
ADDENDUM TO THE S42A REPORT FOR HEARING 30.8

DATE: 14 February 2023

HEARING: Eastern Selwyn Commercial and Industrial Rezoning

HEARING DATE: 14-15 and 17-18 March 2023

PREPARED BY: Jessica Tuilaepa – Senior Policy Planner

Introduction

The purpose of this report is to provide a written update of changes made to the section 42A report for the Eastern Selwyn Commercial and Industrial Rezoning since it was published on 10 February 2023.

Changes, Reasons and Submitters Affected

Section 9 of the s42A report published on 10 February 2023 indicated a peer review of the Transport Assessment prepared by Mr Metherell provided in support of DPR-0124.001 (The Paul Cockburn Family Trust) was still to be completed by Council's Technical Expert (Mr Collins of Flow).

This peer review has since been provided to Council and as a result I have made amendments to the Business Land Framework Assessment undertaken in Section 9 of the Eastern Selwyn Commercial and Industrial Rezoning s42A report to reflect the feedback provided.

The affected pages are 31-33 of the s42A report as published on 10 February 2023.

An amended version of the Transport peer reviewer's (Mr Collins) report will now replace the version published on 10 February 2023 as part of Appendix 4 to the s42A report.

Changes are reflected using a double underline or a double strikethrough.

Amendments to s42A Report

Replacement Pages 31, 32 and 33 of the s42a Report

Replacement Transport Peer Review Appendix 4

Is consistent with the Activity Centre Network	Yes, the rezoning would see Rolleston continue to be the focus for residential, commercial and industrial growth in the district.
The location, dimensions, and characteristics of the land are appropriate to support activities sought in the zone.	The Site is connected to the existing General Industrial Zone at Rolleston. The Site is large enough to support Industrial style development and the roads and amenities associated with these developments.
An ODP is prepared.	An ODP has been developed see Figure 9B below. However, no urban design assessment has been provided in support of this.
Does not affect the safe, efficient and effective functioning of the strategic transport network?	Evidence has been provided indicating that the development of the site will not adversely affect the safe, efficient, and effective functioning of the strategic transport network. A peer review of the transport assessment is currently underway and will be provided before the hearing. <u>Mr Methereil's evidence was peer reviewed by Mr Collins and the peer reviewer agreed that transport issues could be resolved if amendments are made. Mr Collins recommends a 'secondary road' and 'pedestrian/cycle links' be identified on the ODP. Additionally Mr Collins recommends amendments be made to provisions in regard to road formation, and occupation of the site not being able to occur until other roading improvements have occurred elsewhere on the network.</u>
Achieves the built form and amenity values of the zone sought	The Rules and Rule Requirements of the GIZ will be applied to the site, which would manage the bulk and location of buildings.
Creates and maintains connectivity through the zoned land, including access to parks, commercial areas and community services.	The Cockburn site has good road connectivity. The site is near Rolleston Township and shares a boundary with the existing GIZ. No Urban Design evidence has been provided.
Promotes walking, cycling and public transport access.	The location of the site is in close proximity to road, rail and Rolleston. <u>The peer review of the Transport Assessment indicated that provision for pedestrian and cycle links should be included on the ODP to provide for better access.</u>
Does it maintain a consolidated and compact urban form?	Yes, the Cockburn site is located within the PDP Urban Growth Overlay.
Is not completely located in an identified High Hazard Area, Outstanding Natural Landscape, Visual Amenity Landscape, Significant Natural Area, or a Site or Area of Significance to Māori?	Part of the Cockburn site is located within the Greendale Fault Avoidance Overlay. Mr. Salman provided specific geotechnical evidence discussing the implications of building within the fault avoidance area and considers that a permitted activity status would be appropriate for buildings that do not fall within the Building Importance Category 4 criteria outlined in MfE's Active Fault Guidelines. Mr. Salman also proposed provisions be included requiring a building buffer zone at a minimum of 20m either side of the Greendale Fault. The evidence presented by Mr Salman deals only with the Greendale Fault. There is no comment or evidence on other geotechnical matters such as the suitability of the soils present to support buildings and infrastructure development, or whether other natural hazards impact on the site. In his peer review Mr McCahon (attached as Appendix 4) commented that his general

	<p>knowledge is that the site area is all underlain with competent gravel soils from a shallow depth and that other natural hazards are either not present or can be easily mitigated, but this has not been clearly stated by the submitter. The peer review concludes that the evidence submitted is sufficient to demonstrate that the Greendale fault presents a sufficiently low risk of rupture in the lifetime of a building to allow industrial development. However, there has been no comment on subsurface conditions or natural hazards and a statement from the submitter that the land is geotechnically suitable for industrial development is needed.</p> <p>The site is not located in an ONL, VAL, SNA or SASM.</p> <p>The site is located within the Plains Flood Management Overlay.</p>
The loss of highly productive land	The Site is located in the UGO and is therefore not subject to the NPS-HPL.
Preserves the rural amenity landscape at the interface through landscape, density, or other development controls.	The ODP for the site continues to preserve the rural interface between the GRUZ and the GIZ through the use of specific types of landscaping and the bulk and location of buildings.

Appendix 4 – Outline Development Plan

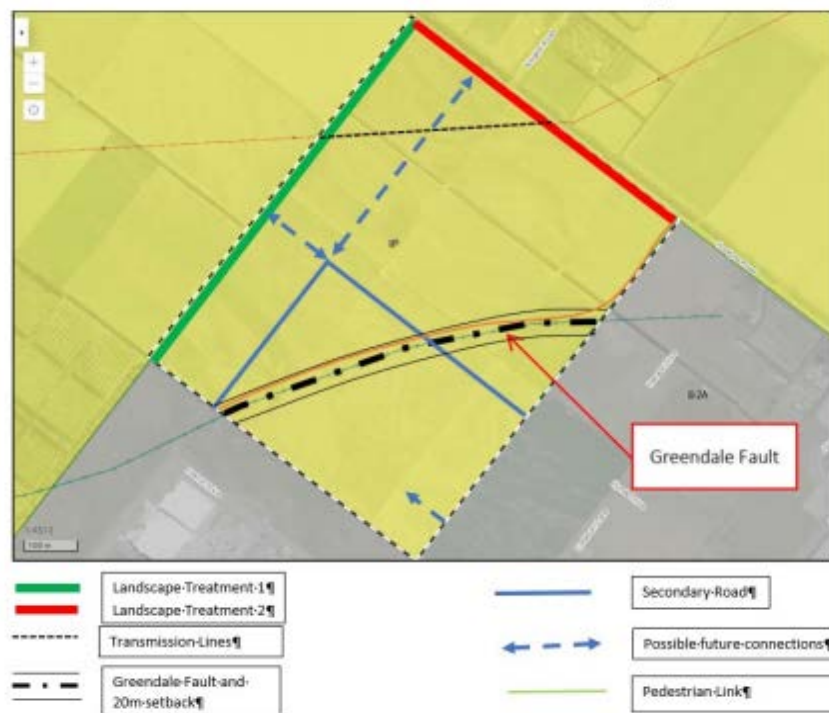


Figure 9B ODP Cockburn Site

- 9.1 On the basis of the evidence provided and the above assessment I recommend that the submission point¹ relating to the Cockburn Site be rejected for the following reasons:

¹ DPR0124.001 The Paul Cockburn Family Trust

- 9.1.1 Despite the confirmation that the Greendale fault presents a sufficiently low risk of rupture in the lifetime of a building to allow industrial development, there has been no comment from the submitter on subsurface conditions or natural hazards and if the land is geotechnically suitable for industrial development.
 - 9.1.2 The ability for the site to be serviced has not been demonstrated.
 - 9.1.3 Additional landscape treatments have been provided via the ODP, however, no additional urban design or landscaping evidence has been provided to support the request to rezone the land to Industrial, with site boundaries continuing to boarder on Rural land.
 - 9.1.4 There is a lack of evidence on the economics aspects of the proposal, although the CBRE report comments on there being an unsatisfied demand, there is no shortfall of available industrial land in Rolleston in the life of the PDP.
 - 9.1.5 Overall, I consider there is insufficient evidence to enable the substantive merits of the rezoning request to be evaluated.
- 9.2 On the basis of the above assessment, I recommend that the submission point² relating to the zoning of Cockburn Site be retained as notified be accepted.

² DPR-0392.004 CSI Property Ltd

PROJECT PROPOSED DISTRICT PLAN: REZONING SUBMISSIONS: EASTERN SELWYN
COMMERCIAL & INDUSTRIAL PACKET
SUBJECT PEER REVIEW OF TRANSPORT MATTERS
TO JUSTINE ASHLEY, JESS TUILAEPA
FROM MAT COLLINS
REVIEWED BY BRONWYN COOMER-SMIT
DATE ~~28 NOVEMBER 2022~~ 13 FEBRUARY 2023

SUMMARY OR PEER REVIEW

Flow Transportation Specialists Ltd (Flow) has been engaged by Selwyn District Council (Council) to provide transport planning and transport engineering advice regarding the Proposed District Plan (PDP). The Proposed District Plan was notified in October 2020, with numerous submissions being received seeking the re-zoning of land.

Council has requested that I review transport matters associated with these rezoning requests.

In summary, my view on each submission is as follows

♦ **DPR-0118: 727 WEEDONS ROSS ROAD AND 19-23 CORRIEDALE LANE, WEST MELTON, DIANE AND ANDREW HENDERSON**

I recommend that

- ♦ from a transport perspective, the rezoning request for 727 Weedons Ross Road can be approved
- ♦ the requested rezoning for 19 – 23 Corriedale Lane should be declined, unless a planning mechanism is introduced to restrict vehicle access to 19 – 23 Corriedale Lane from Corriedale Lane, or otherwise require Corriedale Lane to be upgraded to support rezoning. Refer to my discussion in Section 1.

♦ **DPR-0124: 171 HOSKYNS ROAD, ROLLESTON, PAUL COCKBURN FAMILY TRUST**

I recommend that

- ♦ Consistent with my recommendations on Plan Change 80 (as well as my recommendations to Council on several other private Plan Changes), I recommend that Council consider the proportional effect that each Plan Change will have on network future hotspots. Should 171 Hoskyns Road be rezoned to GIZ, Council should consider whether the proportional effects of 171 Hoskyns Road affect programmed funding within the Long Term Plan, whether new projects should be added to the Long Term Plan, and how Development Contributions are calculated
- ♦ I recommend that the Outline Development Plan be amended to

- Identify a “Secondary Road” between Hynds Drive (extension) and Hoskyns Road rather than it being identified “Possible future connection”; or
- Identify a pedestrian/cycle link be identified between Hynds Drive (extension) and Hoskyns Road
- ◆ I recommend that the proposed information requirement TRAN-REQ29 be amended to include
 - A requirement for the currently unformed section of Detroit Drive to be formed
 - That no building be occupied until the SH1/Dunns Crossing Road/Walkers Road intersection is upgraded to a roundabout
- ◆ Should my recommendations be adopted, I consider that the rezoning request can be approved. Refer to my discussion in Section 2.

◆ **DPR-0160: WEST MELTON TAVERN SITE, WEST MELTON, WEST MELTON THREE LTD**

I recommend that

- ◆ from a transport perspective, the rezoning request can be approved
- ◆ Council’s planner should consider whether it is appropriate to enable urban zoning in a location that is not within the currently proposed Urban Growth Overlay. Refer to my discussion in Section ~~2~~ 3.

◆ **DPR-0374 AND DPR-0384: LOT 600 DP 520689, IPORT, ROLLESTON INDUSTRIAL DEVELOPMENTS LTD AND ROLLESTON INDUSTRIAL HOLDINGS LTD**

I recommend that

- ◆ from a transport perspective, the rezoning request can be approved. Refer to my discussion in Section ~~3~~ 4.

◆ **DPR-0399: JONES ROAD/DAWSONS ROAD, ROLLESTON, GULF CENTRAL PROPERTIES LTD AND APTON DEVELOPMENTS LTD**

In my view

- ◆ Land west of Curraghs Road, which was included within Submission DPR-0399, should not be rezoned to GIZ nor included within the proposed General Rural Zone (GRUZ) Precinct 2
- ◆ I generally agree with Mr Leckie’s evidence in relation to land east of Curraghs Road, which was included within Submission DPR-0399
- ◆ I share Mr Leckie’s concerns about the potential effect of large heavy vehicle movements generated by the sites during peak hours. I support Mr Leckie’s recommendations to restrict large heavy vehicle movements, and I consider that a planning mechanism is required to ensure this outcome. I suggest that the proposed GRUZ Precinct 2 includes a rule or assessment criteria that gives Council discretion over the safety and efficiency effects of large vehicle movements generated by the Precinct during peak commuter periods
- ◆ A planning mechanism is required to ensure the existing sightline to SH1, shown in Figure 6 of Mr Leckie’s evidence, is protected. Within the area indicatively shown in ~~Figure 5~~ Figure 8, there should be no vegetation, fencing or structures higher than 1.1m, to ensure the sight line from the vehicle crossing is not compromised. Refer to my discussion in Section ~~4~~ 5.

I discuss each of these rezoning requests in the following sections.

1 DPR-0118: 727 WEEDONS ROSS ROAD AND 19-23 CORRIEDALE LANE, WEST MELTON, DIANE AND ANDREW HENDERSON

1.1 Summary of the transport aspects of the submission

- ◆ Amend zoning on 727 Weedons Ross Road (Lot 1 DP 78139) from General Residential Zone (GRZ) to Local Centre Zone (LCZ)
- ◆ Amend zoning on the properties at 19-23 Corriedale Lane (legally described as Lot 12 DP 526987, Lot 13 DP 526987, Lot 14 DP 526987 and Lot 15 DP 526987) from GRZ to LCZ.

Figure 1: DPR-0118 subject site



1.2 Documents reviewed

I have reviewed the following documents

- ◆ Evidence of Wayne Gallot (Transport) dated 5 August 2022
- ◆ Evidence of Elizabeth Stewart (Planning) dated 5 August 2022.

1.3 My conclusion

I consider that

- ◆ The existing service station on the site generates a high number of traffic movements, which is more consistent with LCZ than GRZ
- ◆ Applying LCZ to 19 – 23 Corriedale Lane is likely to generate more peak hour vehicle movements, compared with GRZ

- ♦ The upgrade of the SH73/Weedons Ross Road intersection, planned by Waka Kotahi for 2023, will improve safe access to the site by all transport modes
- ♦ Corriedale Lane in its current form does not support transport demands that could be generated by LCZ (including walking, cycling, higher vehicle volume, and heavy vehicles), and this has not been assessed by the requestor
- ♦ At the time of Resource Consent, the transport effects can be further considered through the 'High trip generating activities' rule TRAN-R8, however this may not be sufficient to address effects or require upgrades to Corriedale Lane
- ♦ At the time of Resource Consent, the transport effects can also be further considered through the 'Vehicle crossings' rule TRAN-R4, should all site access be via Weedon Ross Road (arterial road).

I recommend that, from a transport perspective

- ♦ the rezoning request for 727 Weedons Ross Road can be approved
- ♦ the requested rezoning for 19 – 23 Corriedale Lane should be declined, unless a planning mechanism is introduced to restrict vehicle access to 19 – 23 Corriedale Lane from Corriedale Lane, or otherwise require Corriedale Lane to be upgraded to support rezoning.

2 171 HOSKYN'S ROAD, ROLLESTON, PAUL COCKBURN FAMILY TRUST

2.1 Summary of the transport aspects of the submission

- ◆ Amend zoning on 171 Hoskyns Road from General Rural (GRUZ) to General Industrial (GIZ)
- ◆ Include 171 Hoskyns Road within the existing Precinct 6 Outline Development Plan
- ◆ Add a new requirement to GIZ-R4 and add TRAN-REQ29 requiring that the proposed SH1 overbridge between Rolleston Drive and IZone be operation prior to the occupation of any building.

Figure 2: DPR-0124 subject site

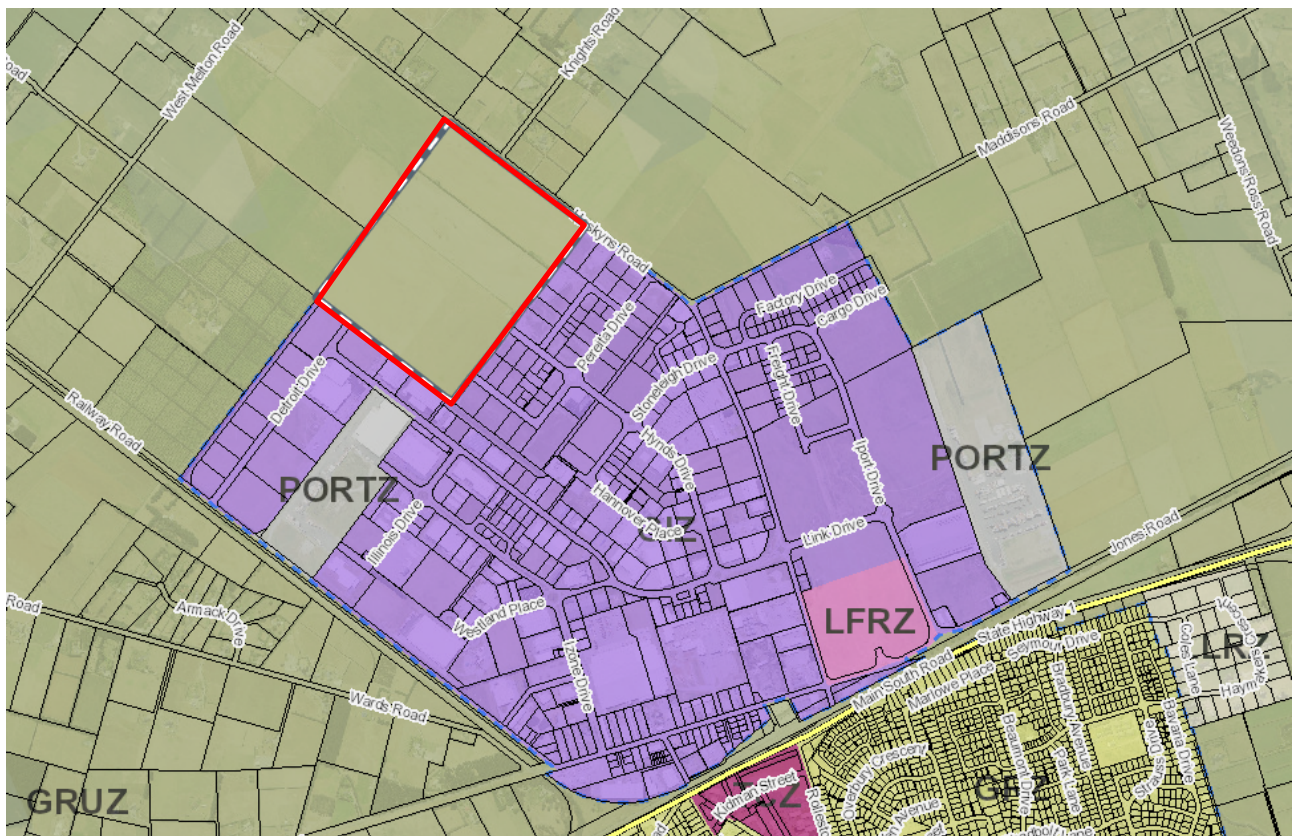


Figure 3: Proposed Outline Development Plan

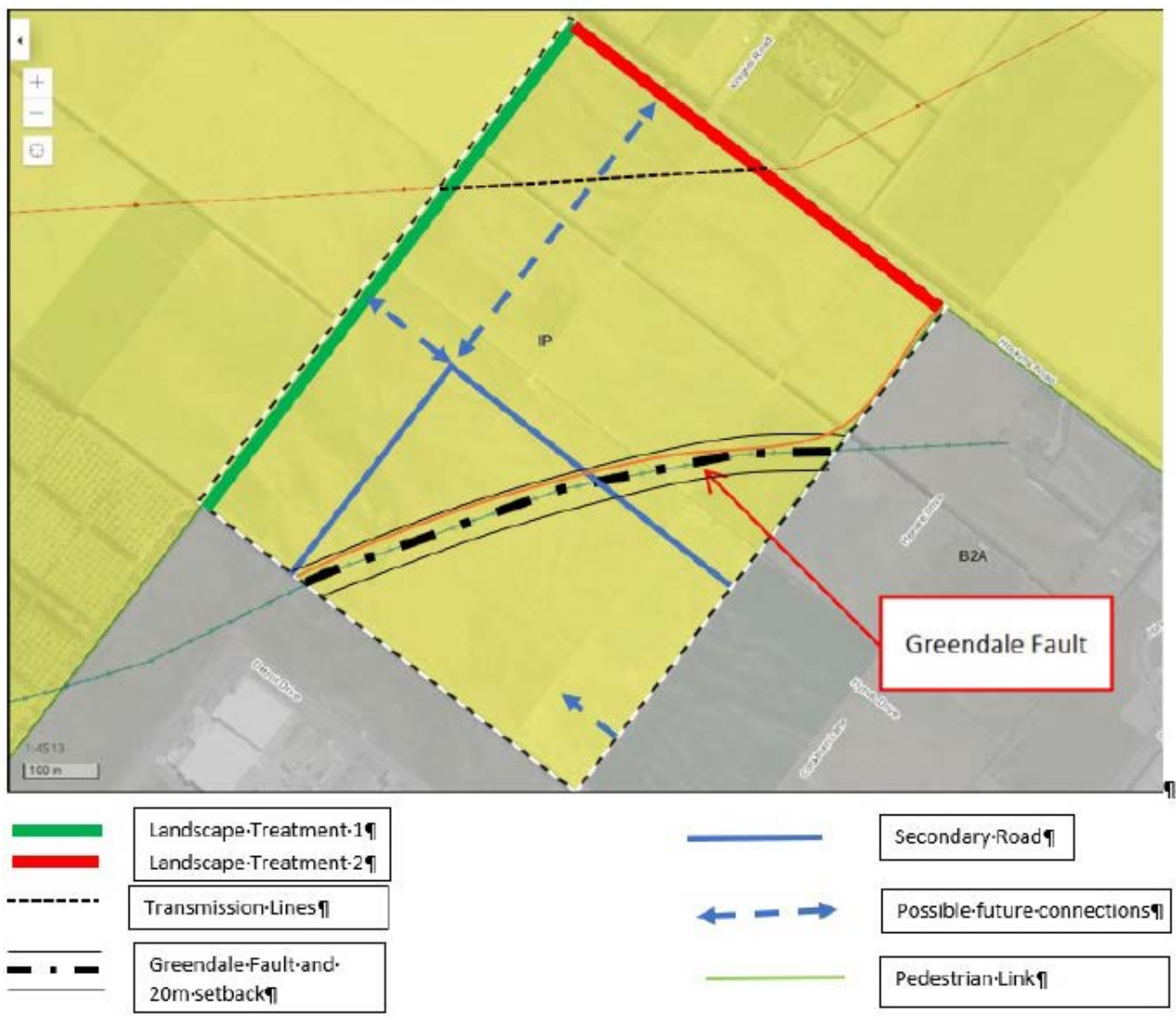
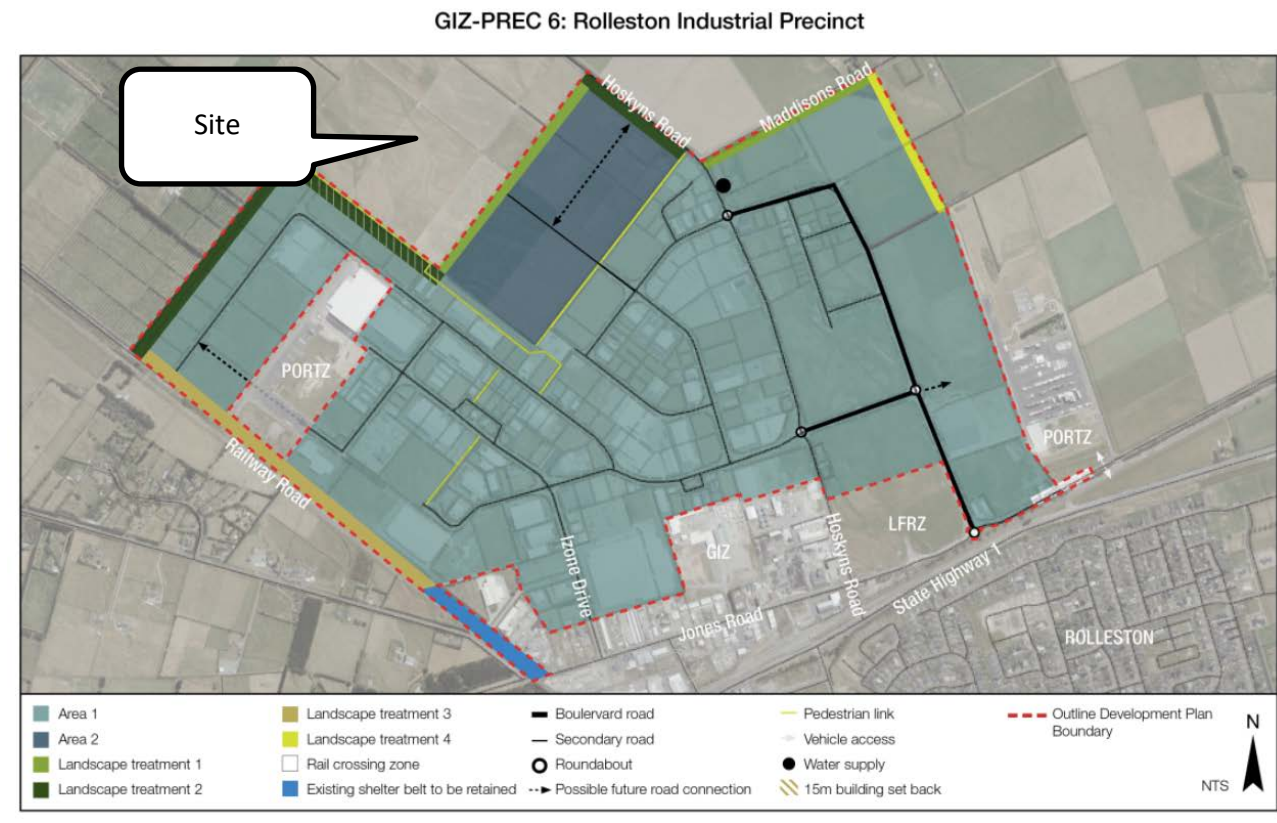


Figure 4: Precinct 6 of the Proposed Selwyn District Plan



2.2 Documents reviewed

I have reviewed the following documents

- ♦ Evidence of Andrew Methereil (Transport) dated 28 July 2022
- ♦ Evidence of Dean Chrystal (Planning) dated 5 August 2022.

2.3 My conclusion

I have considered the submission, in summary

- ♦ From my role as Council's Transport expert for Plan Change 80 I understand that the following intersections are expected to be heavily congested in the future. In my opinion rezoning 171 Hoskyns Road is likely to have some contributing effect on
 - SH1/Dunns Crossing Road/Walkers Road intersection
 - Jones Road/Weedons Ross Road intersection
 - SH1/Weedons Ross Road intersection
- ♦ I have relied on the evidence of Mr Methereil in terms of the traffic modelling outputs, as the traffic models referenced in his evidence were not available for my interrogation.
- ♦ However, in paragraphs 72 - 73 of his evidence, Mr Methereil identifies that Jones Road/Weedons Ross Road is expected to perform poorly, which is consistent with my understanding of future network performance. I anticipate that Mr Methereil's traffic model would also identify poor performance at the other two intersections that I list above.

- ♦ The SH1/Dunns Crossing Road/Walkers Road intersection is proposed to be upgraded to a dual lane roundabout by Waka Kotahi, and is funded under the New Zealand Upgrade Programme (NZUP).
- ♦ I am not aware of any improvements proposed for the SH1/Weedon Ross interchange, however I understand that both Council and Waka Kotahi are aware of the anticipated future congestion.
- ♦ I note that there is a section of Detroit Drive that has been vested to Council but not constructed. I consider that the submitter should form this section of Detroit Drive to ensure the site has adequate connectivity to the transport network. Mr Methereil appears to support this position, per paragraph 89(i) of his evidence.
- ♦ I consider that Hoskyns Road should be urbanised along the site frontage, consistent with recent urbanisation to the south. I agree with Mr Methereil that this should include cycle facilities (paragraph 89(ii) of his evidence), however I note Mr Chrystal's observation that showing this on the Outline Development Plan would be inconsistent with the present Outline Development Plan included in the Proposed Selwyn District Plan. I expect that this matter can be addressed through the future subdivision consent process.
- ♦ I consider that the future road connection between Hynds Drive (extension) and Hoskyns Road be identified on the Outline Development Plan as a "Secondary Road" rather than as a "Possible future connection" as this will contribute to the permeability of the future transport network.
- ♦ Should my recommendation above not be adopted, I consider that the Outline Development Plan should identify a pedestrian/cycle link between Hynds Drive (extension) and Hoskyns Road in case this road link does not eventuate in the future.

I recommend that

- ♦ Consistent with my recommendations on Plan Change 80 (as well as my recommendations to Council on several other private Plan Changes), I recommend that Council consider the proportional effect that each Plan Change will have on network future hotspots (such as those that I have identified above). Should 171 Hoskyns Road be rezoned to GIZ, Council should consider whether the proportional effects of 171 Hoskyns Road affect programmed funding within the Long Term Plan, whether new projects should be added to the Long Term Plan, and how Development Contributions are calculated.
- ♦ I recommend that the Outline Development Plan be amended to
 - Identify a "Secondary Road" between Hynds Drive (extension) and Hoskyns Road rather than it being identified "Possible future connection"; or
 - Identify a pedestrian/cycle link be identified between Hynds Drive (extension) and Hoskyns Road
- ♦ I recommend that the proposed information requirement TRAN-REQ29 be amended to include
 - A requirement for the currently unformed section of Detroit Drive to be formed
 - That no building be occupied until the SH1/Dunns Crossing Road/Walkers Road intersection is upgraded to a roundabout.

Should my recommendations be adopted, I consider that the rezoning request can be approved.

3 DPR-0160: WEST MELTON TAVERN SITE, WEST MELTON, WEST MELTON THREE LTD

3.1 Summary of the transport aspects of the submission

- ◆ Submission 160 seeks to rezone the West Melton Tavern site comprising 1.21 ha from General Rural Zone (GRUZ) to Local Centre Zone (LCZ).

Figure 2 5: DPR-0160 subject site



3.2 Documents reviewed

I have reviewed the following documents

- ◆ Evidence of Andy Carr (Transport) dated 20 July 2022
- ◆ Evidence of Ivan Thomson (Planning) dated 5 August 2022.

3.3 My conclusion

I consider that

- ◆ Applying LCZ to the site is likely to generate more peak hour vehicle movements, compared with GRUZ
- ◆ The upgrade of the SH73/Weedons Ross Road intersection, planned by Waka Kotahi for 2023, will improve safe access to the site by all transport modes

- ♦ At the time of Resource Consent, the transport effects can be further considered through the 'High trip generating activities' rule TRAN-R8
- ♦ At the time of Resource Consent, the transport effects can also be further considered through the 'Vehicle crossings' rule TRAN-R4 and Waka Kotahi asset owner approval processes, should access be sought via SH73 (arterial road).

I recommend that

- ♦ In terms of the effects on the local transport network, the rezoning request can be approved
- ♦ Council's planner should consider whether it is appropriate to enable urban zoning in a location that is not within the currently proposed Urban Growth Overlay.

- ♦ I have relied on the evidence of Mr Fuller and Mr Phillips in terms of the detail of RC205782, as the consent decision was not available for my review. I have assumed that RC205782 assessed its transport effects, which was deemed to be acceptable, and therefore those effects should be considered as part of the existing environment
- ♦ In his evidence Mr Fuller provides indicative peak hour vehicle trip generation rates for some of the activities consented under RC205782, however it is not clear what total vehicle trip generation was assessed for RC205782
- ♦ I consider that the RC205782 includes what are typically considered high traffic generating activities (trade and garden retail, furniture retail, building supplies). I therefore consider that RC205782 likely presents a conservative scenario of transport effects for the site (i.e. it is likely to be on the higher end of potential vehicle trip generation for the site)
- ♦ I note that proposed Rule **TRAN-R8 High trip generating activities** will apply to the site, regardless of whether GIZ or LFRZ applies. This means a basic ITA would be required for any large format retail activity that exceeded 550m² GLFA, or any activity that generates more than 50 vehicles within the peak hour
- ♦ I therefore consider that development enabled by LFRZ is likely to fit within the “envelope” of traffic effects assessed as part of RC205782. Further, should the site be rezoned to LFRZ and be subject to a new resource consent application, Council will likely have over the transport effects high trip generating activities through TRAN-R8
- ♦ I therefore recommend that, from a transport perspective, the rezoning can be approved.

5 DPR-0399: JONES ROAD/DAWSONS ROAD, ROLLESTON, GULF CENTRAL PROPERTIES LTD AND APTON DEVELOPMENTS LTD

5.1 Summary of the transport aspects of the submission

- ♦ rezone approximately 86 ha of General Rural zoned land (GRUZ) to General Industrial Zone (GIZ) but with additional standards/requirements consistent with the development concept for a Rural Business Zone. Or;
- ♦ retain the GRUZ but apply a Rural Business Precinct overlay to the properties east of Curraghs Road (alternative relief discussed in Mr Thomson's evidence)

Figure 7: DPR-0399 subject sites



5.2 Documents reviewed

I have reviewed the following documents

- ♦ Evidence of Andrew Leckie (Transport) dated 3 August 2022
- ♦ Evidence of Ivan Thomson (Planning) dated 5 August 2022.

5.3 My conclusion

The evidence provided by the Submitter's experts notes that

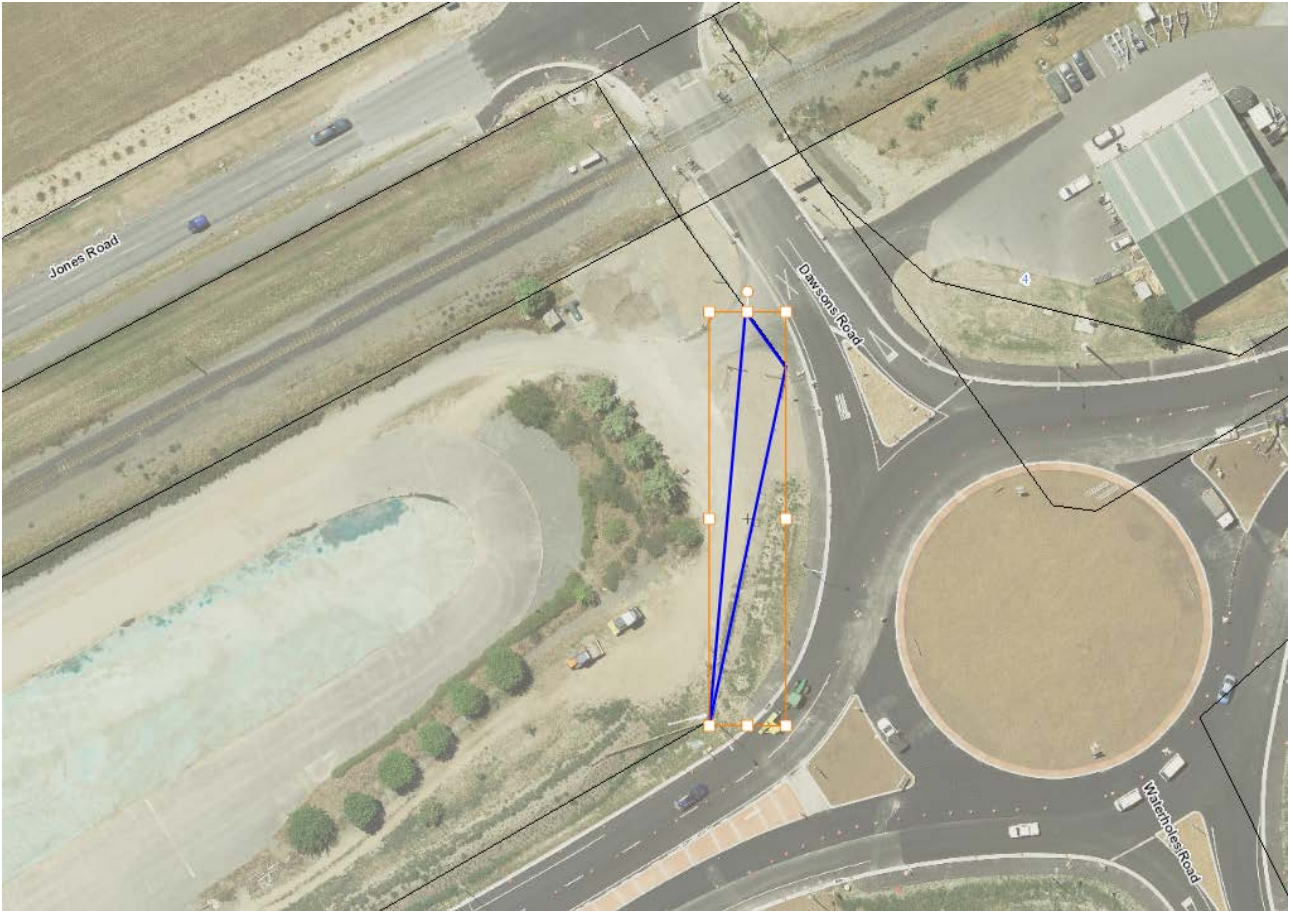
- ♦ Their evidence only relates to sites east of Curraghs Road, and the Submitter's request for rezoning of the land west of Curraghs Road has not formed part of their assessment
- ♦ Development of the sites needs to be confined to low traffic generating activities
- ♦ That only a portion of the site can be safely accessed (shown in Appendix 1A to Mr Thomson's evidence), via Dawsons Road, near the intersection of SH1/Dawsons Road/Waterholes Road

- ♦ Mr Leckie has assessed the efficiency effects resulting from the sites generating up to 90 vehicles per hour. He also notes that the nearby level rail crossing has warning bells, signals, and barrier arms
- ♦ Mr Leckie recommends that
 - ♦ The existing vehicle crossing onto Dawsons Road is widened to allow vehicles larger than a rigid truck (e.g. articulated trucks and truck/trailers) into and out of the site
 - ♦ Vehicles larger than a rigid truck may not be able to turn left out of the site, as widening of Dawsons Road at the level rail crossing would be required, which may not be practicable
 - ♦ Vehicles larger than a rigid truck should not be permitted to turn right into the site, to avoid the risk of queueing back to the level rail crossing
 - ♦ Vehicles larger than a rigid truck should not be permitted to turn right out of the site during peak periods, to avoid a situation where the right turning truck blocks the northbound lane on Dawsons Road
- ♦ That amendments should be made to the Proposed District Plan to ensure these outcomes, attached as Appendix B to Mr Thomson's evidence.

In my view

- ♦ Land west of Curraghs Road, which was included within Submission DPR-0399, should not be rezoned to GIZ nor included within the proposed GRUZ Precinct 2
- ♦ I generally agree with Mr Leckie's evidence in relation to land east of Curraghs Road, which was included within Submission DPR-0399
- ♦ I share Mr Leckie's concerns about the potential effect of large heavy vehicle movements generated by the sites during peak hours. I support Mr Leckie's recommendations to restrict large heavy vehicle movements, and I consider that a planning mechanism is required to ensure this outcome. I suggest that the proposed GRUZ Precinct 2 includes a rule or assessment criteria that gives Council discretion over the safety and efficiency effects of large vehicle movements generated by the Precinct during peak commuter periods
- ♦ A planning mechanism is required to ensure the existing sightline to SH1, shown in Figure 6 of Mr Leckie's evidence, is protected. Within the area indicatively shown in ~~Figure 5~~ Figure 8, there should be no vegetation, fencing or structures higher than 1.1m, to ensure the sight line from the vehicle crossing is not compromised.

Figure 8: Indicative land within proposed GRUZ Precinct 2 to be protected for sight line



Reference: P:\SDCX\018 Proposed District Plan Rezoning Peer Review\4.0 Reporting\TN3B230213 - PDP rezoning requests - Eastern Selwyn Commercial and Industrial packet.docx - Mat Collins