

Before the Selwyn District Council

under: the Resource Management Act 1991

in the matter of: Proposed Private Plan Changes 81 and 82 to the
Operative District Plan: Dunns Crossing Road, Rolleston

and: **Rolleston Industrial Developments Limited** and
Brookside Road Residential Limited
Applicant

Summary of Evidence of Nicholas Fuller (Transport)

Dated: 12 September 2022

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SUMMARY OF EVIDENCE OF NICHOLAS FULLER

- 1 My full name is Nicholas Peter Fuller.
- 2 I am a Senior Transport Engineer at Novo Group Limited and have worked on resource management transport planning and engineering projects for over 20 years.
- 3 The proposed Plan Change sites will provide for 1,670 dwellings plus two commercial centres to the west of Dunns Crossing Road, Rolleston. Access will be taken predominantly from Dunns Crossings Road, although access is also proposed to Selwyn Road, Brookside Road and Edwards Road. Internal linkages are also proposed to Plan Change 73 land, which sits between these sites.
- 4 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.
- 5 **Table 1** summarises the transport upgrades required relative to the timing of development in the Plan Change areas. The road network operation is considered to be acceptable in the context of these upgrades being completed.

Table 1: Development Timing Relative to Transport Infrastructure Provision

Upgrade Required	Timing	Anticipated Funding Mechanism
SH1 / Dunns Crossing Rd / Walkers Rd Intersection works commence.	Prior to earthworks commencing in the ODP areas (both PC81 and PC82).	Works already funded by Waka Kotahi.
Dunns Crossing Rd / Burnham School Rd Traffic Signals	Prior to issue of a completion certificate shall be issued under section 224 of the Act (other than for a boundary adjustment or creation of an allotment solely for utility purposes) in the ODP areas.	Developer agreement (as in the LTP for 2032/2033 and also required for Plan Change 73).
Dunns Crossing Rd / Lowes Rd	Prior to issue of a completion certificate shall be issued under section 224 of the Act (other than for a boundary adjustment or creation of an allotment solely for utility purposes) in the ODP areas.	To be delivered by PC82 or brought forward by developer agreements noting it is in the LTP for 2035/2036.
Goulds Rd / Dunns Crossing Rd / Selwyn Rd Upgrade	Prior to issue of a completion certificate shall be issued under section 224 of the Act (other than for a boundary adjustment or creation of an allotment solely for utility purposes) in the ODP areas.	Developer agreement as also required for Plan Change 70.
Road Frontage Upgrades (including gateway thresholds)	Prior to issue of a completion certificate shall be issued under section 224 of the Act (other than for a boundary adjustment or creation of an allotment solely for utility purposes) in the ODP areas.	Developer constructed.
Road upgrade to Edwards Rd (Brookside Rd to Selwyn Rd).	Prior to establishment of any vehicle crossing, access or road connection to Edwards Road or Brookside Road from the PC82 ODP area.	Developer constructed.
Edwards Rd / Ellesmere Junction Rd Intersection Upgrade	Prior to establishment of any vehicle crossing, access or road connection to Edwards Road or Brookside Road from the PC82 ODP area.	Developer constructed.

- 6 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 2024. This roundabout is predicted to become congested with the inclusion of traffic from these Plan Changes (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.
- 7 I note the following in response to traffic concerns raised in submissions:
 - 7.1 Development is proposed to be deferred until key elements of transport infrastructure are provided;
 - 7.2 The surrounding road network is anticipated to have a lower (more urban) speed limit as development occurs on the Dunns Crossing Road corridor;
 - 7.3 Passenger transport can be accommodated by the Plan Change sites in a logical manner, should ECan choose to do so;
 - 7.4 Walking and cycling linkages are proposed, as well as local commercial centres to provide for the day-to-day shopping needs of residents; and
 - 7.5 Safety effects have been considered at West Rolleston Primary School. I note that these Plan Change sites represent a low proportion of traffic passing the school and the planned road upgrades (to the Burnham School Road / Dunns Crossing Road intersection and the road frontages) will provide a safe environment.
- 8 I have reviewed the evidence of **Ms Whyte** and note that concerns raised in the Waka Kotahi submission have been satisfactorily addressed and there appear to be no outstanding matters of disagreement.
- 9 In response to **Mr Langman's** evidence, for CCC and ECan, at paragraph 134 he notes that the effects of additional dwellings in the Plan Change sites associated with intensification under the Living MD provisions has not been accounted for in the traffic model. In the event that intensification occurs (noting the evidence of **Mr Sellars** at paragraphs 78 to 82 concludes "*the RM Enabling Act will have limited impact on Selwyn District urban areas*") the Plan

Changes require an assessment of traffic effects above the number of dwellings that have been applied for. **Mr Phillips** addresses this further in his evidence.

- 10 **Mr Langman** also raises concerns that the wider transport effects of the Plan Changes have not been assessed.¹ I consider that the destinations of traffic on the road network beyond the extent of the traffic model used will be a diverse range of locations rather than being focussed in a specific location. I note that the Commuter Waka website² indicates that the residents of Rolleston North West have approximately 30 ward level destinations within Christchurch. This effectively disperses the traffic across a range of routes such that a specific increase of any significance could not be readily identified. This is consistent with the decision on Plan Change 73,³ which is in the immediate vicinity of these application sites.
- 11 Given the above, I consider the traffic effects on the transport network to be acceptable. I am happy to answer any questions concerning my evidence.

Dated: 12 September 2022



Nicholas Fuller

¹ At paragraphs 134 and 136.

² A website that sets out Journey to Work and Education information based on 2018 Census data.

³ Refer to paragraph 51 of the Decision.