

PROJECT PROPOSED DISTRICT PLAN: REZONING SUBMISSIONS: LINCOLN PACKET
SUBJECT PEER REVIEW OF TRANSPORT MATTERS
TO JUSTINE ASHLEY, VICKI BARKER
FROM MAT COLLINS
REVIEWED BY BRONWYN COOMER-SMIT
DATE 20 DECEMBER 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.

In summary, my view on each submission is as follows

♦ **DPR-0056: 12 VERNON DRIVE, LINCOLN, BROADFIELD ESTATES LIMITED**

I recommend that, from a transport perspective, the rezoning request can be approved. Refer to my discussion in Section 1.

♦ **DPR-0136: 1137, 1/1153, 2/1153 SPRINGS ROAD, AND LOTS 2-4 DP 26847, LINCOLN, STEWART, TOWNSEND AND FRASER**

I recommend that

- ♦ the rezoning request be declined, unless my concerns regarding intersection upgrades are addressed
- ♦ should Council accept the rezoning, I recommend that the ODP and ODP narrative be amended
- ♦ Council's planner 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.

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

1 DPR-0056: 12 VERNON DRIVE, LINCOLN, BROADFIELD ESTATES LIMITED

1.1 Summary of the transport aspects of the submission

- ◆ Amend zoning at 12 Vernon Drive, Lincoln (Lot 1 DP 523433) from General Residential Zone (GRZ) to Town Center zone (TCZ). Extend PREC5-Urban Fringe to include the subject property
- ◆ Amend DEV-L16 provisions to:
 - ◆ 1. exclude 12 Vernon Drive, Lincoln, comprising Lot 1 DP 523433; or
 - ◆ 2. cater for the development of the subject property for commercial, visitor accommodation and/or purposes specified in the submission; or
 - ◆ 3. delete the provisions relating to Lincoln 6 Development Area from the Plan.

Figure 1: DPR-0056 subject site



1.2 Documents reviewed

I have reviewed the following documents

- ◆ Evidence of Nick Fuller (Transport) dated 5 August 2022
- ◆ Evidence of Clare Dale (Planning) dated 5 August 2022.

1.3 My conclusion

I consider that

- ◆ Applying TCZ to the site is likely to generate more peak hour vehicle movements, compared with GRZ
- ◆ At the time of resource consent, the local transport effects can be further considered through the 'High trip generating activities' rule TRAN-R8. This may include a requirement to signalise the Gerald Street / Vernon Drive intersection, which is included in Council's Long Term Plan for 2029/30
- ◆ The proposed changes to KAC Precinct 5 Lincoln Fringe, shown in Figure 4 of Ms Dales evidence, ensures that the site will adequately respond to pedestrian and cyclist connectivity if the site is excluded from DEV-L16.

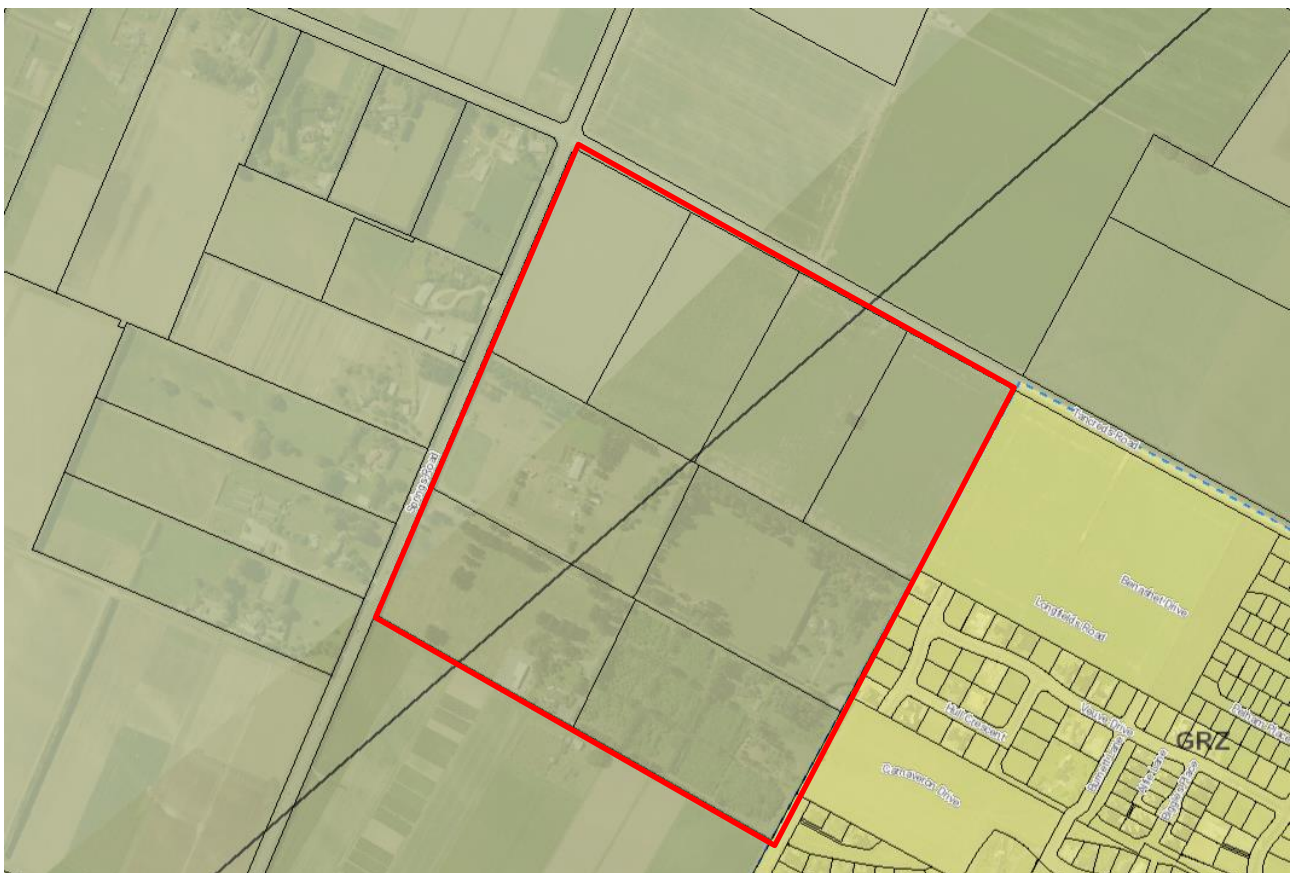
I recommend that, from a transport perspective, the rezoning request can be approved.

2 DPR-0136: 1137, 1/1153, 2/1153 SPRINGS ROAD, AND LOTS 2-4 DP 26847, LINCOLN, STEWART, TOWNSEND AND FRASER

2.1 Summary of the transport aspects of the submission

- ◆ Submission 136 seeks to rezone 1137, 1/1153, 2/1153 Springs Road, Lincoln, from General Rural Zone (GRUZ) to Medium Density Residential / General Residential Zone (MDRZ/GRZ) and General Industrial Zone (GIZ)
- ◆ Approximately 19.8ha of land will be zoned GIZ and 15.8ha GRZ
- ◆ At Council's instruction I have only peer reviewed the proposed General Industrial Zone.

Figure 2: DPR-0136 subject sites



2.2 Documents reviewed

I have reviewed the following documents

- ◆ Evidence of Chris Rossiter (Transport) dated 12 September 2022, Including Appendix A
- ◆ Evidence of Fiona Aston (Planning) dated 1 August 2022, and Addendum dated 14 September 2022 including Appendix 1A GIZ ODP and 1B ODP Narrative.

2.3 My conclusion

In summary

- ♦ I agree with Mr Rossiter that
 - The proposed rezoning will likely lead to an increased incidence of crashes at Springs/Tancreds and Springs/Boundary if the current intersection forms are retained
 - The intersections of Springs/Tancreds and Springs/Boundary should be upgraded to roundabouts, to support the rezoning and address potential safety effects
 - Council's proposed signalisation of the Springs/Ellesmere Junction intersection will support the rezoning
- ♦ Mr Rossiter notes that third party land would be required to construct a roundabout at the Springs/Boundary intersection, but that traffic signals could be constructed instead. However, it is not clear whether there is sufficient width available within the Springs Road and Boundary Road corridors to form a signalised intersection, as this would likely require a multi-laned arrangement due to the high traffic volumes. Further, in my view traffic signals are unlikely to be appropriate in terms of safety and legibility of the Springs Road corridor in what would be a predominately rural location
- ♦ In my view the proposed ODP could incorporate an upgrade to Springs/Tancreds intersection, by showing a realignment of the intersection within Lot 4 DP 26847 (I have shown this indicatively on Figure 3), however this would need to be further assessed by the Applicant to confirm feasibility. I note from Ms Aston's evidence that the landowner is not an active participant in the submission¹ and may therefore not be inclined to vest the additional land needed for the realigned intersection
- ♦ Mr Rossiter considers that a reduction in the speed limit along Springs Road would contribute to reducing the risk of injury crashes near the rezoned sites. I agree, however I note that there is approximately 2km between the southern portion of the site frontage with Springs Road and the Lincoln township. This section of Springs Road is currently surrounded by rural zoning (GRUZ) and therefore may preclude the speed limit from being reduced to 50 km/hr, as recommended by Mr Rossiter
- ♦ I consider that additional cycle facilities within the ODP and along the site frontages should be provided, consistent with other recently approved ODPs within Rolleston, Prebbleton and Lincoln

I conclude that

- ♦ I agree with Mr Rossiter that the Springs/Tancreds and Springs/Boundary intersections should have safety improvements to support the rezoning and address potential safety effects
- ♦ However, there is uncertainty about the feasibility, timing and responsibility for delivering these intersection upgrades. Further, in my opinion traffic signals (as an alternative suggested by Mr Rossiter) would not be an appropriate solution for the predominantly rural location
- ♦ While I support Mr Rossiter's recommendation that the speed limit on Springs Road be reduced, this may not be feasible as the proposed zoning essentially creates an urban "island" that is separated from the Lincoln urban area by approximately 2km of rural zoning
- ♦ I therefore recommend that the rezoning request be declined
- ♦ Should Council accept the rezoning, I recommend that the ODP and ODP narrative be amended to

¹ Evidence of Fiona Aston, 1 August 2022, para 10

- Delay development until the following intersection upgrades are complete
 - Springs Road/Ellesmere Junction Road: upgraded to traffic signals
 - Springs Road/Boundary Road: upgraded to a roundabout
 - Springs Road/Tancreds Road: upgraded to a roundabout
- Obtain support from Council for a lower speed limit of 50km/hr on Springs Road and that it be legally established
- Indicate frontage upgrades to Springs Road and Tancreds Road (I have shown this indicatively on Figure 3)
- Indicate cycle facilities on all primary roads within the ODP
- Indicate cycling facilities along the site frontage with Springs Road
- Indicate cycling facilities along the site frontage with Tancreds Road, if cycling facilities are included further east on Tancreds Road as part of the neighbouring Barton Fields development

Further, I recommend that Council's planner consider whether it is appropriate to enable urban zoning in a location that is not within the currently proposed Urban Growth Overlay.

Reference: P:\SDCX\018 Proposed District Plan Rezoning Peer Review\4.0 Reporting\TN5D221220 - PDP rezoning requests - Lincoln packet.docx - Mat Collins

Figure 3: Suggested ODP amendments

