

PROJECT	PROPOSED DISTRICT PLAN: REZONING SUBMISSIONS: ELLESMERE PACKET
SUBJECT	PEER REVIEW OF TRANSPORT MATTERS
TO	JUSTINE ASHLEY, BEN RHODES
FROM	MAT COLLINS
REVIEWED BY	BRONWYN COOMER-SMIT
DATE	28 NOVEMBER 2022

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 for the Ellesmere rezone packet.

In summary, my view on each submission is as follows

♦ **DPR-0162: 461 DRAIN ROAD, DOYLESTON, MILLAR'S MACHINERY LTD**

I recommend that

- ♦ amendments are made to the ODP to address accessibility and connectivity
- ♦ to manage cumulative effects on the wider transport network, rezoning of the site should be delayed if there is adequate capacity for residential growth in more accessible locations such as Rolleston, and to a lesser extent Prebbleton and Lincoln. Refer to my discussion in Section 1.

♦ **DPR-0436: LOTS 1 AND 2 DP 74807 AND LOT 1 DP 305456, DUNSANDEL, PB AND JC NAHKIES**

I recommend that

- ♦ to manage cumulative effects on the wider transport network, rezoning of the site should be delayed if there is adequate capacity for residential growth in more accessible locations such as Rolleston, and to a lesser extent Prebbleton and Lincoln. Refer to my discussion in Section 2.

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

1 DPR-0162: 461 DRAIN ROAD, DOYLESTON, MILLAR'S MACHINERY LTD

1.1 Summary of the transport aspects of the submission

- ◆ Rezoning of the site at 461 Drain Road, Doyleston from the proposed General Rural Zone (GRUZ) to the proposed Low Density Residential Zone (LRZ) as part of the District Plan Review Process.

Figure 1: DPR-0162 subject site



1.2 Documents reviewed

I have reviewed the following documents

- ◆ Integrated Transport Assessment, prepared by Stantec dated October 2021
- ◆ Section 32AA Planning Assessment, prepared by Eliot Sinclair dated October 2021.

1.3 My conclusion

I consider that

- ◆ The proposed ODP, included as Figure 1 in the Section 32AA report, proposes a “cul-de-sac” style development, which provides few opportunities for connectivity and resilience in the transport network. I consider that an additional roading connection should be provided, either to Drain Road or to Leeston Road as indicatively shown in Figure 2
- ◆ Drain Road between Queens Street and Leeston Road currently has a painted pedestrian shoulder on the eastern edge of the carriageway, as shown in Photograph 3 and Photograph 7 of the ITA. In my view this is not adequate to support the increase in pedestrian and cycle demand that would

be generated should the site be rezoned. I consider that, should the rezoning be approved, the ODP should include a requirement for the construction of a shared use path on Drain Road between Queen Street and Leeston Road

- ♦ At the time of Resource Consent, the transport effects can also be further considered through the 'High trip generating activities' rule TRAN-R8
- ♦ In terms of the effects on the wider transport network
 - ♦ The effects on the wider transport network due to the rezoning of this site will likely be negligible
 - ♦ The site is within the Urban Growth Overlay, however, at a District level the cumulative effect of urban development in locations that have fewer transport options and lower accessibility is a concern, as this contributes to continued car dependency and higher traffic demand during peak hour periods
 - ♦ I understand that Council has provided for the most capacity for growth around Rolleston, and to a lesser extent Prebbleton and Lincoln. Should adequate residential capacity be available in these locations, I recommend that rezoning of the site is delayed, and that growth is instead focussed into these more accessible locations.

Figure 2: Options for an additional roading connection



I recommend that

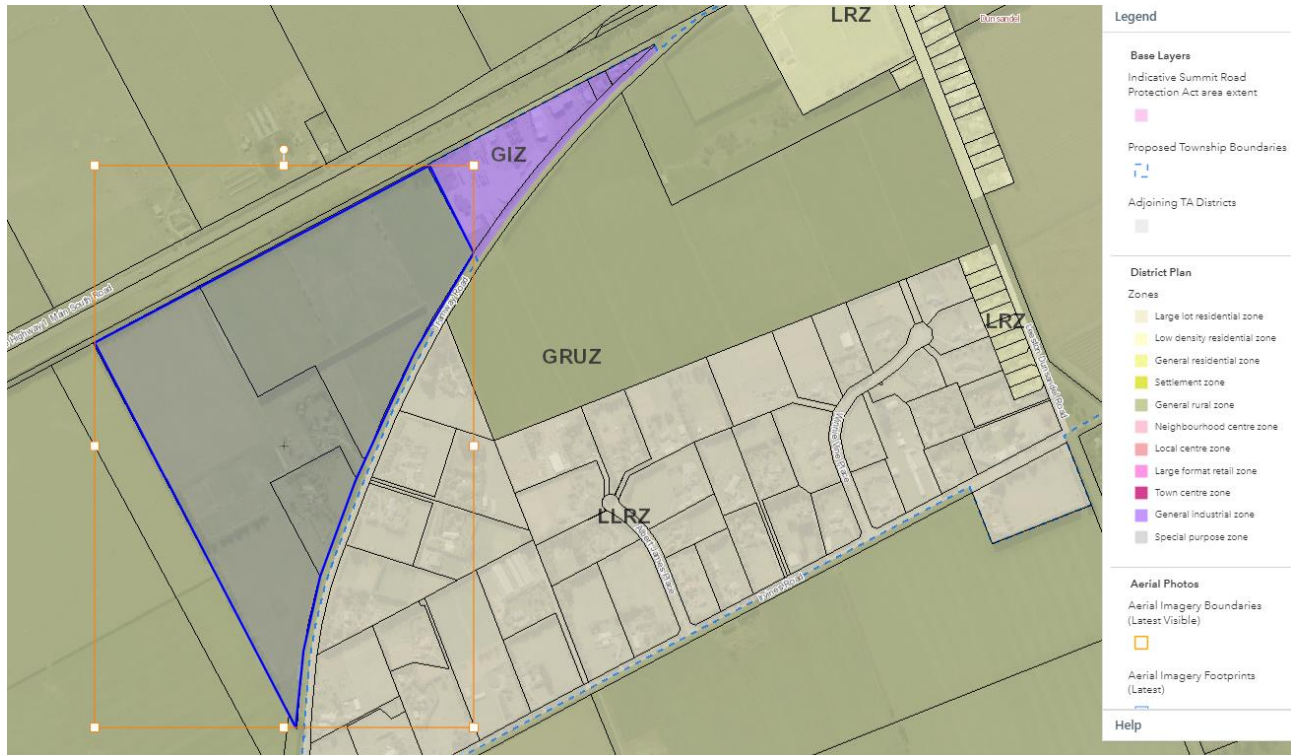
- ♦ amendments are made to the ODP to address accessibility and connectivity
- ♦ to manage cumulative effects on the wider transport network, rezoning of the site should be delayed if there is adequate capacity for residential growth in more accessible locations such as Rolleston, and to a lesser extent Prebbleton and Lincoln.

2 DPR-0436: 1359 TRAMWAY ROAD, DUNSANDEL, P.B AND J.C NAHKIES

2.1 Summary of the transport aspects of the submission

- ◆ Amend the zoning of Lots 1 and 2 DP 74807 and Lot 1 DP 305456 from General Rural Zone (GRUZ) to Large Lot Residential Zone (LLRZ).

Figure 3: DPR-0436 subject site



2.2 Documents reviewed

I have reviewed the following documents

- ◆ Evidence of Lisa Williams (Transport) dated 1 August 2022
- ◆ Evidence of Richard Johnson (Planning) dated 31 July 2022.

2.3 My conclusion

I consider that

- ◆ The site has fairly low access to supporting land uses, and few transport options, but I otherwise agree with the findings of the Ms Williams' evidence
- ◆ In terms of the effects on the wider transport network
 - ◆ The effects on the wider transport network due to the rezoning of this site will likely be negligible
 - ◆ However, the site is outside of the Urban Growth Overlay. At a District level the cumulative effect of urban development in locations that have fewer transport options and lower

accessibility is a concern, as this contributes to continued car dependency and higher traffic demand during peak hour periods

- ♦ I understand that Council has provided for the most capacity for growth around Rolleston, and to a lesser extent Prebbleton and Lincoln. Should adequate residential capacity be available in these locations, I recommend that rezoning of the site is delayed, and that growth is instead focussed into these more accessible locations.

I recommend that

- ♦ to manage cumulative effects on the wider transport network, rezoning of the site should be delayed if there is adequate capacity for residential growth in more accessible locations such as Rolleston, and to a lesser extent Prebbleton and Lincoln.

Reference: P:\SDCX\018 Proposed District Plan Rezoning Peer Review\4.0 Reporting\TN2A221128 - PDP rezoning requests - Ellesmere packet.docx - Mat Collins