

**BEFORE THE SELWYN DISTRICT COUNCIL
HEARINGS PANEL**

IN THE MATTER of the Resource Management
Act 1991

AND

IN THE MATTER of Private Plan Change #76 by
Dunweavin 2020 Ltd on the Operative Selwyn
District Plan.

BRIEF OF EVIDENCE OF LISA MARIE WILLIAMS

13 October 2021

QUALIFICATIONS AND EXPERIENCE

1. My full name is Lisa Marie Williams. I am a transport engineer and planner employed by Novo Group Limited, a Christchurch based resource management and traffic engineering consulting company. I hold the qualifications of a Master of Engineering (Transport) from the University of Canterbury. I have 15 years of experience as a Transport Engineer and Planner in New Zealand. I am a Transport Group member of Engineering New Zealand.
2. My specific experience relevant to this evidence includes processing and preparing traffic assessments under the Resource Management Act, for notified and non-notified applications on a range of land-use activities. This specifically includes a variety of Plan Change and Outline Plan applications in Selwyn District.
3. I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2014. I have complied with it in preparing this evidence and I agree to comply with it in presenting evidence at this hearing. The evidence that I give is within my area of expertise except where I state that my evidence is given in reliance on another person's evidence. I have considered all material facts that are known to me that might alter or detract from the opinions that I express in this evidence.
4. I prepared an Integrated Transport Assessment (ITA) for Dunweavin 2020 Ltd which accompanied the Private Plan Change 76 amended application¹ (Dated 20 May 2021). I have reviewed the Council's Transport Evidence prepared by Mr Collins which forms Appendix 4 of the Council Officers s.42A report. I have also reviewed the transport related submissions.

SUMMARY STATEMENT

5. The following statement of evidence includes a summary of the ITA provided with the amended application, a response to the transport related components of the submissions and comment on the matters identified in the Council Officers s.42A Report.

¹ Available here: <https://www.selwyn.govt.nz/property-And-building/planning/strategies-and-plans/selwyn-district-plan/plan-changes/plan-change-76,-re-zone-approximately-13-ha-of-inner-plains-land-to-living-z,-east-maddisons-road,-rolleston>

6. They key transport related aspects of the Plan Change request include:
- Rezoning to allow provision of up to 156 future residential dwellings generating 140 trips in the evening peak hour of which 88 are arrivals and 52 are departures (35 arrivals and 105 departures in the morning peak hour).
 - The proposed road layout includes a main road connection to East Maddisons Road, which is located centrally within the site to be generally consistent with the Rolleston Structure Plan (secondary road) and to achieve sufficient separation distances from other intersections. This road also provides for a future connection to the adjacent land to the west (Plan Change 70).
 - Another main road connection runs generally north – south through the site from Lennon Drive through to adjacent land to the south (also Plan Change 70) and in the future, will connect to the extension of Shillingford Boulevard.
7. The Outline Development Plan (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 additional 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. This is shown in Figure 1 below. Additional commentary has also been added to the ODP narrative relating to the upgrading of the East Maddisons Road frontage to an urban form.
8. In addition, the potential for two pedestrian and cycle connections to PC70 from the south and west of the ODP have been included. If PC70 was to also include these connections this could provide further connectivity between the two areas for pedestrians and cyclists.

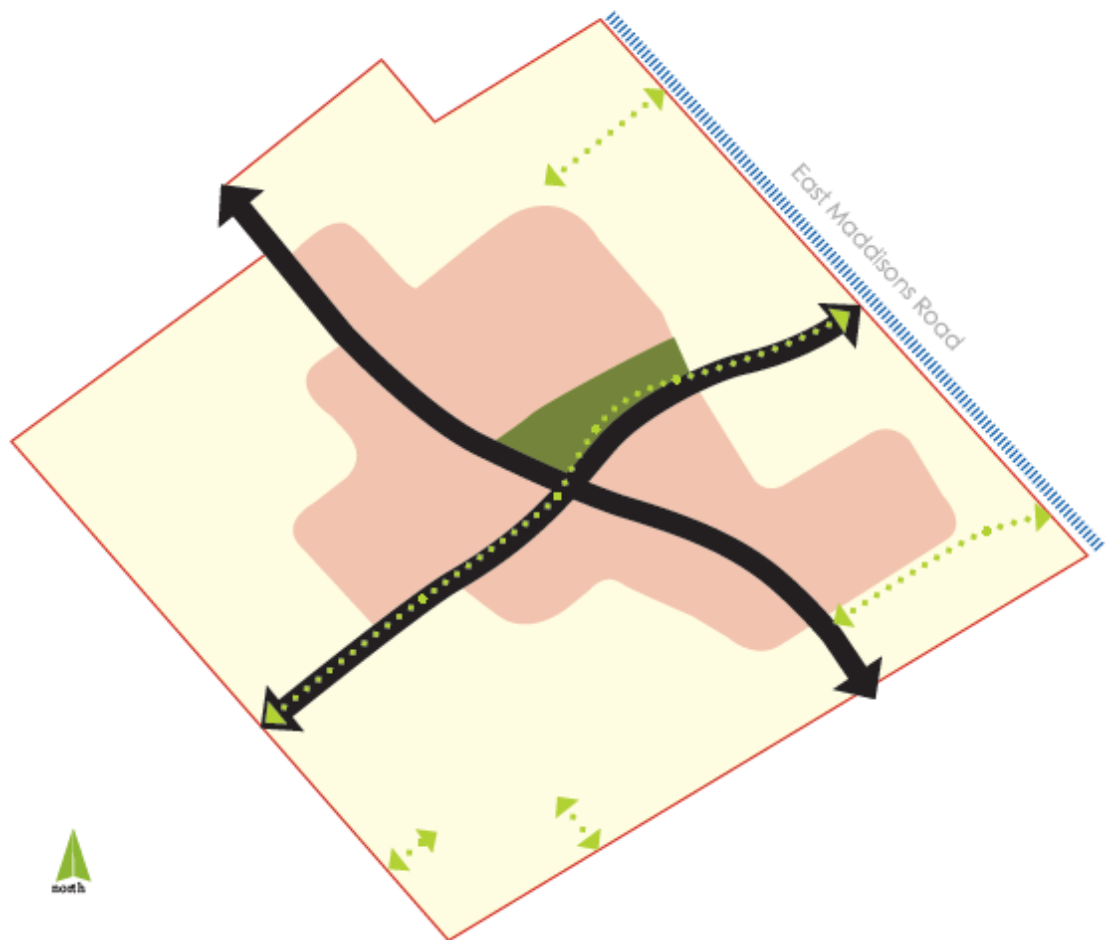


Figure 1: Amended ODP in response to Council Officers recommendations.

RESPONSE TO SUBMISSIONS

9. Four of the six submissions received included aspects related to transport and these are addressed in turn.
10. The Ministry of Education raised concerns about the safety of school children walking and cycling along East Maddisons Road. The East Maddisons Road frontage will be upgraded to an urban standard including kerb and channel and a footpath generally in accordance with the District Plan rules. The upgrade could include consideration of a pedestrian crossing on East Maddisons Road near the southern-most walking and cycle connection shown on the ODP. The design of road upgrades is undertaken at subdivision stage.
11. Any increase in traffic on East Maddisons Road arising from the proposal will have limited impact on the school accesses noting that the school does not take any vehicle

access from East Maddisons Road². Any school drop-off related parking and congestion on East Maddisons Road is best managed by the Council through use of parking restrictions such as no-stopping lines, time limits or the like.

12. It is noted that the Rolleston Transport Model (2033 version) referred to in the Councils evidence did not identify any upgrades are required for the intersection of Lemonwood Drive and East Maddisons Road. As such this intersection is anticipated to continue to operate within acceptable levels of service.
13. The Christchurch City Council (CCC) and Canterbury Regional Council (known as ECAN) both sought an increase in density from 12 to 15 households per hectare. The CCC submission raised concern about the level of public transport access in respect of reducing private vehicle commuter trips to Christchurch and the ECAN submission also raised concerns regarding the timing of future public transport services relative to the rezoning request.
14. An increase in density from 12 to 15 households/hectare, would increase the number of future residential dwellings from 156 to 195. This in turn would increase the peak hour traffic generation to 176 trips, being an increase of 36 trips in the peak hour above that considered in the ITA. Noting that these would be dispersed across arrivals and departures and the various locations of travel (per paragraphs 32 and 33 of the ITA) this increase would not alter the conclusions of the ITA and could be readily accommodated if this part of the submission was to be accepted.
15. The rezoning of land would provide certainty for the planning of future public transport routes. I consider it is not reasonable to expect that rezoning of land be constrained by existing services when these are provided on the basis of population base / patronage. The Rolleston Structure Plan identifies that the east/west road connection through the site may be used as a future public transport route. The amended, more direct alignment proposed in the revised ODP will further support provision for any future public transport routes to the extent that it is possible to do so through a Plan Change process.
16. It is also noted that there is access to the Park 'n' Rides on Tennyson Street and Foster Park which include express bus services to Christchurch. There is also funding allocated in the Councils Long Term Plan³ for expansion of these services. The site is located

² Car parking is accessed from Lemonwood Grove and the main pedestrian entrance appears to be on Charlbury Drive.

³ Available here: https://www.selwyn.govt.nz/__data/assets/pdf_file/0005/459599/Long-Term-Plan-2021-2031_Document_WEB.pdf

within 2 km of the Foster Park Park 'n' Ride, which is considered to be comfortable cycling distance and cycle parking is also provided at the Park 'n' Ride.

17. The submission by Danielle and Daniel Corry relates to the location of roads and impacts on their property at 640 East Maddisons Road. In this respect the ODP identifies main road connections, any future local road connections for property access would be determined at subdivision stage. The main road connection to East Maddisons Road is well separated from their property and it is my understanding they are supportive of that location.

RESPONSE TO S42A TRANSPORT EVIDENCE

18. Mr Collins has provided transport evidence on behalf of the Council which is attached as Appendix 4 of the Officers s.42A report. There is general agreement between Mr Collins and myself in respect of the transport effects generally, however Mr Collins has included several recommendations. Based on that evidence the Officers Report includes four recommendations which have been responded to in turn below.

a. The ODP plan is amended to indicate the need for a frontage upgrade along East Maddisons Road, which should be determined by the developer in collaboration with Council in accordance with the Engineering Code of Practice requirements.

19. Paragraph 11 of the ITA outlines that the frontage of East Maddisons Road is anticipated to be upgraded to the collector road standards of the District Plan⁴. This upgrade is normally co-ordinated through the subdivision consent. I am not aware of upgrades being depicted on an ODP although the supporting ODP narrative has been amended to include reference to the upgrading of the East Maddisons Road frontage. I consider this addresses the intent of the recommendation.

b. The ODP plan is amended to align the primary road network with PC76 with the roading network established in the subdivisions on the opposite side of East Maddisons Road.

20. This appears to be an error in the S42A report, as Mr Collins' evidence (in section 6.2) 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

⁴ The provisions of the Operative and Proposed District Plan in respect of road standards do not differ to a point where this is material to the conclusions of this evidence. It is assumed that the upgrade will be to which ever standard is operative at the time of subdivision.

opposite side of East Maddisons Road. I have also reviewed the subdivision consents for RC215588 at 620 East Maddisons Road and RC215566 for 628 East Maddisons Road which do not show any road connections to East Maddisons Road⁵.

21. The land on the opposite side of East Maddisons Road is within Rolleston ODP Area 10 Operative District Plan⁶ (refer to Attachment A) and that does not indicate any direct through connections from East Maddisons Road towards the east (Goulds Road). Noting this, alignment with that intersection would provide little through traffic benefit. 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.

c. The ODP plan is amended to illustrate a more direct east to west aligned road through the site.

22. The ODP has been amended to provide a more direct alignment. It is noted that Mr Collins' evidence refers to this as a primary road, however this has been indicated as a secondary road in keeping with the hierarchy indicated on the Rolleston Structure Plan.

d. The ODP plan is amended to illustrate the walking and cycling routes within the site, including an east-west cycle route.

23. The ODP already indicates two walking and cycling connections to East Maddisons Road near the northern and southern ends of the ODP. In addition, a shared path has been indicated along the main East – West road connection.
24. I consider the above changes meet the intent of the recommendations of the Council Officers.
25. Mr Collins' evidence provides a detailed analysis of the 2033 Rolleston Paramics Transport Model (2033 Model) in respect to wider road network effects and I generally agree with that assessment. I note that both this model, and the earlier assessment of the 2028 version of the model and SIDRA analysis (outlined in the ITA) both indicate that the proposed and nearby intersections will continue to operate within acceptable levels of service. This also suggests that the development can proceed without being dependent on the timing of any nearby road network improvements other than those

⁵ RC215566 shows access via a ROW and RC215588 shows access from an extension of Rufus Street.

⁶ <https://eplan.selwyn.govt.nz/eplan/#Rules/0/1009/1/7413/0>

directly servicing the site such as the upgrade of the East Maddisons Road frontage and provision of new roads within the ODP area.

26. There are a variety of planned and future road network upgrades included in the 2033 model which Council have indicated will be funded through Development Contributions rather than direct funding by an individual plan change. I agree this enables a co-ordinated approach to managing the wider road network capacity as development occurs in various locations around Rolleston.

CONCLUSION

27. Overall, the rezoning proposal would allow for up to 156 future residential dwellings generating 140 trips in the peak hours. The ODP, as amended, is consistent with the Rolleston Structure Plan, provides access for active modes and potential for future public transport routes and is appropriate in the context of vehicle access to the existing and planned road network. Connections are also provided for access to future development on adjacent land.
28. The points raised in the submissions have been addressed to the extent that it is possible to do so through this process.
29. The ODP has been updated in response to the recommendations in the Council Officers report to make the alignment of the secondary road connection between East Maddisons Road and the land to the west more direct and to add a shared path along this corridor. Additional commentary has also been added to the ODP narrative relating to the upgrading of the East Maddisons Road frontage.
30. There is general agreement between the Council officers and myself in respect of the transport effects. Overall, from a transport perspective, I consider the proposed Plan Change request and amended ODP to be appropriate and supportable.

ATTACHMENT A: AREA 10 ODP (OPERATIVE DISTRICT PLAN APPENDIX E38)

