

BEFORE THE SELWYN DISTRICT COUNCIL HEARINGS PANEL

IN THE MATTER of the Resource Management Act 1991
("the Act")

AND

IN THE MATTER Private Plan Change 80 to the Operative
Selwyn District Plan

AND

Waka Kotahi NZ Transport Agency
(Submitter)

**EVIDENCE OF STEWART FLETCHER ON BEHALF OF WAKA KOTAHI NZ
TRANSPORT AGENCY**

12 October 2022

My name is **STEWART FLETCHER** of Christchurch and I am a consultant planner. I have been requested by Waka Kotahi NZ Transport Agency (Waka Kotahi) to assist them in the provision of evidence regarding their submission on Private Plan Change 80 to the Selwyn District Plan (the plan change) which seeks to rezone an area of land on the north-western side of Rolleston.

On the basis of the analysis of the proposal which has been undertaken by various parties, and the amendments made to the plan change, it is intended that this evidence be tabled at the hearing for the plan change. I do not intend to attend the hearing unless it is directed by Council that my attendance would assist Council in their consideration of the plan change. I am happy to attend the hearing should they so require.

1 Qualifications

- 1.1 I am a Consultant Planner and have been practicing as a Planner for approximately 23 years. I have a Bachelor of Resource Studies from Lincoln University and am a full member of the NZ Planning Institute.
- 1.2 I have worked in a number of planning roles and have operated my own consultancy for the past 11 years.

2 Expert Witness Practice Note

- 2.1 While not a Court hearing I note I have read, and agree to comply with, the Code of Conduct for Expert Witnesses as required by the Environment Court's Practice Note 2014. In providing my evidence all of the opinions provided are within my expertise and I have considered and I have not omitted to consider any material facts known to me which might alter or qualify the opinions I express.

3 Scope of Evidence

- 3.1 Two Chain Road Limited has lodged a private plan change seeking to rezone an area of land on the north-western side of Rolleston. The applicant has provided various reports as part of their application and has provided evidence in support of the application. I note that the applicant has also consulted with Waka Kotahi during the plan change process and subsequent amendments to the proposal have been made to address issues raised and / or discussed.
- 3.2 Waka Kotahi lodged a submission on the plan change. The reasons for the submission were as follows:
 - To detail the NZUP project and provide up to date information on the project;

- Traffic modelling and assumptions;
- Proposed Development Timeframes and State Highway 1 Safety Upgrades;
- Proposed Development Timeframes and Local Road Upgrades;
- Land Availability for Intersection Upgrades;
- Multi-modal Transport Options;
- National Policy Statement Urban Development 2020 (NPSUD) and Canterbury Regional Policy Statement; and
- Carbon Emissions.

3.3 The decision sought was as follows:

“Decline Plan Change 80, or if minded to approve the plan change, that it suitably addresses the issues raised in this submission relating to agreed upgrades of the road network.”

3.4 Since lodging the submission, matters have progressed and a number of the issues raised have now been considered as parts of various reports and evidence. For this reason my evidence focuses on the timing of the development of the plan change area in comparison to those works being undertaken by Waka Kotahi as part of the NZUP project. and coordination with other network improvements required along Two Chain Road and Jones Road.

3.5 I therefore detail the following:

4 New Zealand Upgrade Programme

4.1 The New Zealand Upgrade Programme (NZUP) is a nationwide programme to provide growing communities across the country with better travel choices that help people get where they're going safely. Transport improvements projects are located in Auckland, Waikato, Bay of Plenty, Manawatu-Wanganui, Wellington, Canterbury and Queenstown - as well as a number of regions. It is also noted that some of these projects are now complete.

4.2 Six projects are located in the Canterbury area and one of these is the Rolleston Transport Improvements project. The primary purpose of the Rolleston project is to create safer and better access from the residential area across State Highway

1 (SH1) and the Main South Line (railway) to the industrial zone. This will include a new overbridge from Rolleston Drive North to Jones Road to connect the two areas including improved walking and cycling facilities. Four intersections along SH1 between Burnham and Rolleston will also be upgraded to address safety issues accessing the state highway, with a mix of roundabout and left in/left out improvements.

- 4.3 The most relevant improvement for PC80 is the proposed two lane roundabout at the state highway intersection with Walkers Road and Dunns Crossing Road that will improve access and safety for this cross district arterial route and facilitate southern access to the Rolleston industrial area. The intersection currently has a high crash rate and risks that are being managed by a temporary speed limit restriction. In its current form it cannot safely cater for additional development nearby, hence the objection in our submission.
- 4.4 In preparation for the Rolleston project significant consultation and scheme design has been undertaken. Physical works for this project will begin in 2024. Of late there has been updated design work completed. A copy of the latest design at SH1/Walkers Road/Dunns Crossing Road intersection are attached as Appendix 1 to this evidence. This will provide Council with the most up to date designs for the project and I note that any required planning applications for this NZUP project are intended to be lodged with Council around mid 2023.
- 4.5 It is also noted that the design as it relates to the Dunns Crossing intersection, has been designed in order to cater for anticipated growth in the area. For example, the roundabout is of a double lane design rather than a single lane. Given that the intersection has been designed to accommodate growth no further upgrades can realistically be undertaken to further increase the capacity of this intersection given the proximity to the Main South Railway.
- 4.6 The Rolleston project will assist in addressing existing safety concerns in the operation of State Highway 1 through the Rolleston area. Given the existing concerns, any further development proposals which may affect the current operation of the state highway need to be carefully managed. This is a consistent approach with other plan changes Waka Kotahi have submitted on, such as Plan Change 73.

5 Plan Change 80

- 5.1 All parties are familiar with the proposed plan change and its' various details which I do not repeat here. Key points are that it is proposed to zone the site Business 2A, primary road connections are outlined in the Outline Development Plan as are railway sidings.

5.2 In response to the issues raised by Waka Kotahi the applicant has amended the proposal. The evidence of Ms Kim Seaton specifies the following:

23 *Following the close of submissions, the applicant has undertaken further consultation with NZTA/Waka Kotahi, in regard State Highway intersection upgrades. Those discussions have resulted in amendments to proposed transport-related provisions of PC80. The applicant's participation in other plan change hearings, specifically PC81/82, has also informed the road transport rule amendments now proposed. Further to those discussions, Mr Collins' report identifies additional requirements or restrictions that he considers are required to address traffic effects arising from the plan change. Those are set out again in the Officer's Report at paragraph 45. Mr Fuller has agreed those additional requirements are appropriate and I have therefore incorporated them into the proposed rule package (see Attachment 2).*

24 *In summary, the amendments proposed to address potential road safety and network operation concerns¹ are:*

- i. Amending proposed Rule 22.9.x, so that buildings must not be constructed prior to upgrades²;*
- ii Amending Rule 22.9.x, to amend the list of required upgrades to³:*
 - A. Include the requirement for the Two Chain Road rail level crossing be upgraded (clause f);*
 - B. Refer to the Two Chain Road/Wards Road intersection, rather than Jones Road/Wards Road (clause d);*
 - C. Amend clause (e) so that either the primary road link is operational, or the intersection of Two Chain Road and Walkers Road is upgraded to a roundabout.*
 - D. A new rule 24.1.3.x proposed for chapter C24 BZ Subdivision, specifying no development (including earthworks) is to occur prior to the commencement of the upgrade of the SH1/Dunns Crossing Road/Walkers Road intersection⁴.*

5.3 The proposed wording of the rules is also included in Ms Seaton's evidence. The implications of the above are discussed below.

6 Sequencing of Development

- 6.1 As discussed earlier, on the basis of the current design and formation of State Highway 1, developments need to be carefully managed so as to mitigate any traffic related effects until the NZUP project is undertaken. The applicant has proposed to address this through the incorporation of a rule preventing the formation of the subdivision until such a time as commencement of the Dunns Crossing intersection commences.
- 6.2 At the time that construction of the Dunns Crossing intersection commences measures will be put in place, including speed controls, such that the intersection will be of a more controlled environment than it currently is now. This ensures that any construction related traffic using the Dunns Crossing intersection will be doing so in a controlled manner.
- 6.3 The importance of sequencing extends beyond the Dunns Crossing intersection as it is currently intended that the Dunns Crossing intersection will be one of the first works undertaken as part of the wider project. Accordingly, there is the potential that when construction of the subdivision does commence, construction of the flyover and associated upgrades to Jones Road and the Hoskyns Road intersection may not have commenced. When subdivision construction starts there will be additional pressure placed on Jones Road that will need to be managed, and be well coordinated with other road work likely to start during the timeframe of construction.
- 6.4 In managing this potential issue it is noted that, if Council was to approve the plan change, any future resource consent application for the formation of the plan change area is likely to include controls, such as the need for a construction management plan. These further processes provide additional assurance that due consideration will be given to more specific traffic related effects at the appropriate time.
- 6.5 On this basis Waka Kotahi is agreeable to the rules proposed by the applicant.

7 Summary

- 7.1 Waka Kotahi submitted in opposition to Plan Change 80 to the Selwyn District Plan. On the basis of further analysis being undertaken by various parties, including Council, and amendments to the proposal, it is considered that those matters raised have been satisfactorily addressed. Accordingly, it is confirmed that Waka Kotahi is no longer opposed to the Plan Change, subject to conditions above, and instead takes a neutral position as to whether or not the plan change should be approved.

Stewart Fletcher

10 October 2022