

Appendix 4: Transport (Mat Collins)

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| PROJECT | PROPOSED DISTRICT PLAN: REZONING SUBMISSIONS: MALVERN PACKET |
| SUBJECT | PEER REVIEW OF REBUTTAL EVIDENCE |
| TO | JUSTINE ASHLEY, JON TREWIN |
| FROM | MAT COLLINS |
| REVIEWED BY | IAN CLARK |
| DATE | 11 APRIL 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). Council has requested that I review transport matters associated with these rezoning requests within the “Malvern” packet, which I provided in my technical memo dated 28 November 2022 (Flow reference TN4A221128).

This technical note provides my review of rebuttal evidence for DPR-0416, DPR-0449, and DPR-0476.

1 DPR-0416: SECTION 4 DARFIELD VILL SETT, SECTION 6 DARFIELD VILL SETT AND RS 39127, BANGOR ROAD DARFIELD, DAVIS OGILVIE & PARTNERS

1.1 Summary of the transport aspects of the submission

- ◆ Amend zoning from Large Lot Residential Zone (LLRZ) to Low Density Residential Zone (LRZ) for the submitters land, being legally described as Section 4 Darfield VILL SETT, Section 6 Darfield VILL SETT and RS 39127
- ◆ The sites are near Development Area DA6, as shown in Figure 1 and Figure 2.

Figure 1: DPR-0416 subject sites

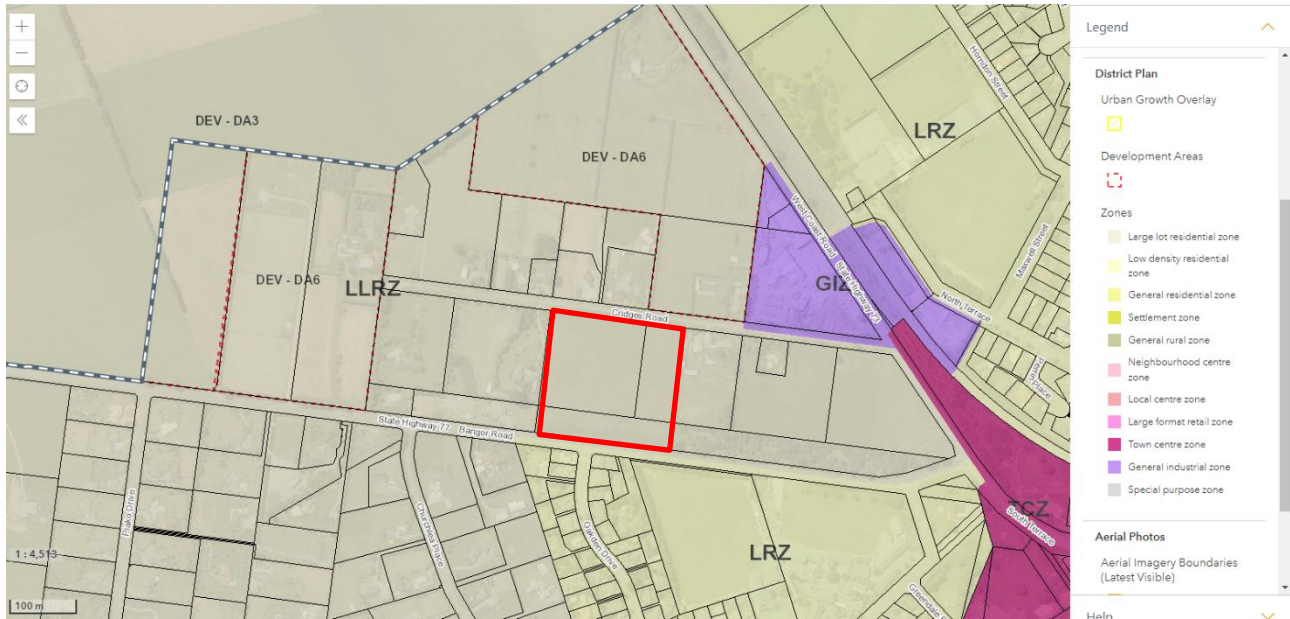


Figure 2: Darfield 6 Development Area



Cadastral information derived from Land Information
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1.2 Documents reviewed

I have reviewed the following documents

- ◆ Rebuttal Evidence of Andrew Carr (Transport) dated 17 March 2023
- ◆ Evidence of Fred Coughlan (Planning) dated 11 December 2020.

1.3 My conclusion

I have considered the following matters

- ◆ Bangor Road is a State Highway (SH77), meaning Waka Kotahi are the Road Controlling Authority
- ◆ The sites also have frontage to Cridges Road. Cridges Road is not identified in Appendix 2 – Rooding Hierarchy of the Proposed District Plan, and therefore is considered to be a Local Road
- ◆ The Submitters experts estimate that rezoning the sites from LLRZ to LRZ is expected to increase the potential yield from around 6 residential lots to 39 residential lots
- ◆ This is estimated to result in around 39 peak hour vehicle trips
- ◆ The site is within reasonable walking distance (approximately 1km) of the Darfield Town Centre, and there is an existing footpath on south side of Bangor Road between the sites and the town centre, however a safe pedestrian crossing facility would be required in order for access to be provided
- ◆ The sites are adjacent to parts of DEV-DA6, which provides an opportunity to create more cohesive development of the sites, particularly a roading connection between Bangor Road and Cridges Road to improve permeability of the transport network
- ◆ While I consider that direct vehicle access onto Bangor Road would likely be unfavourable, I consider that TRAN-R4 and TRAN-REQ4 allow for this to be assessed during future resource consent applications
- ◆ I consider that it is preferable that development within the sites is accessed from a new vested road, connecting between Bangor Road and Cridges Road. The location and design of this road, and any new intersections onto Bangor Road and Cridges Road, can be managed via SUB-R13 through the future subdivision application
- ◆ Mr Carr notes that the existing 4.5m wide carriageway on Cridges Road may not be sufficient to serve the sites, however he notes that there are no obvious impediments to widening the carriageway. I agree with Mr Carr. My preference is to show a requirement for carriageway widening on DEV-DA6, however I acknowledge that this might be outside of the scope of the submission

In summary

- ◆ In general, I consider that the transport effects of the proposed rezoning can be adequately managed through the future resource consent process.
- ◆ However, to ensure integrated land use and transport outcomes, I recommend that the sites be incorporated within DEV-DA6 (as shown in Figure 2), along with the following amendments

- DEV-DA6 plan includes an indicative road between Bangor Road and Cridges Road
- DEV-DA6 “Access and Transport” section includes the following additions

A primary connection shall run from State Highway 73 and connect to the development area to the northwest. A Two secondary connections shall run through the area to Cridges Road and Bangor Road. A safe pedestrian crossing facility shall be provided on Bangor Road, near Oaken Drive. Cridges Road shall be upgraded to comply with Council’s Engineering Code of Practice.

Roading is to integrate with the ODP, or any approved subdivision plan, for the adjoining development area.

2 DPR-0449: LOTS 46 AND 1002 DP 489829, KIRWEE, BEALEY DEVELOPMENTS LTD

In my initial review I recommend that

- ◆ amendments are made to the ODP to ensure pedestrian and cyclist 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.

In his rebuttal evidence, dated 17 March 2023, Mr de Verteuil stated that

- ◆ he generally agrees with my recommendations for additional pedestrian and cyclist accessibility and connectivity, however
 - he raises some concerns about providing facilities on SH73
 - he disagrees with my recommendation about providing a shared use path on Hoskyns Road
- ◆ he considers that the site has reasonable access to schooling and public transport
- ◆ he considers that cumulative effects of urban development on SH73 will not undermine the efficiency of SH73.

I consider that

- ◆ Mr de Verteuil’s concerns regarding pedestrian and cyclist facilities on SH73 are valid and that the current property boundary of 2490 West Coast Road would likely prevent any connection to the existing footpath further west. I therefore recommend that the ODP narrative identify that the submitter should consider walking and cycling facilities on SH73 during subdivision, in consultation with Waka Kotahi
- ◆ Regarding my recommendation for a shared use path on Hoskyns Road, I acknowledge Mr de Verteuil’s statement that this would have limited benefit as the urban frontage of Hoskyns Road west of the site only has a 1.5m wide footpath. However, I note that Council intends to improve

cycle accessibility to Kirwee, including a cycleway link between Darfield and West Melton¹. I am not aware of any intent from Council to improve cycle accessibility within Kirwee, but in my view it is appropriate for DPR-0449 to future proof for this by providing a shared use path along its site frontage

- ◆ Regarding Mr de Verteuil's response to Waka Kotahi's submission, I agree with Mr de Verteuil that the submitter will be required to develop an appropriate design for any new intersection with SH73, in consultation with Waka Kotahi. I consider that this can be addressed during subdivision of the site.
- ◆ Regarding my recommendation that rezoning be delayed if there is adequate capacity for residential growth in more accessible locations, my opinion on this remains unchanged. While effects on SH73 are likely to be manageable, I remain of the view that the location has low access to transport options and will therefore result in highly car dependent development. In my view this is contrary to TRAN-O1, TRAN-P2.2, TRAN-P5.1, and TRAN-P6.2.

3 DPR-0476: SECTION 1 SURVEY OFFICE PLAN 1227 COMPRISED IN CERTIFICATE OF TITLE CB39B/123, DARFIELD, MURRAY BOYES AND KERSEY PARK LIMITED

In my initial review I recommended that

- ◆ the ODP is amended to clarify that the Creyke Road/SH73 intersection shall be upgraded to include auxiliary turning lanes for traffic turning left and right off State Highway 73 prior to the issue of title for the 26th residential lot
- ◆ Council's planner considers whether there is sufficient GIZ within Darfield to meet future development demand
- ◆ Should there be sufficient GIZ within Darfield to meet future needs, I consider that the transport effects of the proposed rezoning can be adequately managed through the future resource consent process.

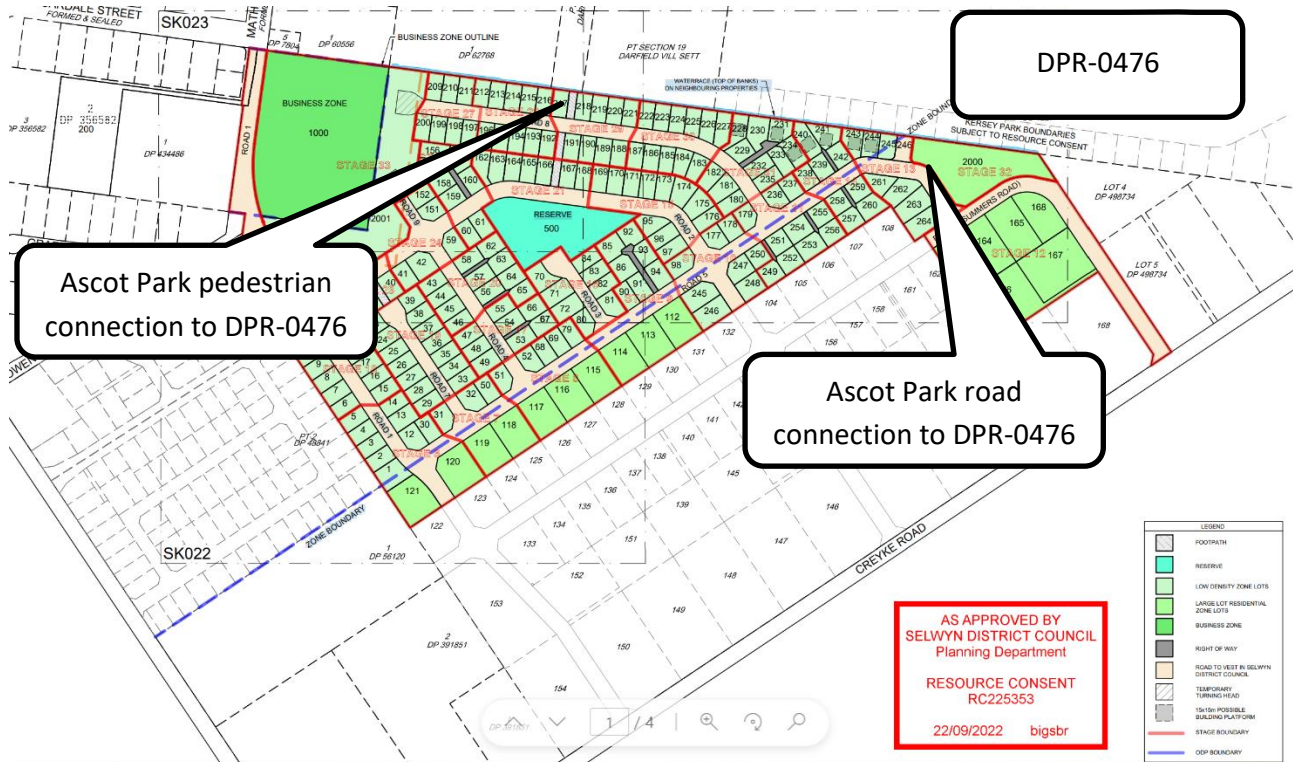
In his rebuttal evidence, dated 17 March 2023, Mr Carr provides further assessment in response to Kainga Ora's further submission requesting that the site is zoned General Residential Zone (GRZ), rather than Low Density Residential (LRZ) and Large Lot Residential (LLRZ) zoned land as proposed by DPR-0476.

Mr Carr estimates that adopting GRZ for the site could result in an additional 20 lots (totalling up to 165 lots) compared with LRZ and LLRZ. Mr Carr concludes that the mitigations he recommended for 145 residential lots (upgrading the SH73/Creyke Road intersection and upgrading Creyke Road, as proposed under PC61) are sufficient to manage the effects of 165 lots. I agree with Mr Carr and retain my recommendations from my initial review, as listed above.

¹ Selwyn Council Walking and Cycling Action Plan, June 2018, available online at https://www.selwyn.govt.nz/_data/assets/pdf_file/0004/282568/Final-2018-Walking-and-Cycling-Action-Plan_v3-Adopted.pdf

If there is scope to do so, I recommend that transport connectivity is provided between DPR-0476 and the adjacent Ascot Park residential subdivision (Proposed Darfield 1 Development Area). I understand that Ascot Park has an approved subdivision consent (RC225353, dated 22/09/22), which includes a road and a pedestrian connection to the boundary of DPR-0476 as shown below in Figure 3. I recommend that there is a requirement placed on submitter DPR-0476 to extend these connections into the DPR-0476 site.

Figure 3: Approved subdivision plan for Ascot Park



Reference: [https://flownz.sharepoint.com/Projects library/SDCX/018 Proposed District Plan Rezoning Peer Review/4.0 Reporting/TN9B230411 - PDP rezoning requests - Malvern packet rebuttal.docx](https://flownz.sharepoint.com/Projects%20library/SDCX/018%20Proposed%20District%20Plan%20Rezoning%20Peer%20Review/4.0%20Reporting/TN9B230411%20-%20PDP%20rezoning%20requests%20-%20Malvern%20packet%20rebuttal.docx) - Mat Collins