

PROJECT PROPOSED DISTRICT PLAN: REZONING SUBMISSIONS
SUBJECT PEER REVIEW OF TRANSPORT MATTERS
TO JUSTINE ASHLEY
FROM MAT COLLINS
REVIEWED BY BRONWYN COOMER-SMIT
DATE 24 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.

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-0097: 10128 WEST COAST ROAD, LAKE PEARSON, FLOCK HILL HOLDINGS**

I recommend that, from a transport perspective, the rezoning request can be approved. Refer to my discussion in Section 2.

♦ **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 3.

♦ **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 4.

♦ **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 5.

♦ **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 6.

♦ **DPR-0243: 664 WEEDONS ROSS ROAD, WEST MELTON, R HOWARD AND J MARSHALL**

In summary

- ♦ I agree with the ITA and evidence from Ms Williams
- ♦ Should the rezoning be approved, I recommend that a new Rule is included in the District Plan requiring a pedestrian/cycle path to be constructed on Weedons Ross Road between State Highway 73/Weedons Ross Road intersection and the southern extent of the Site, prior to any subdivision. Refer to my discussion in Section 7.

♦ **DPR-0352: 1506 SPRINGS ROAD, LINCOLN, NEXT LEVEL DEVELOPMENTS LTD**

I recommend that

- ♦ amendments are made to the ODP to address accessibility and connectivity for the walking and cycling network
- ♦ Council's planner considers whether there is sufficient General Industrial Zone (GIZ) within Lincoln to meet future development demand
- ♦ Should there be sufficient GIZ within Lincoln to meet future needs, I consider that the transport effects of the proposed rezoning can be adequately managed through the future resource consent process. Refer to my discussion in Section 8.

♦ **DPR-0366: 424 CREYKE ROAD, DARFIELD, MB PROPERTY AND MITCHELL BROS**

In summary

- ♦ I consider that there is insufficient information provided by the Submitter to give confidence that future adverse safety effects on the Creyke Road level rail crossing can be managed

- ◆ However, I share similar concerns for the nearby SH73/Horndon Street intersection and level rail crossing, which is currently zoned Business 2 and is proposed to be zoned GIZ. I am unaware of any plans to upgrade this intersection. Therefore, to an extent this could be viewed as setting a precedent that Council's planner may need to consider
- ◆ 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 9

◆ **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 10.

◆ **DPR-0391: RS40841, STATE HIGHWAY 73, CASTLE HILL ADVENTURES**

In summary

- ◆ Subject to the inclusion of a rule in the Castle Hill Rural Visitor Zone to manage access to SH73, I consider that from a transport perspective the rezoning request can be approved. Refer to my discussion in Section 11.

◆ **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 15, 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 12.
- ◆ **DPR-0428: LOT 1 DEPOSITED PLAN 514294, LOT 168 DEPOSITED PLAN 514294 AND LOT 154 DEPOSITED PLAN 514294, DARFIELD, ASCOT PARK LTD**

In summary

- ◆ I recommend that 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. Refer to my discussion in Section 13.

◆ **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 14.

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

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. Refer to my discussion in Section 15.

◆ **DPR-0460: 1234 WEST COAST ROAD AND 44 SHEPHERD AVENUE, WEST MELTON, MARAMA TE WAI LIMITED / WEST MELTON HOLDINGS LIMITED**

In summary

- ◆ While the indicative road cross sections contained within the ITA are not included in the ODP, I note that changes will be required to the road cross sections to comply with Table 3 of Councils' Engineering Code of Practice Section 11
 - The 20m wide north-south boulevard road and the 15m wide local road require a footpath on both sides of local / collector roads in urban residential zoned areas
 - The 8m wide lane is less than the 13m width requirement for a local road in urban residential areas
- ◆ I consider that greater connectivity to adjacent land to the west of the site (1252B West Coast Road) should be provided. Refer to my markups to the ODP in Figure 22. Consequential amendments to the ODP narrative will also be required
- ◆ In my view, it would be preferable for the indicative roads shown on the ODP to be vested to Council, as the site will otherwise create a barrier to the permeability of the transport network due to its elongated shape
- ◆ I note that the ODP narrative states that cycleways within the site will not be open to the public. I question this intent, as the ITA indicates that roads within the site will be vested to Council
- ◆ The ODP narrative does not seem to restrict the development of the site to retirement village land use. Should general residential development be enabled within the site, it would have a greater effect on the efficient operation of the transport network, compared

with the effects assessed by Mr Ueckermann. I recommend that Council's Planner consider whether the ODP narrative provides the necessary restriction on general residential land use

- ◆ 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 16.

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

I recommend 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. Refer to my discussion in Section 17.

◆ **DPR-0478: LOT 1 DP 80128 AND LOT 1 DP 78185, LAKE COLERIDGE, COLERIDGE DOWNS LTD**

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 18.

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.

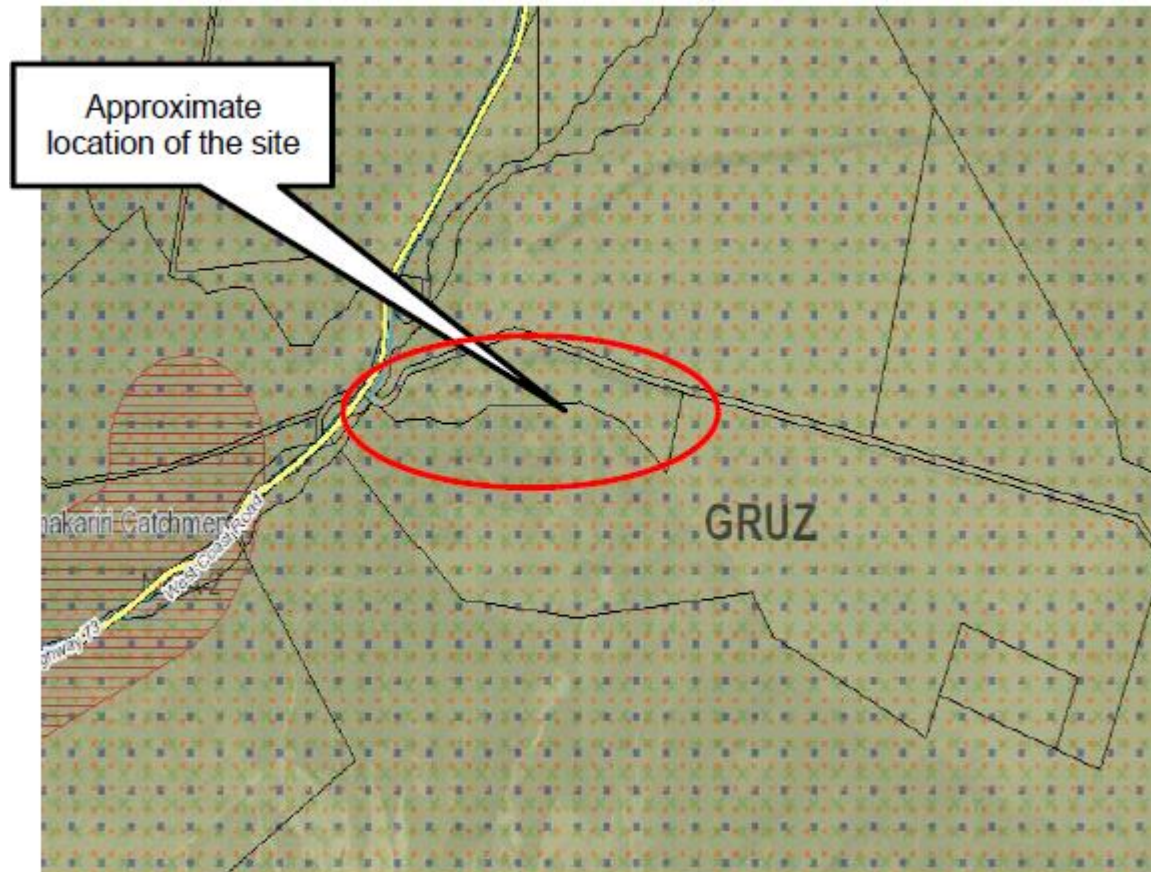
I recommend that, from a transport perspective, the rezoning request can be approved.

2 DPR-0097: 10128 WEST COAST ROAD, LAKE PEARSON, FLOCK HILL HOLDINGS

2.1 Summary of the transport aspects of the submission

- ◆ Insert a new special purpose zone over Lot 2 DP 546766 and Lots 3-4 DP 540423 at 10128 West Coast Road, Lake Pearson, entitled “Flock Hill Station Visitor Zone”

Figure 2: DPR-0097 subject site



2.2 Documents reviewed

I have reviewed the following documents

- ◆ Evidence of Andy Carr (Transport) dated 5 August 2022
- ◆ Evidence of Elizabeth Stewart (Planning) dated 5 August 2022.

2.3 My conclusion

I consider that

- ◆ It is unlikely that traffic generated by existing and proposed development within the site will generate capacity issues at the existing vehicle crossing onto SH73
- ◆ However, traffic generated by additional development within the site may result in a need to upgrade the site access onto SH73 to manage safety and efficiency of SH73

- ♦ I support proposed rule FHSVZ-R8, included in Appendix A of Ms Stewart's evidence. I consider that this provides confidence that the site access to SH73 will be upgraded in the future if required
- ♦ At the time of Resource Consent, the transport effects can also be further considered through the 'High trip generating activities' rule TRAN-R8.

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

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

3.1 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 3: DPR-0118 subject site



3.2 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.

3.3 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.

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

4.1 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, as the residential component overlaps the Intensification Variation on the Proposed Plan.

Figure 4: DPR-0136 subject sites



4.2 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.

4.3 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
- ♦ 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 5), 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

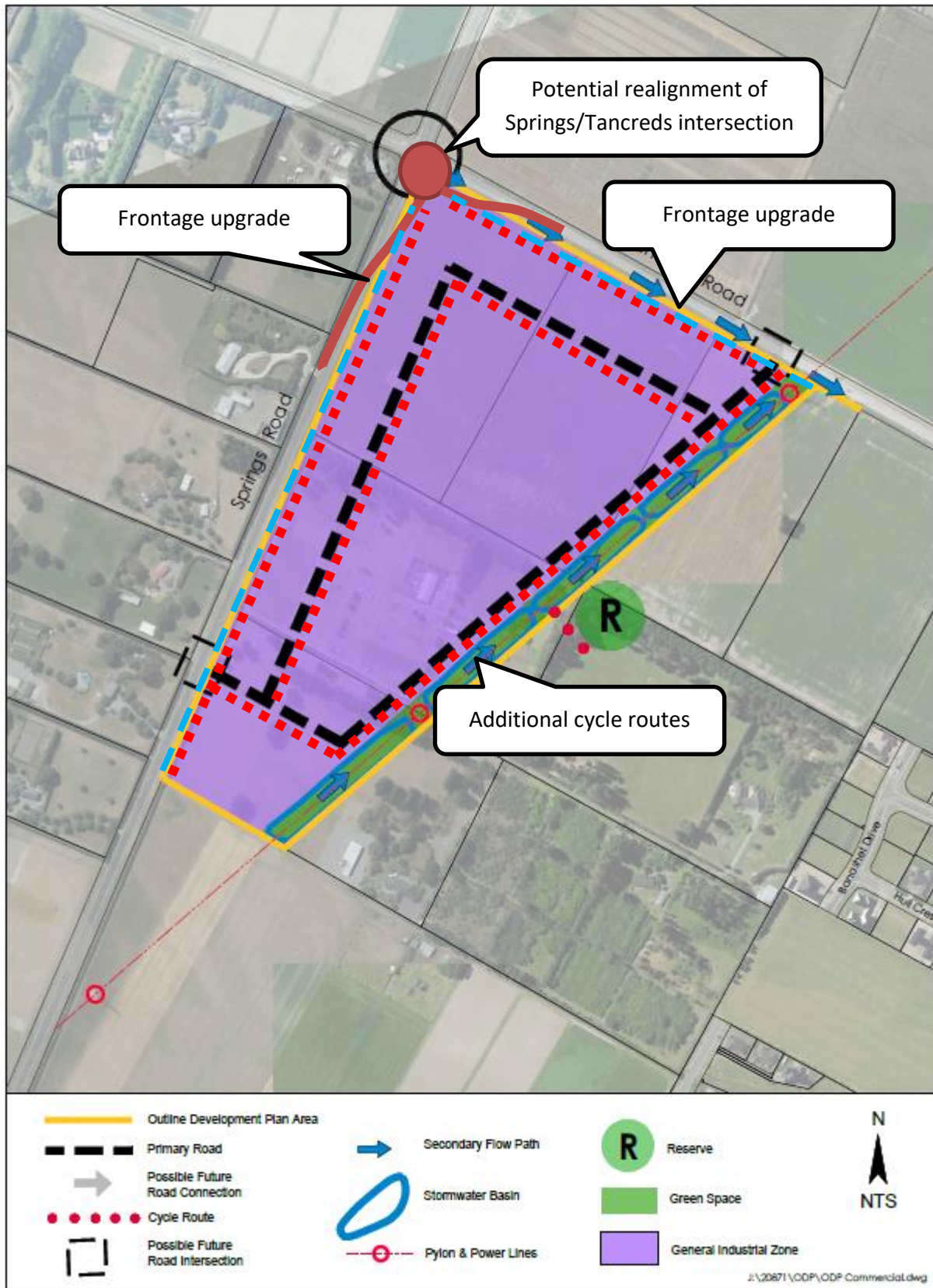
- ♦ I agree with Mr Rossiter that the Springs/Tancreds and Springs/Boundary intersections should have safety improvements to support the rezoning and address potential safety effects, I agree with Mr Rossiter that an upgrade to a roundabout is preferable, but traffic signals may also be appropriate
- ♦ However, there is uncertainty about the feasibility, timing and responsibility for delivering these intersection upgrades
- ♦ 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

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

- ◆ 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
 - Delay development until the following intersection upgrades are complete
 - Springs Road/Ellesmere Junction Road: upgraded to traffic signals
 - Springs Road/Boundary Road: upgraded to traffic signals or a roundabout
 - Springs Road/Tancreds Road: upgraded to traffic signals or a roundabout
 - Indicate frontage upgrades to Springs Road and Tancreds Road (I have shown this indicatively on Figure 5)
 - 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.

Figure 5: Suggested ODP amendments

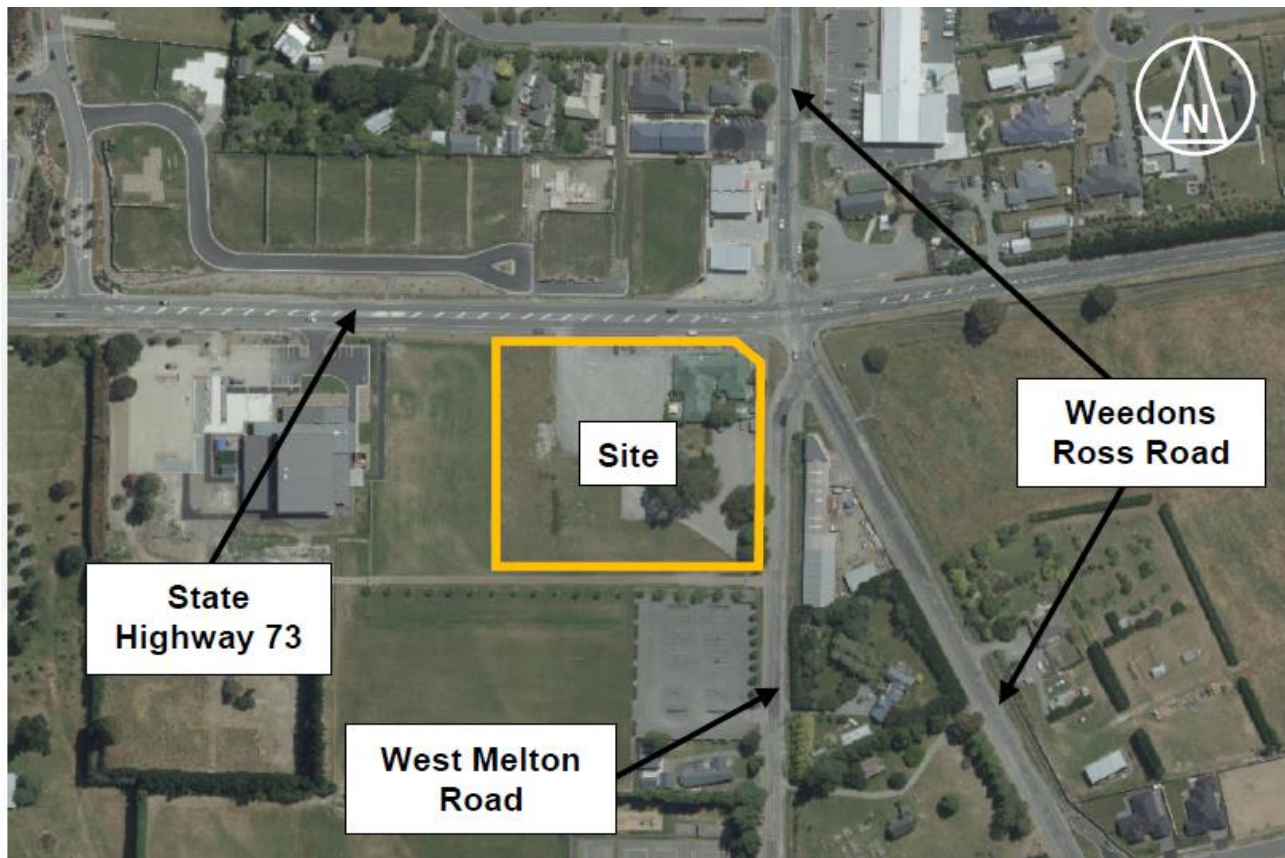


5 DPR-0160: WEST MELTON TAVERN SITE, WEST MELTON, WEST MELTON THREE LTD

5.1 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 6: DPR-0160 subject site



5.2 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.

5.3 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.

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

6.1 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 7: DPR-0162 subject site



6.2 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.

6.3 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 8
- ◆ 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 8: Options for an additional roading connection



I recommend that

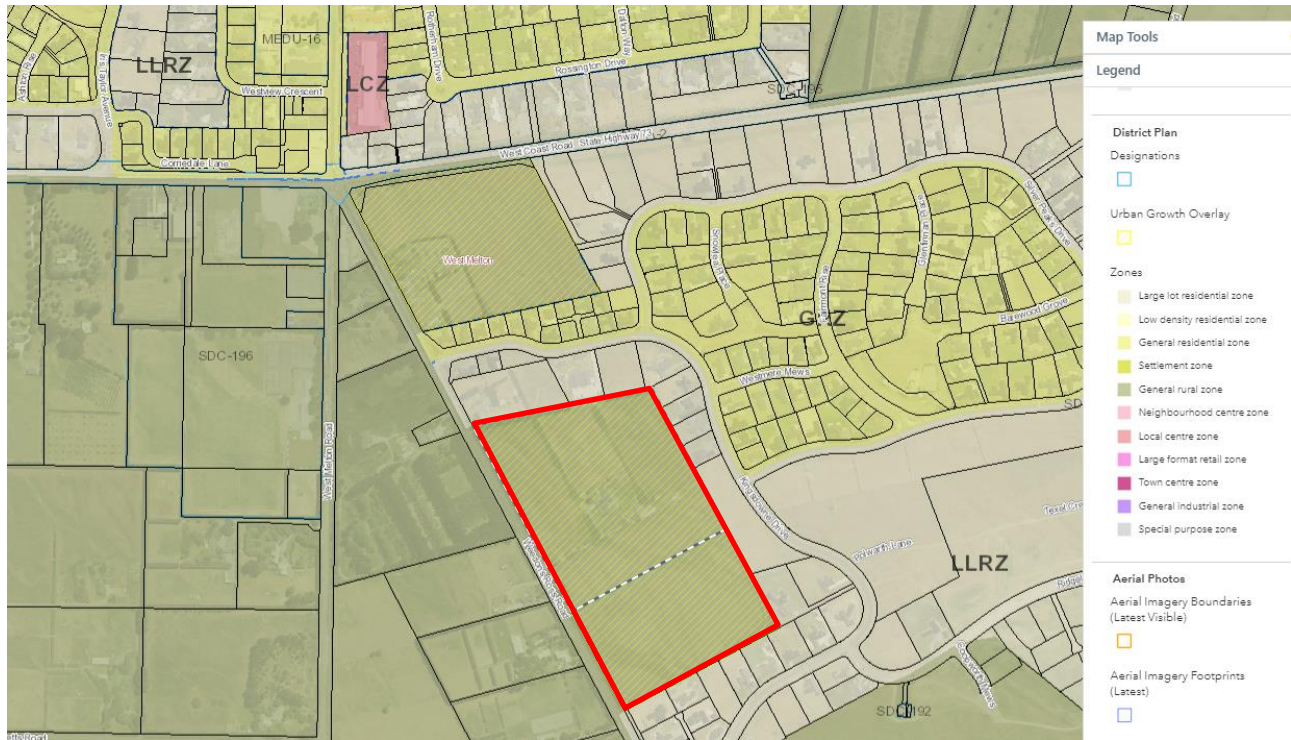
- ◆ amendments are made to the ODP to address accessibility and connectivity
- ◆ to manage cumulative effects on the wider transport network, rezoning of the site should be delayed if there is adequate capacity for residential growth in more accessible locations such as Rolleston, and to a lesser extent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

7 DPR-0243: 664 WEEDONS ROSS ROAD, R HOWARD AND J MARSHALL

7.1 Summary of the transport aspects of the submission

- ◆ Rezone the Submitter's Property of 10.74ha from General Rural Zone Inner Plains to General Residential Zone.

Figure 9: DPR-0243 subject site



7.2 Documents reviewed

I have reviewed the following documents

- ◆ Evidence of Lisa Williams (Transport) dated 4 August 2022
- ◆ Evidence of Ivan Thomson (Planning) dated 5 August 2022
- ◆ Integrated Transport Assessment (ITA), prepared by Novo Group dated August 2022.

7.3 My conclusion

In summary

- ◆ The Site is within the Urban Growth Overlay and is therefore anticipated to urbanise. Given the adjacent urban zoning to the east, and the recent approval of Plan Change 67 to the south, in my view urbanisation of the Site will contribute to the logical urbanisation of the surrounding transport network
- ◆ 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
- ◆ The ITA anticipates that the rezoning could enable up to 120 dwellings (11 dwellings/ha)

- ◆ Existing large lot subdivision to the east of the Site limits the ability to provide a road connection to adjacent residential development, although a walking and cycling connection is proposed
- ◆ The ITA anticipates that the Site frontage with Weedons Ross Road will be urbanised, including the provision of a pedestrian/cycle path. The ITA also notes that Rule 12.1.3.57A requires that a pedestrian/cycle path is constructed on Weedons Ross Road between the intersection of State Highway 73/Weedons Ross Road and the southern intersection of Kingsdowne Drive/Weedons Ross Road prior to any subdivision within Plan Change 67
- ◆ In my view, a similar Rule should be applied to 664 Weedons Ross Road, requiring the pedestrian/cycle path to be constructed between State Highway 73/Weedons Ross Road intersection and the southern extent of the Site, prior to any subdivision
- ◆ The proposed 3 road intersections with Weedons Ross Road are around 130m apart, which is less than the 151m spacing required by the District Plan for a 60km/h speed limit arterial road. The required spacing cannot be achieved as there is only 700m spacing between the Kingsdowne Drive intersection to the north and south of the site
- ◆ In my view this is acceptable, as I consider that this will increase the permeability of the transport network, and support a potential reduction in the speed limit on Weedons Ross Road.

I conclude that

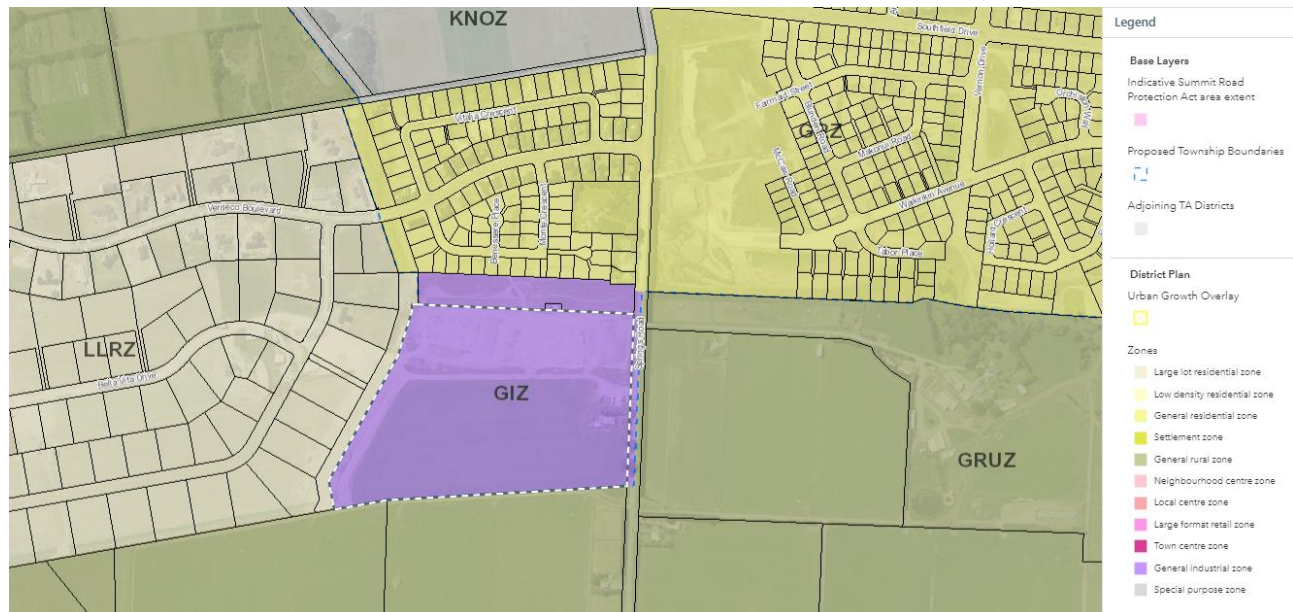
- ◆ I agree with the ITA and evidence from Ms Williams
- ◆ I recommend that, should the rezoning be accepted, a new Rule is included in the District Plan requiring a pedestrian/cycle path to be constructed on Weedons Ross Road between State Highway 73/Weedons Ross Road intersection and the southern extent of the Site, prior to any subdivision.

8 DPR-0366: 424 CREYKE ROAD, DARFIELD, MB PROPERTY AND MITCHELL BROS

8.1 Summary of the transport aspects of the submission

- ♦ rezoning of 1506 Springs Road, Lincoln (the Site) under the proposed Selwyn District Plan from General Industrial Zone (GIZ) to General Residential Zone (GRZ).

Figure 10: DPR-0352 subject site



8.2 Documents reviewed

I have reviewed the following documents

- ♦ Evidence of Nick Fuller (Transport) dated 5 August 2022
- ♦ Evidence of Matt McLachlan (Planning) dated 5 August 2022.

8.3 My conclusion

I consider that

- ♦ At a local level, applying GRZ to the site is likely to generate fewer peak hour vehicle movements, compared with GIZ. However, if residential land use displaces employment, retail and services land uses from the site it is likely to increase on the wider transport network, if there is insufficient resulting GIZ within Lincoln
- ♦ The ODP is shown in Appendix A of Mr McLachlan's evidence. I consider that this should include a through site walking and cycling link, connecting between the proposed northeastern intersection and the proposed southwestern pedestrian link.

I recommend that

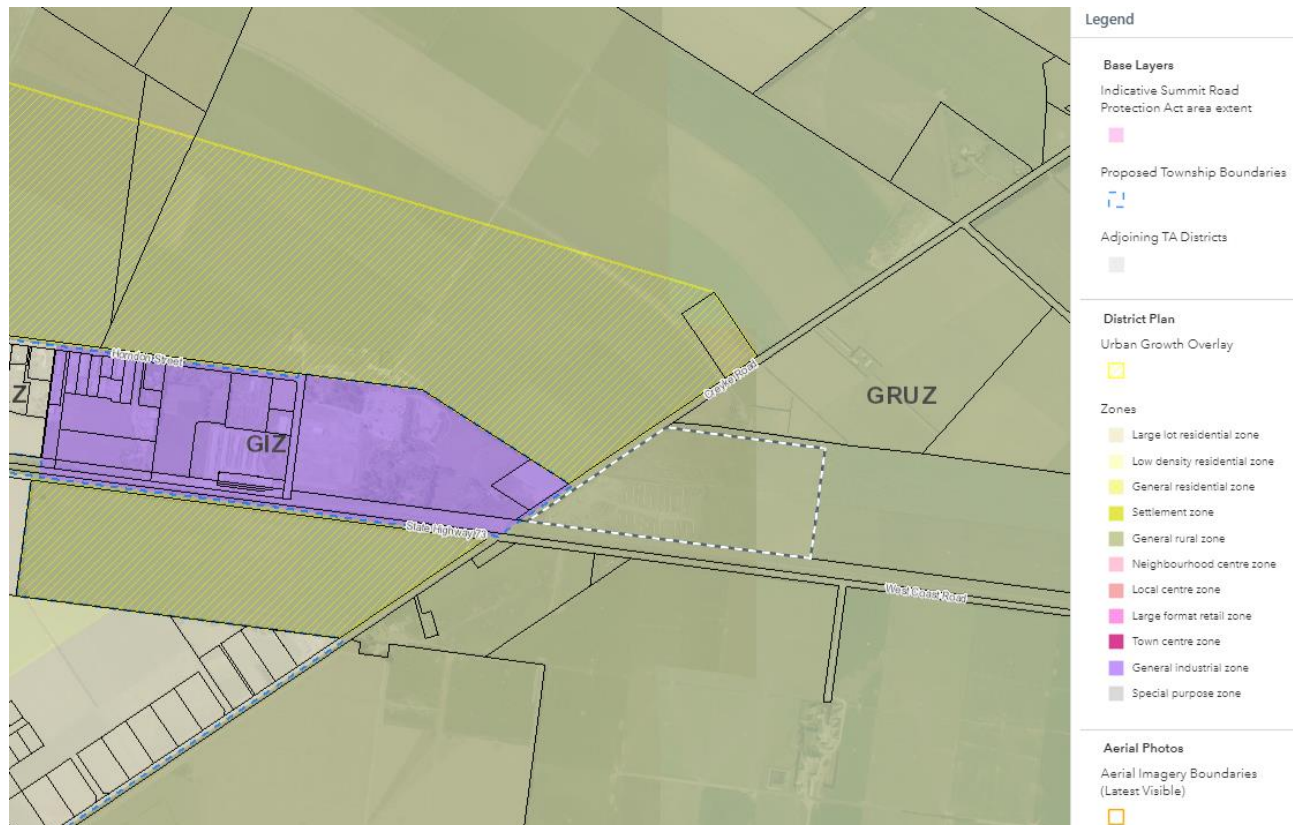
- ◆ amendments are made to the ODP to address accessibility and connectivity for the walking and cycling network
- ◆ Council's planner considers whether there is sufficient GIZ within Lincoln to meet future development demand
- ◆ Should there be sufficient GIZ within Lincoln to meet future needs, I consider that the transport effects of the proposed rezoning can be adequately managed through the future resource consent process.

9 DPR-0366: 424 CREYKE ROAD, DARFIELD, MB PROPERTY AND MITCHELL BROS

9.1 Summary of the transport aspects of the submission

- Submission 0366 seeks to rezone 424 Creyke Road, Darfield, comprising 16.6ha from General Rural Zone (GRUZ) to General Industrial Zone (GIZ).

Figure 11: DPR-0366 subject site



9.2 Documents reviewed

I have reviewed the following documents

- Evidence of Andy Carr (Transport) dated 5 August 2022
- Evidence of Andrew Ross (Planning) dated 5 August 2022.

9.3 My conclusion

In his evidence, Mr Carr states

- There is an existing safety issue with the Creyke Road level rail crossing, in that there is insufficient length between the SH73/Creyke Road intersection and the Creyke Road level rail crossing to accommodate articulated/trailer trucks
- That vehicles of this size should not be permitted to cross the rail line if the site is rezoned

- ♦ That Creyke Road will likely need to be widened, parts of the existing level rail crossing relocated, and auxiliary turning lanes provided on SH73.

In my view

- ♦ Creyke Road widened, relocating parts of the existing level rail crossing to accommodate widening, and auxiliary turning lanes on SH73 are required prior to any further development within the site. In my view this can likely be managed through the 'High trip generating activities' rule TRAN-R8
- ♦ However, I am concerned that effects at the level rail crossing may go unaddressed, as I consider it is not reasonable to expect that larger heavy vehicles could be prevented from crossing the rail line without significant changes to the existing transport environment (such as offsetting the intersection of SH73/Creyke Road to the south, to increase the stacking distance between the intersection and level rail crossing)
- ♦ There is insufficient information provided by the Submitter to give confidence that future safety effects on the Creyke Road level rail crossing can be managed
- ♦ The level rail crossing safety issue is also present for the nearby SH73/Horndon Street intersection. Parts of Horndon Street are zoned Business 2 in the operative District Plan. Therefore, to an extent this could be viewed as setting a precedent that Council's planner may need to consider.

In summary

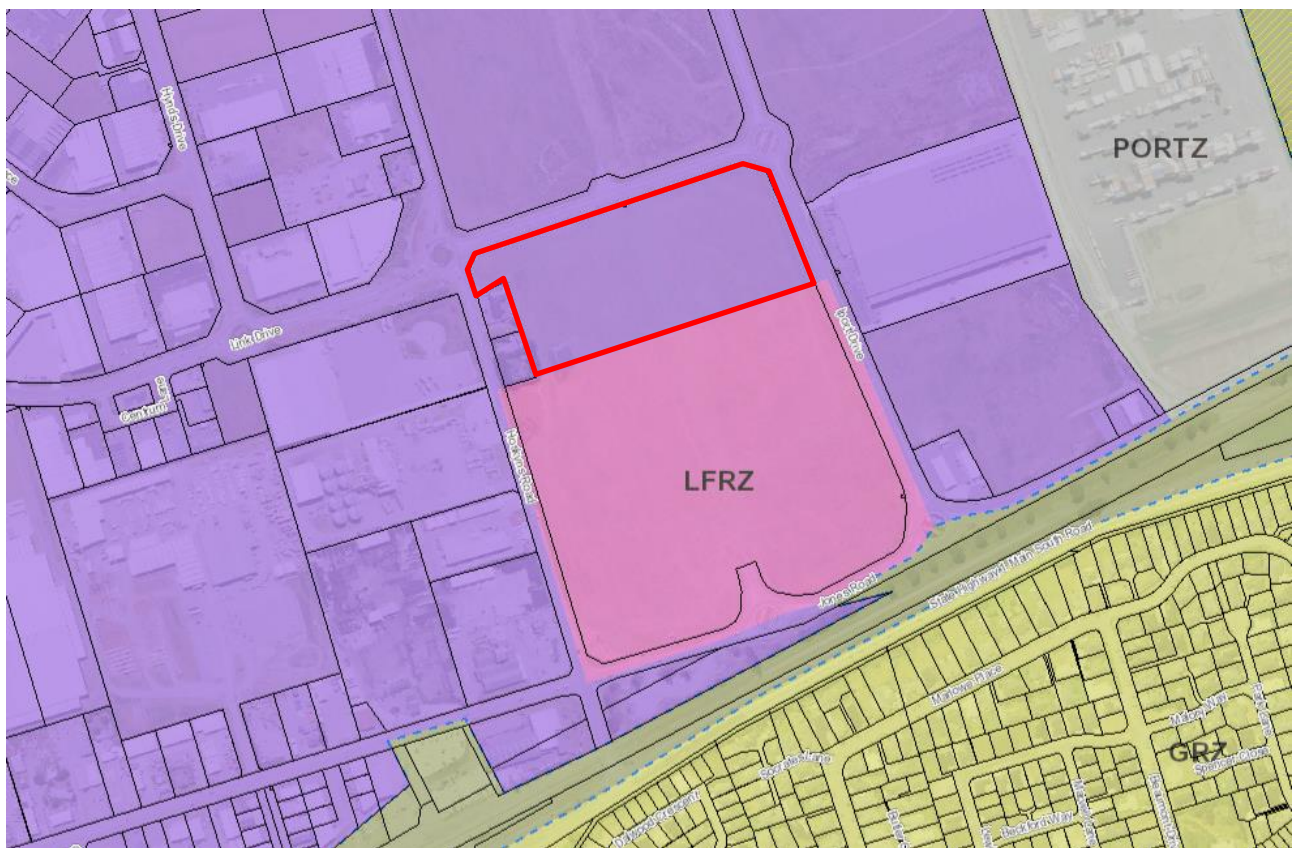
- ♦ I consider that there is insufficient information provided by the Submitter to give confidence that future safety effects on the Creyke Road level rail crossing can be managed
- ♦ However, I share similar concerns for the nearby SH73/Horndon Street intersection and level rail crossing, which is proposed to be zoned GIZ and is currently zoned Business 2. I am unaware of any plans to upgrade this intersection. Therefore, to an extent this could be viewed as setting a precedent that Council's planner may need to consider
- ♦ 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.

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

10.1 Summary of the transport aspects of the submission

- ♦ rezoning of the northern portion of Lot 600 DP 520689, IPort (the Site) from General Industrial Zone (GIZ) to Large Format Retail Zone (LFRZ).

Figure 12: DPR-0374 and DPR-0384 subject site



10.2 Documents reviewed

I have reviewed the following documents

- ♦ Evidence of Nick Fuller (Transport) dated 5 August 2022
- ♦ Evidence of Jeremy Phillips (Planning) dated 5 August 2022.

10.3 My conclusion

In summary

- ♦ The northern portion of the site has an approved, but as yet unimplemented, resource consent (RC205782) for large format and trade retail up to 19,735m² GFA

- ♦ 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.

11 DPR-0391: RS40841, STATE HIGHWAY 73, CASTLE HILL ADVENTURES

11.1 Summary of the transport aspects of the submission

- ◆ Considers that the General Rural zoning is inappropriate as the site has resource consent for a holiday park and golf course development (title no. CB31B/468). The land should be included within Castle Hill Village Boundary and given an appropriate zone allowing holiday park activities and additional visitor accommodation in tourist apartments

Figure 13: DPR-0391 subject site



11.2 Documents reviewed

I have reviewed the following documents

- ◆ Evidence of Andy Carr (Transport) dated 5 August 2022.

11.3 My conclusion

- ◆ I agree with Mr Carr's opinion that it is unlikely that traffic generated by existing and proposed development within the site will generate capacity issues at the existing vehicle crossing onto SH73
- ◆ I consider that the traffic generated by additional development within the site may result in a need to upgrade the site access onto SH73 to manage safety/efficiency on SH73. Mr Carr notes that a concept design for the upgrade of the site access has been viewed and approved in principle by Waka Kotahi, as part of the consented (but as I understand, unimplemented) development for the site
- ◆ I understand that the submitter proposes to introduce the Castle Hill Rural Visitor Zone. In my view it would be appropriate for Council to adopt a similar approach to managing traffic effects

for this site, as has been proposed for the Flock Hill Special Visitor Zone, in particular proposed rule FHSVZ-R8, which provides confidence that the site access to SH73 will be upgraded in the future if required. I have suggested a rule structure below

<i>CHRVZ - Rx</i>	<i>Vehicle crossings</i>	
	<p><i>ACTIVITY STATUS: PER</i></p> <p><i>1. the use of the existing vehicle crossing onto SH73</i></p> <p><i>WHERE</i></p> <p><i>a. it services the CHRVZ.</i></p> <p><i>b. it only services visitor vehicle movements up to xxx² veh/day.</i></p>	<p><i>ACTIVITY STATUS WHEN COMPLIANCE NOT ACHIEVED</i></p> <p><i>2. When compliance with FHSVZ – R8 is not achieved: RDIS</i></p> <p><i>MATTER FOR DISCRETION</i></p> <p><i>3. The exercise of discretion in relation to CHRVZ – Rx is restricted to the following matter:</i></p> <p><i>Whether Waka Kotahi has been consulted on the proposal and has approved the access arrangements.</i></p>

- ◆ At the time of Resource Consent, the transport effects can also be further considered through the ‘High trip generating activities’ rule TRAN-R8.

Subject to the inclusion of a rule Castle Hill Rural Visitor Zone to manage access to SH73, I consider that from a transport perspective the rezoning request can be approved.

² I recommend that the consented development, referred to in Mr Carr’s evidence, is used to establish the permitted baseline for daily vehicle movements

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

12.1 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 14: DPR-0399 subject sites



12.2 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.

12.3 My conclusion

The evidence provided by the Submitter's experts notes that

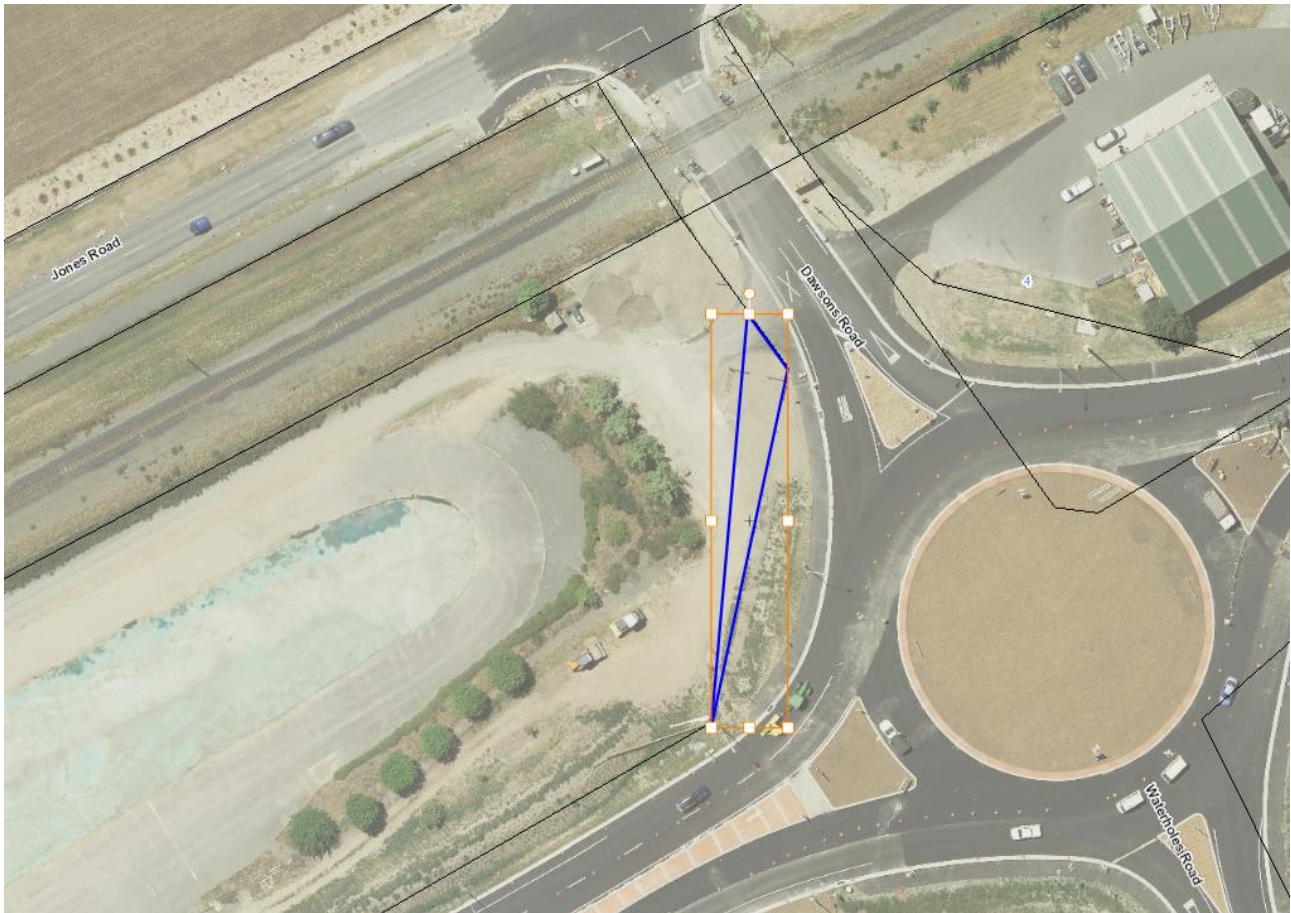
- ◆ Their evidence only relates to sites east of Curraghs Road, and the Submitter's request for rezoning of the land west of Curraghs Road has not formed part of their assessment
- ◆ Development of the sites needs to be confined to low traffic generating activities
- ◆ That only a portion of the site 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 15, 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 15: Indicative land within proposed GRUZ Precinct 2 to be protected for sight line

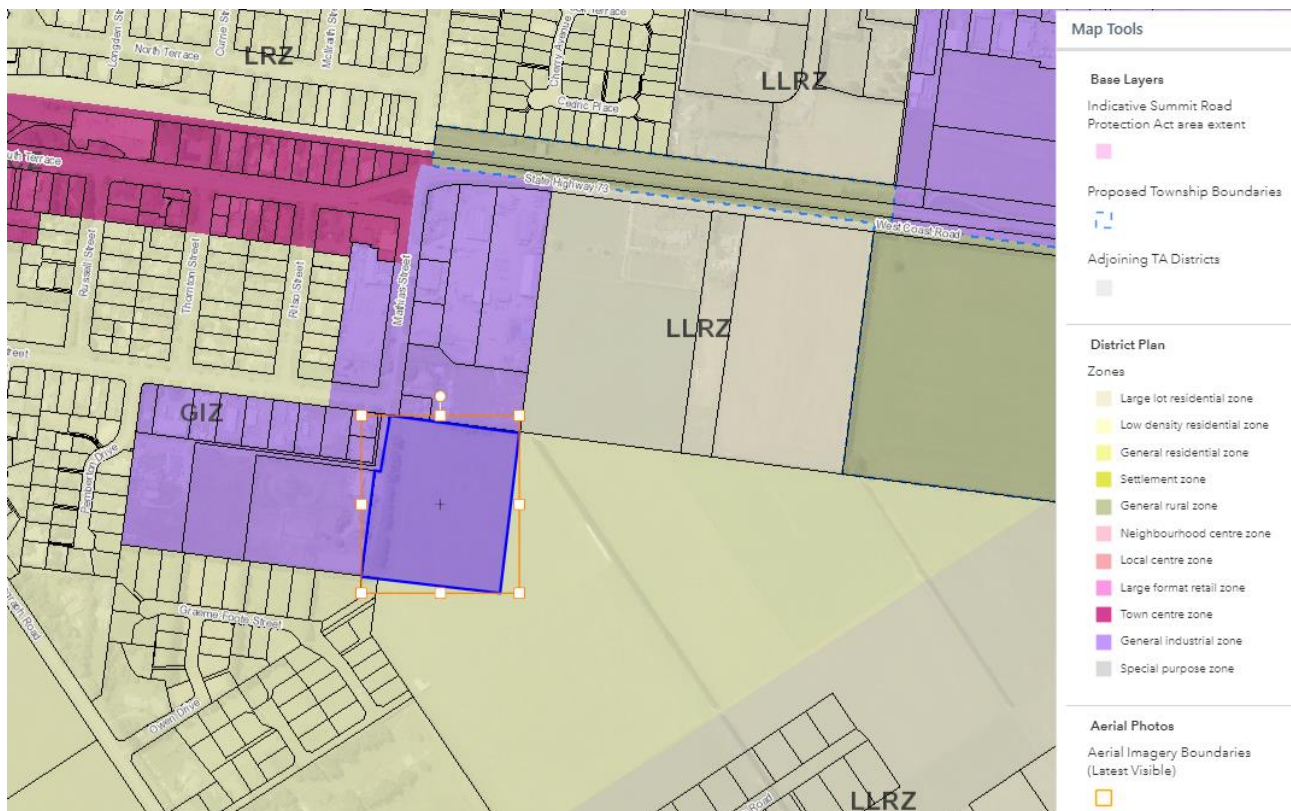


13 DPR-0428: LOT 1 DEPOSITED PLAN 514294, LOT 168 DEPOSITED PLAN 514294 AND LOT 154 DEPOSITED PLAN 514294, DARFIELD, ASCOT PARK LTD

13.1 Summary of the transport aspects of the submission

- ◆ Amend zoning from General Industrial Zone (GIZ) to Low Density Residential Zone (LRZ) for the submitters land, being legally described as Lot 1 Deposited Plan 514294, Lot 168 Deposited Plan 514294 and Lot 154 Deposited Plan 514294.

Figure 16: DPR-0428 subject sites



13.2 Documents reviewed

I have reviewed the following documents

- ◆ Evidence of Andrew Leckie (Transport) dated 5 August 2022
- ◆ Evidence of Kerstin Ghisel (Planning) dated 5 August 2022.

13.3 My conclusion

I consider that

- ◆ At a local level, applying LRZ to the site is likely to generate fewer peak hour vehicle movements, compared with GIZ. However, if residential land use displaces employment, retail and services land uses from the site it is likely to increase on the wider transport network, if there is insufficient resulting GIZ within Darfield

In summary

- ◆ I recommend that 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.

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

14.1 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 17: DPR-0436 subject site



14.2 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.

14.3 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

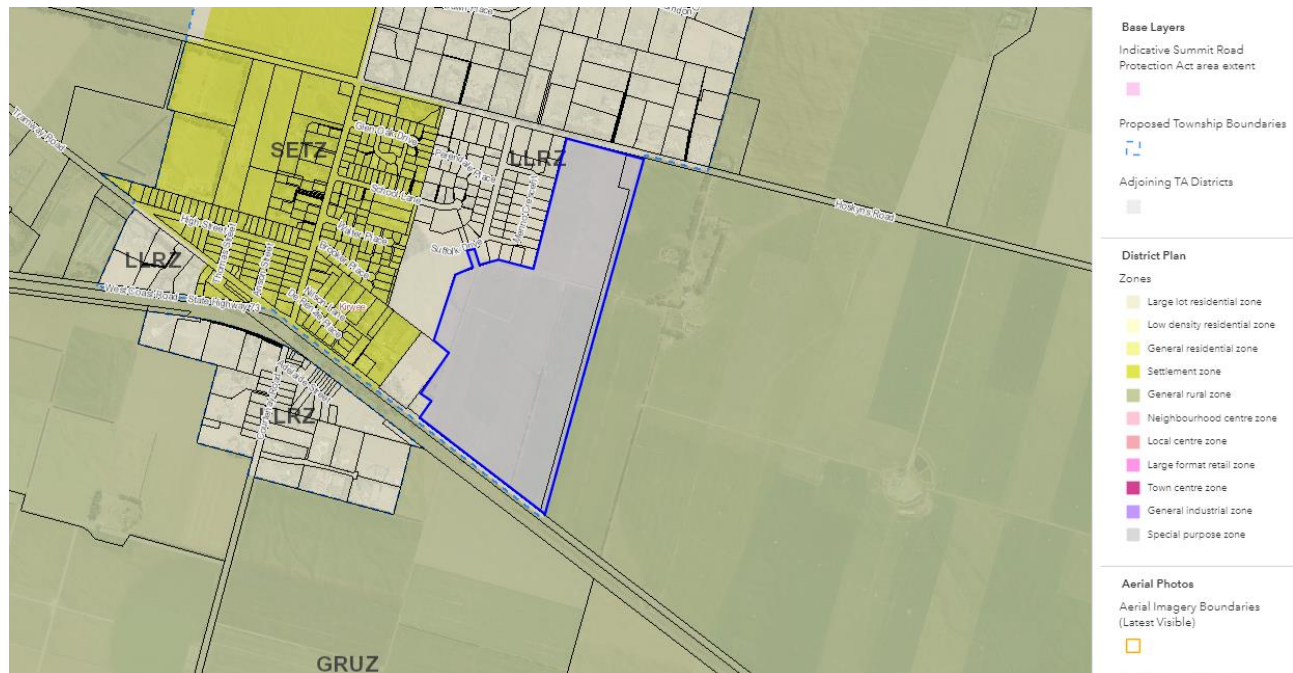
- ♦ to manage cumulative effects on the wider transport network, rezoning of the site should be delayed if there is adequate capacity for residential growth in more accessible locations such as Rolleston, and to a lesser extent Prebbleton and Lincoln.

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

15.1 Summary of the transport aspects of the submission

- ◆ Amend zoning of Lots 46 and 1002 DP 489829 from Large Lot Residential Zone (LLRZ) to Settlement Zone (SETZ) in Kirwee.

Figure 18: DPR-0436 subject sites



15.2 Documents reviewed

I have reviewed the following documents

- ◆ Integrated Transport Assessment (ITA), prepared by Novo Group (Transport) dated November 2020.

15.3 My conclusion

I consider that

- ◆ I generally agree with the findings and recommendations of the ITA
- ◆ I recommend that the OPD identify the walking and cycling connections along the north/south and east/west primary roads, to the indicated connection point to Suffolk Drive, and along the Hoskyns Road frontage
- ◆ I consider that a shared use path along the site frontage with SH73 may be warranted, however to be of value this would need to be extended in front of 2476 and 2490 West Coast Road to connect to the existing footpath outside 2492 West Coast Road, and may not be able to achieve suitable separation from the high speed carriageway

- ♦ At the time of Resource Consent, the transport effects can also be further considered through the 'High trip generating activities' rule TRAN-R8 and through asset owner approval processes with Waka Kotahi for the proposed intersection with SH73
- ♦ In terms of the effects on the wider transport network
 - ♦ The site has low accessibility to supporting land use activities, and few transport options
 - ♦ 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.

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.

16 DPR-0460: 1234 WEST COAST ROAD AND 44 SHEPHERD AVENUE, WEST MELTON, MARAMA TE WAI LIMITED / WEST MELTON HOLDINGS LIMITED

16.1 Summary of the transport aspects of the submission

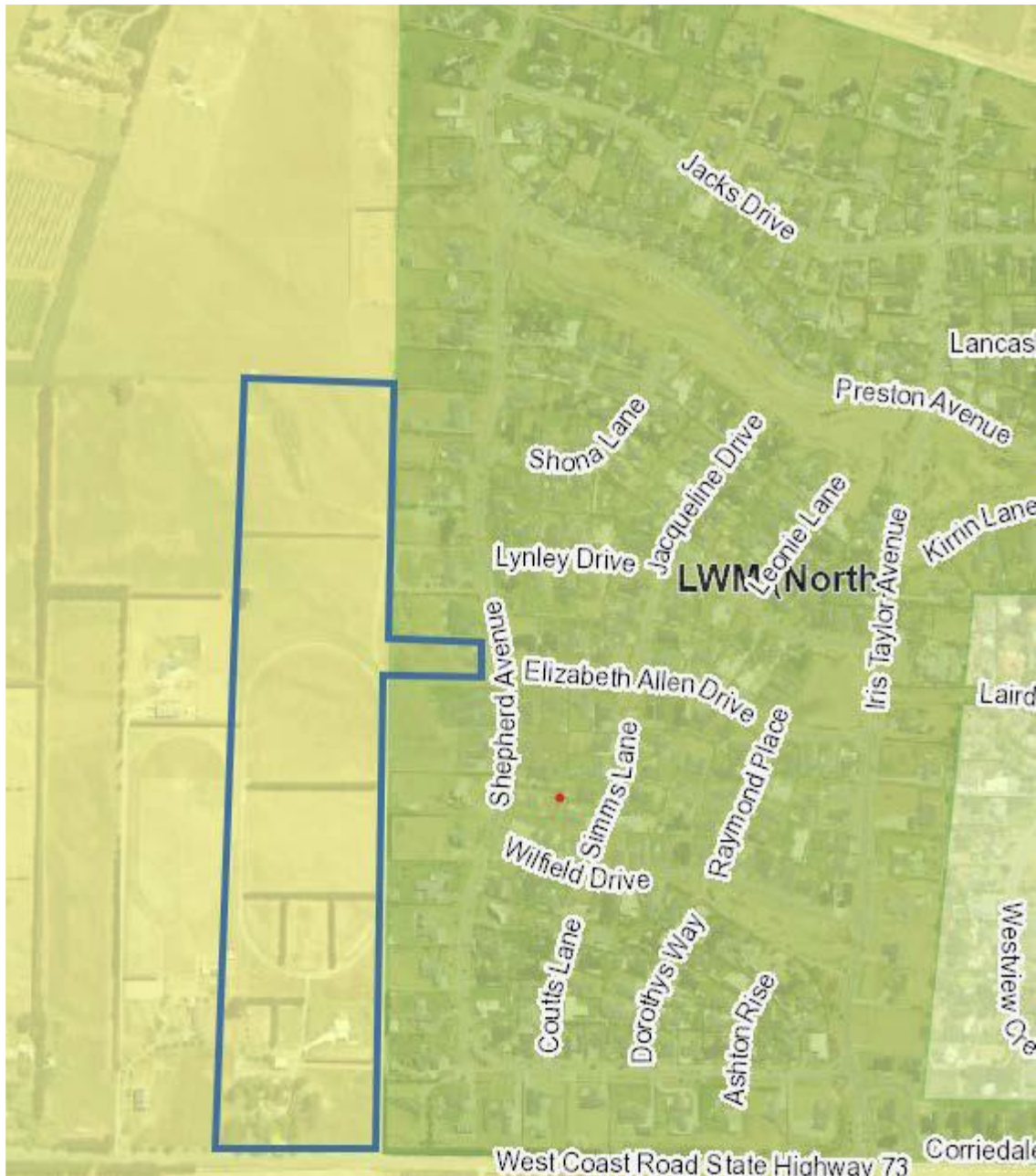
- ♦ Amend zoning of 1234 West Coast Road from General Rural Inner Plains to General Residential Zone to enable a Retirement Village on the 12.5 ha site.

I note that PPC77 includes 1234 West Coast Road (the subject of DPR-0460 as amended in further submissions).

In November 2021 Stantec, acting for Marama Te Wai Ltd, sought feedback from Waka Kotahi in regard to the Integrated Transport Assessment for PPC77 prior to lodgement with Council. Flow reviewed the ITA on behalf of Waka Kotahi and provided advice. Marama Te Wai Ltd subsequently lodged PPC77 with Council in December 2021. Flow has not acted for Waka Kotahi for this site since November 2021.

In June 2022 PPC77 was amended to reduce the extent of the plan change, and to rezone 1234 West Coast Road to enable medium density housing or a retirement village, similar to revised submission DPR-0460. I have discussed Flow's involvement in PPC77 with Selwyn Council and Waka Kotahi, and I have agreed that Flow will no longer act for Waka Kotahi on PPC77, as I will represent Council for submission DPR-0460.

Figure 19: DPR-0460 subject sites



16.2 Documents reviewed

I have reviewed the following documents

- ◆ Evidence of Tobias Ueckermann (Transport) dated 5 August 2022
- ◆ Evidence of Ivan Thomson (Planning) dated 5 August 2022
- ◆ Evidence of Nicole Lauenstein (Urban Design) dated 19 August 2022
- ◆ Integrated Transport Assessment (Stantec ITA), prepared by Stantec dated June 2022
- ◆ Integrated Transport Assessment (Carriageway Consulting ITA), prepared by Carriageway Consulting, dated December 2020.

16.3 My conclusion

As part of my review, I note that

- ♦ Retirement/lifestyle villages generally have a much lower peak hour trip generation rate compared with typical urban residential dwellings. In Table 1 of his Evidence, Mr Ueckermann estimates that the commuter peak hour vehicle trip rate will be between 0.13 – 0.20 veh/hr/dwelling. I agree with this estimation, and note that it is consistent with traffic surveys that Flow has undertaken at existing retirement villages in New Zealand
- ♦ I understand that the proposed retirement village may include ancillary support services, which will be open to the public³. While Mr Ueckermann has not assessed the potential traffic generating effects of public facilities within the site, I consider that this omission is unlikely to affect his assessment, as I expect that such facilities are unlikely to be a large traffic generator during commuter peak hours. Further, I note that the proposed ODP text identifies consideration of means to manage traffic effects from public facilities within the site (for example via membership)
- ♦ A new road is proposed to connect to the western aspect of the existing Shepherd Ave/Elizabeth Allen Dr intersection. Cross road intersections tend to result in a higher rate of death and serious injury crashes (compared to a roundabout). However, due to the lower traffic volume and traffic speed nature of this intersection, I consider that mitigation such as speed management measures on the approach to the intersection can be considered/addressed through the future resource consent and engineering plan approval process
- ♦ Appendix B of the Stantec ITA includes indicative road cross sections. I note that
 - ♦ The 20m wide north-south boulevard road and the 15m wide local road do not include a footpath on both sides of the road. This is inconsistent with Table 3 of Councils' Engineering Code of Practice Section 114, which requires a footpath on both sides of local / collector roads in urban residential zoned areas
 - ♦ The 8m wide lane is less than the 13m width requirement for a local road in urban residential areas, as specified in Table 3 of Councils' Engineering Code of Practice Section 11
- ♦ Mr Ueckermann has not undertaken traffic modelling, as he considers that this is not warranted based on his estimated peak hour vehicle generation for the site (65 vehicles/hr in the AM peak and 44 vehicles/hr in the PM peak)
- ♦ Although the Carriageway Consulting ITA has been superseded by the Stantec ITA, I have reviewed the traffic modelling assessment contained in the Carriageway Consulting ITA. The peak hour traffic movements at the SH73/Iris Taylor Ave intersection that were assumed by the Carriageway Consulting ITA and the Stantec ITA are shown in Figure 20 and Figure 21. This demonstrates that the traffic effects of Submission DPR-0460 are anticipated to sit within the "envelope" of effects previously assessed by Carriageway Consulting

³ Evidence of Mr Thomson, para 3.

⁴ Selwyn District Council Engineering Code of Practice, Section 11 Rooding and Transport, available online at https://www.selwyn.govt.nz/_data/assets/pdf_file/0010/1064728/Section-11-Rooding-and-Transport.pdf

- ♦ The Carriageway Consulting ITA indicates some level of congestion at this intersection during peak hours, although it operates within acceptable levels of delay. The traffic model used by Carriageway Consulting was not available for my review, so I am unable to verify the accuracy of the results
- ♦ However, I agree with Mr Ueckermann that further traffic modelling assessments are not required to understand the potential effects of the submission
- ♦ I consider that greater connectivity to adjacent land to the west of the site (1252B West Coast Road) should be provided, and I note that an additional potential east/west roading link is shown in the Urban Design report. This will provide for greater connectivity and resilience to the transport network and avoid a long cul-de-sac type development. Refer to my markups to the ODP in Figure 22. Consequential amendments to the ODP narrative will also be required
- ♦ In my view, it would be preferable for the indicative roads shown on the ODP to be vested to Council, as the site will otherwise create a barrier to the permeability of the transport network due to its elongated shape
- ♦ I note that the ODP narrative states that cycleways within the site will not be open to the public. I question this intent, as the ITA indicates that roads within the site will be vested to Council
- ♦ The ODP narrative does not seem to restrict the development of the site to retirement village land use. Should general residential development be enabled within the site, it would have a greater effect on the efficient operation of the transport network, compared with the effects assessed by Mr Ueckermann. I recommend that Council's Planner consider whether the ODP narrative provides the necessary restriction on general residential land use

Figure 20: SH73 / Iris Taylor intersection, comparison of AM peak vehicle movements between ITAs

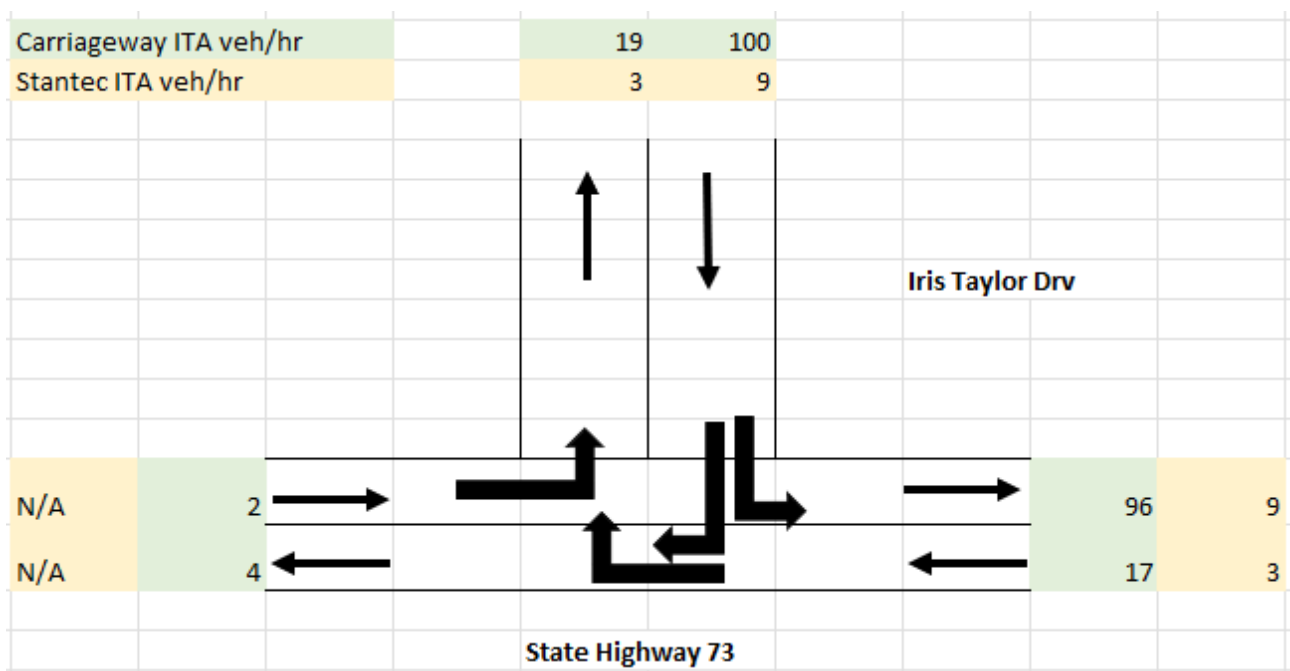


Figure 21: SH73 / Iris Taylor intersection, comparison of PM peak vehicle movements between ITAs

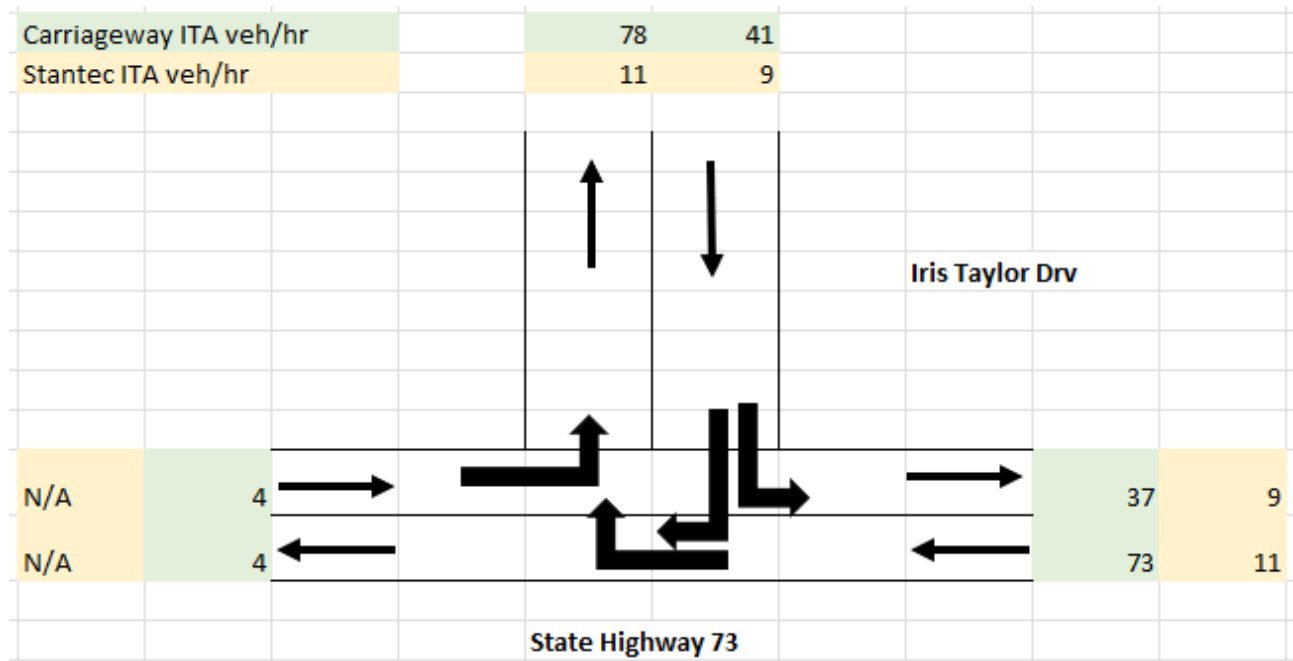
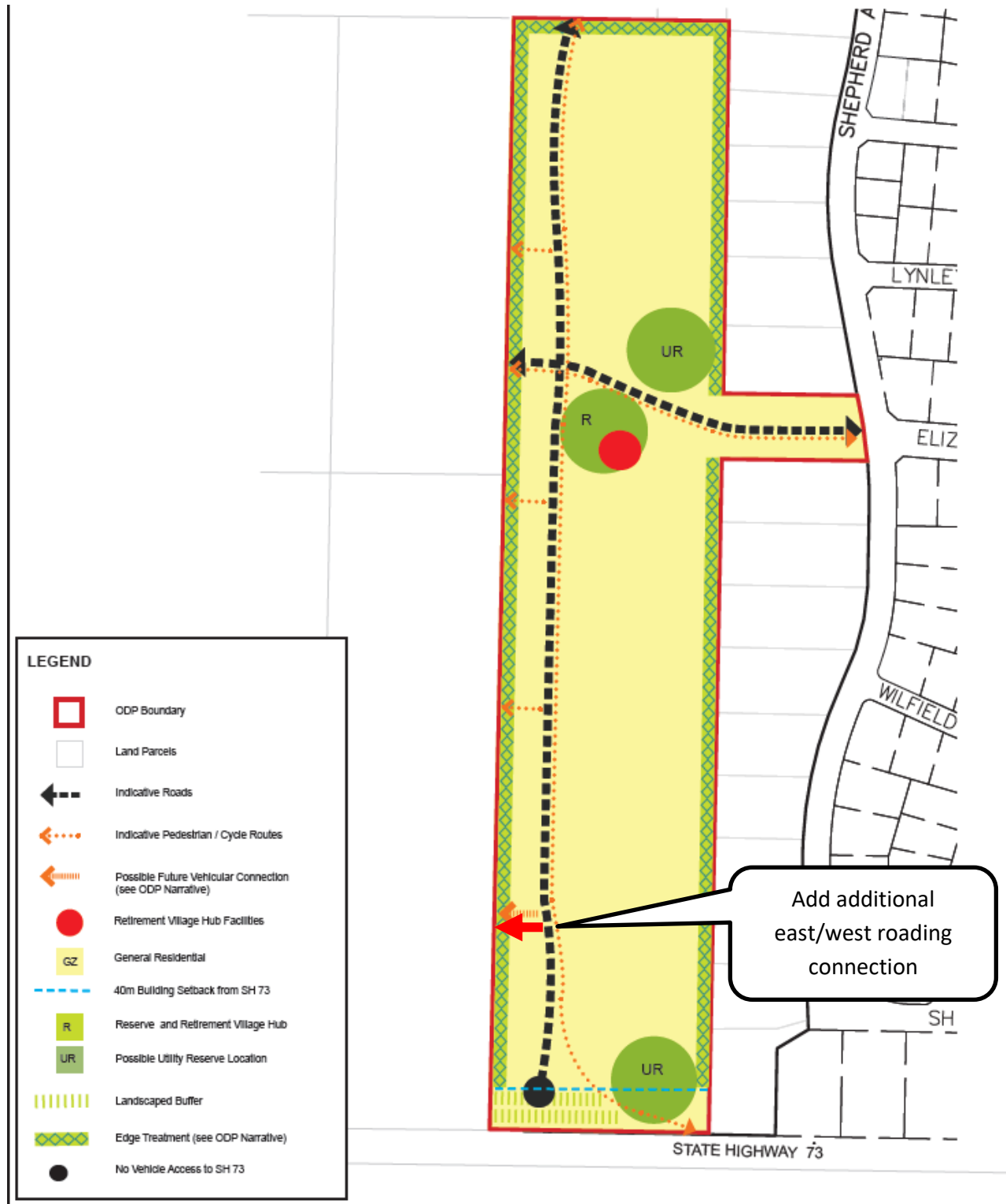


Figure 22: Recommended amendments to the ODP



In summary

- While the indicative road cross sections contained within the ITA are not included in the ODP, I note that changes will be required to the road cross sections to comply with Table 3 of Councils' Engineering Code of Practice Section 11
 - The 20m wide north-south boulevard road and the 15m wide local road require a footpath on both sides of local / collector roads in urban residential zoned areas

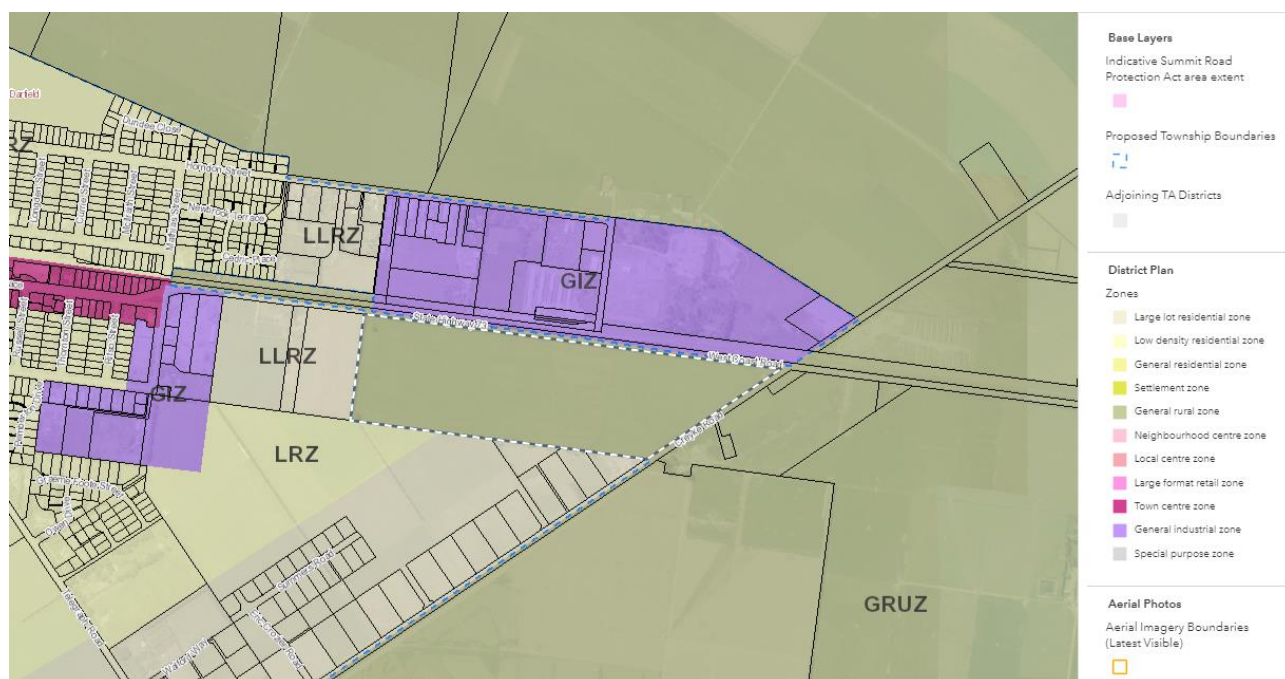
- ♦ The 8m wide lane is less than the 13m width requirement for a local road in urban residential areas
- ♦ I consider that greater connectivity to adjacent land to the west of the site (1252B West Coast Road) should be provided. Refer to my markups to the ODP in Figure 22. Consequential amendments to the ODP narrative will also be required
- ♦ In my view, it would be preferable for the indicative roads shown on the ODP to be vested to Council, as the site will otherwise create a barrier to the permeability of the transport network due to its elongated shape
- ♦ I note that the ODP narrative states that cycleways within the site will not be open to the public. I question this intent, as the ITA indicates that roads within the site will be vested to Council
- ♦ The ODP narrative does not seem to restrict the development of the site to retirement village land use. Should general residential development be enabled within the site, it would have a greater effect on the efficient operation of the transport network, compared with the effects assessed by Mr Ueckermann. I recommend that Council's Planner consider whether the ODP narrative provides the necessary restriction on general residential land use
- ♦ 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.

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

17.1 Summary of the transport aspects of the submission

- ◆ Amend the subject site zoning from General Rural Zone (GRUZ) to enable a mix of Low Density Residential (LRZ) and Large Lot Residential (LLRZ) zoned land, to increase the area of proposed residential land within the site by an additional 5 ha, and reducing the commercial/industrial zoned land to 11.6 ha relative to PC61.

Figure 23: DPR-0476 subject site



17.2 Documents reviewed

I have reviewed the following documents

- ◆ Evidence of Andrew Carr (Transport) dated 5 August 2022
- ◆ Evidence of Anna Bensemman (Planning) dated 5 August 2022.

17.3 My conclusion

I note that

- ◆ Waka Kotahi has provided support for the following upgrades to the SH1/Creyke Road intersection
 - ◆ Creyke Road is realigned to meet State Highway 73 at 90-degrees before issue of the title for the 1st residential lot within the site

- ♦ Prior to the issue of title for the 26th residential lot, the Creyke Road/SH73 intersection shall be upgraded to include auxiliary turning lanes for traffic turning left and right off State Highway 735, with the details of the design subject to Waka Kotahi approval
- ♦ No non-residential development or activity shall take place within the site
- ♦ Mr Carr has undertaken a traffic modelling assessment, to assess the potential difference in effects on the SH1/Creyke Road intersection between 85 residential lots and 135 residential lots. He concludes that the effects are marginal and that the intersection can support 135 residential lots once auxiliary turning lanes are in place. I agree with Mr Carr
- ♦ I have reviewed the proposed ODP, contained in Appendix B of Ms Bensemann's evidence, and consider that this generally reflects Mr Carr's recommendations. I recommend the following amendment to the ODP

"Access and Transport

At the time of construction of the new intersection onto Creyke Road from land within ODP area, Creyke Road shall be realigned to adjoin State Highway 73 at right angles as shown on the ODP.

Prior to the issue of title for the ~~XX~~26th residential lot, the Creyke Road/SH73 intersection shall be upgraded to include auxiliary turning lanes for traffic turning left and right off State Highway 73, with the details of the design subject to Waka Kotahi approval..."

I recommend 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 consider whether there is sufficient General Industrial Zone (GIZ) within Lincoln 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.

⁵ As Mr Carr has identified in his evidence, Waka Kotahi's approval was based on an assumption of 85 residential lots, whereas the submitter is seeking zoning to enable up to 135 residential lots

18 DPR-0486: LOT 1 DP 80128 AND LOT 1 DP 78185, LAKE COLERIDGE, COLERIDGE DOWNS LTD

18.1 Summary of the transport aspects of the submission

- ◆ Amend the zoning of Lot 1 DP 80128 and Lot 1 DP 78185 from General Rural Zone (GRUZ) to Settlement Zone (SETZ). This could enable 130 – 150 residential sites.

Figure 24: DPR-0486 subject sites



18.2 Documents reviewed

I have reviewed the following documents

- ◆ Evidence of Nick Fuller (Transport) dated 2 August 2022
- ◆ Evidence of Susan Ruston (Planning) dated 31 July 2022.

18.3 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 ITA
- ◆ 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 partially 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\TN1E221124 - review of PDP rezoning requests.docx - Mat Collins