

Before the Selwyn District Council

under: the Resource Management Act 1991

in the matter of: Proposed Private Plan Change 80 to the Operative District Plan

and: **Two Chain Road Limited**
Applicant

Summary of evidence of Nick Fuller (transport)

Dated: 20 October 2022

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SUMMARY OF EVIDENCE OF NICK FULLER

- 1 My full name is Nicholas Peter Fuller. I am a Principal Transport Engineer at Novo Group Limited and have worked on resource management transport planning and engineering projects for over 20 years.
- 2 I consider that the transport effects associated with PC80 and with a Business 2A zoning will be acceptable, subject to the construction of intersection upgrades and the deferral rules (as set out in the evidence of **Ms Seaton**) that limit the amount of development that could occur prior to the critical upgrades being completed.
- 3 I note that transport matters raised in Council's Section 42A transport report and the Waka Kotahi submission have been addressed through revisions to the Outline Development Plans for these Plan Change sites. As such, I understand there are no points of disagreement between myself and these parties regarding the transport effects of the proposed Plan Changes.
- 4 Specific consideration for the traffic operation of the State Highway 1 / Dunns Crossing Road / Walkers Road intersection has been undertaken. This intersection is proposed to be upgraded to a roundabout by Waka Kotahi, which will be complete in 2026. This roundabout is predicted to become congested with the inclusion of traffic from this Plan Change (and other notified Rolleston Plan Changes) on the road network. However, this is anticipated to be beyond 15 years away and the level of congestion predicted is consistent with other urban locations. The proposed roundabout also provides a safer facility, particularly compared to the existing cross-roads. As such, I consider the traffic effects at this location (and on the road network in general) to be acceptable.
- 5 The site has good accessibility and provides for a range of transport modes and can be integrated with existing Passenger Transport routes.
- 6 I note the following in response to traffic concerns raised in submissions:
 - 6.1 Development is proposed to be deferred until key elements of transport infrastructure are provided;
 - 6.2 The Plan Change site includes opportunities to accommodate travel by modes other than private car and these will connect with the wider facilities (when available); and
 - 6.3 Whilst traffic volumes will increase on Two Chain Road, this is an Arterial and high volumes should be expected.

- 7 I have reviewed the evidence of Mr Fletcher (on behalf of Waka Kotahi) and note that they no longer object to this Plan Change.
- 8 Accounting for the above, I conclude that PC80 is acceptable from a transport perspective. I note that Council's transport reviewer also considers the effects of PC80 to be acceptable.

Dated: 20 October 2022



Nick Fuller