

**BEFORE THE SELWYN DISTRICT COUNCIL**

**UNDER** the Resource Management Act 1991

**IN THE MATTER** of Proposed Plan Change 78: East Rolleston

**APPLICANT** Urban Estates Limited

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**SUMMARY STATEMENT OF EVIDENCE OF DAVID JOHN ROBERT SMITH**

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**Christchurch**

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A handwritten signature in dark green ink that reads "Anthony Harper". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

## **1 Introduction -Qualifications and Experience**

- 1.1 My full name is David John Robert Smith. I am a Technical Director, Transportation Planning at Abley Limited, a transportation, spatial and data intelligence professional services company.
- 1.2 I have been asked by the Applicant, Urban Estates Limited to provide evidence in relation to Plan Change 78 for traffic and transportation matters, and my qualifications are set out in my evidence-in-chief.

## **2 Summary of Evidence**

- 2.1 An Integrated Transportation Assessment (ITA) has been prepared by Abley staff under my direction to assess the potential transportation related effects of the proposed rezoning on the future transport network. This included a transportation modelling assessment of the Plan Change traffic which demonstrated there is sufficient capacity on the transport network to accommodate development traffic, with future intersection upgrades in the vicinity of the Plan Change anticipated by Selwyn District Council and included in the Selwyn District Long Term Plan 2021-31.
- 2.2 My assessment identified that the Plan Change site integrates well with adjacent development areas including PC75 and Acland Park, and seeks to maximise connectivity and accessibility for all modes including walking and cycling.
- 2.3 I concluded that PC78 is well located to be directly serviced by public transport, and has the potential to integrate well with a future Rolleston-wide public transport network, maximising opportunities for uptake of sustainable transportation modes.
- 2.4 I have reviewed the strategic planning framework and consider that the Plan Change is consistent or can be consistent with the relevant transport-related provisions. I have concluded that the Plan Change can be supported in relation to transportation matters, and any effects associated with the Plan Change are appropriately mitigated or anticipated by the Selwyn District Long Term Plan 2021-31.
- 2.5 I have reviewed transport-related matters raised in submissions and have concluded that any concerns raised are adequately addressed through the Plan Change.
- 2.6 I have read the Transportation Hearing Report prepared by Mr Collins and appended to the Section 42A planner's report. Mr Collins makes several recommendations for minor changes to the ODP including:

- (a) That minor adjustments are undertaken so that the ODP aligns with adjacent development areas;
- (b) Frontage upgrades for Lincoln Rolleston Road and Selwyn Road be noted in the ODP with detail to follow at subdivision consent stage;
- (c) Consideration of continuous north/south and east/west cycle routes through the site be included in the ODP; and
- (d) Mr Collins notes with the inclusion of the aforementioned north/south cycle route, PC78 is consistent with the Rolleston Structure Plan.

2.7 I support these recommendations and have advised Ms Harte that I recommend minor amendments be made to the ODP accordingly.

### 3 **Conclusions**

3.1 Based on my assessment of effects in the ITA and following consideration of submissions and the Section 42A Transportation Hearing Report, I am of the view that the Plan Change can be supported in relation to transportation matters.

David Smith

4 November 2021