ODP) since my evidence was prepared, which relates to consolidation of future pedestrian and cycle connections in the southern corner of the ODP area, to one location. Future connections are contingent on development of the adjacent land and provision of one point is more readily accommodated by adjacent development. This location provides for connections to key destinations towards the south.
4. There is broad agreement between myself and the Council officers on the transport effects. The ODP has been updated in response to the Council Officers report. This includes a more direct alignment of the secondary road connection between East Maddisons Road and the land to the west, and addition of a shared path along this corridor. Pedestrian and cycle connections are also provided to East Maddisons Road near the northern and southern end of the ODP. There is only one point where the Councils recommendations are unclear in respect of recommendation 'b.' that seeks to *"...align the primary road network with PC76 with the roading network established in the subdivisions on the opposite side of East Maddisons Road"*.
5. This appears to be at odds with Mr Collins' evidence (in section 6.2) which concludes that the ODP is appropriately aligned with the roads associated with future subdivision consents and did not include any subdivision consents for the land on the opposite side of East Maddisons Road. I have also reviewed the subdivision consents for 620 East Maddisons Road² and for 628 East Maddisons Road³ which do not show any road connections to East Maddisons Road.

¹ 88 are arrivals and 52 are departures in the PM peak and 35 arrivals and 105 departures in the AM peak.

² RC215588

³ RC215566

6. The land on the opposite side of East Maddisons Road is within Rolleston ODP Area 10 of the Operative District Plan and that does not indicate any direct through connections from East Maddisons Road towards the east (Goulds Road). Noting this, I consider that the existing, central location of the main road connection is appropriate. I note this is also consistent with the positioning sought by Council through the Further Information Request dated 11 February 2021.
7. There has been no submitter evidence pre-circulated. I note the Ministry of Education has tabled a letter (dated 11 October 2021) noting that their transport related concerns have been addressed. Hayley and Michael Moynihan have confirmed the road locations as proposed are acceptable in their statement (dated 27 October 2021). Regarding the submissions seeking an increased density of 15 households per hectare, my evidence outlines that this would not change the conclusions of the transport effects assessment. Further, the ODP as proposed by the applicant does not include any primary or secondary road near the property at 640 East Maddisons Road⁴.

CONCLUSION

8. Having considered the matters raised in the submissions and the Council officers' reports, I consider that all transport related effects can be adequately managed such that the proposal can be supported from a transport perspective.

⁴ Submission by Danielle and Daniel Corry