

## Appendix 3: Supporting Technical Reports

Report from Mr. Mat Collins of Flow Transportation Specialists regarding DEV-RO14

<b>PROJECT</b>	<b>VARIATION 1 TO THE PROPOSED DISTRICT PLAN: REZONING SUBMISSIONS</b>
<b>SUBJECT</b>	<b>ROLLESTON PACKET: PEER REVIEW OF TRANSPORT MATTERS</b>
<b>TO</b>	<b>JOCELYN LEWES; JUSTINE ASHLEY</b>
<b>FROM</b>	<b>MAT COLLINS</b>
<b>REVIEWED BY</b>	<b>IAN CLARK</b>
<b>DATE</b>	<b>7 MARCH 2023</b>

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## SUMMARY OF MY 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 Variation 1 to the Proposed District Plan (PDP). Variation 1 to the Proposed District Plan was notified in August 2022, with numerous submissions being received seeking the re-zoning of land.

Council has requested that I review transport matters associated with these rezoning requests. This technical note relates to submission V1-0067 in Rolleston.

In summary I recommend that

- ♦ the submitters request to relocate the north/south road is acceptable and can be adopted
- ♦ the submitters request to realign the northern east/west road to intersect with Selwyn Rolleston Road approximately 50m north of the Kate Sheppard Drive intersection is refused. I understand that, via resource consent application RC22175, the submitter has agreed to retain the intersection location with Kate Sheppard Drive.

## 1 LOT 2 DP 61162 SPRINGSTON ROLLESTON ROAD, ROLLESTON, KEVLAR DEVELOPMENT LIMITED

This submission seeks to delete DEV-RO14 Rolleston Development Area as notified in Variation 1 (see Figure 1) and replace it with an amended plan (see Figure 2).

Key transport differences between the notified plan and the submitters requested relief are shown on Figure 2, and summarised as

- ♦ relocation of one north/south internal road somewhat to the east
- ♦ Realignment of the northern east/west road to intersect with Selwyn Rolleston Road approximately 50m north of the Kate Sheppard intersection.

I note that I have been engaged by Selwyn District Council to review transport matters relating to resource consent application RC22715. This consent (as lodged) was consistent with the submitters

alternative site layout described above. I have relied on my knowledge of this consent while reviewing this submission.

**Figure 1: DEV-RO14 as notified in Variation 1**

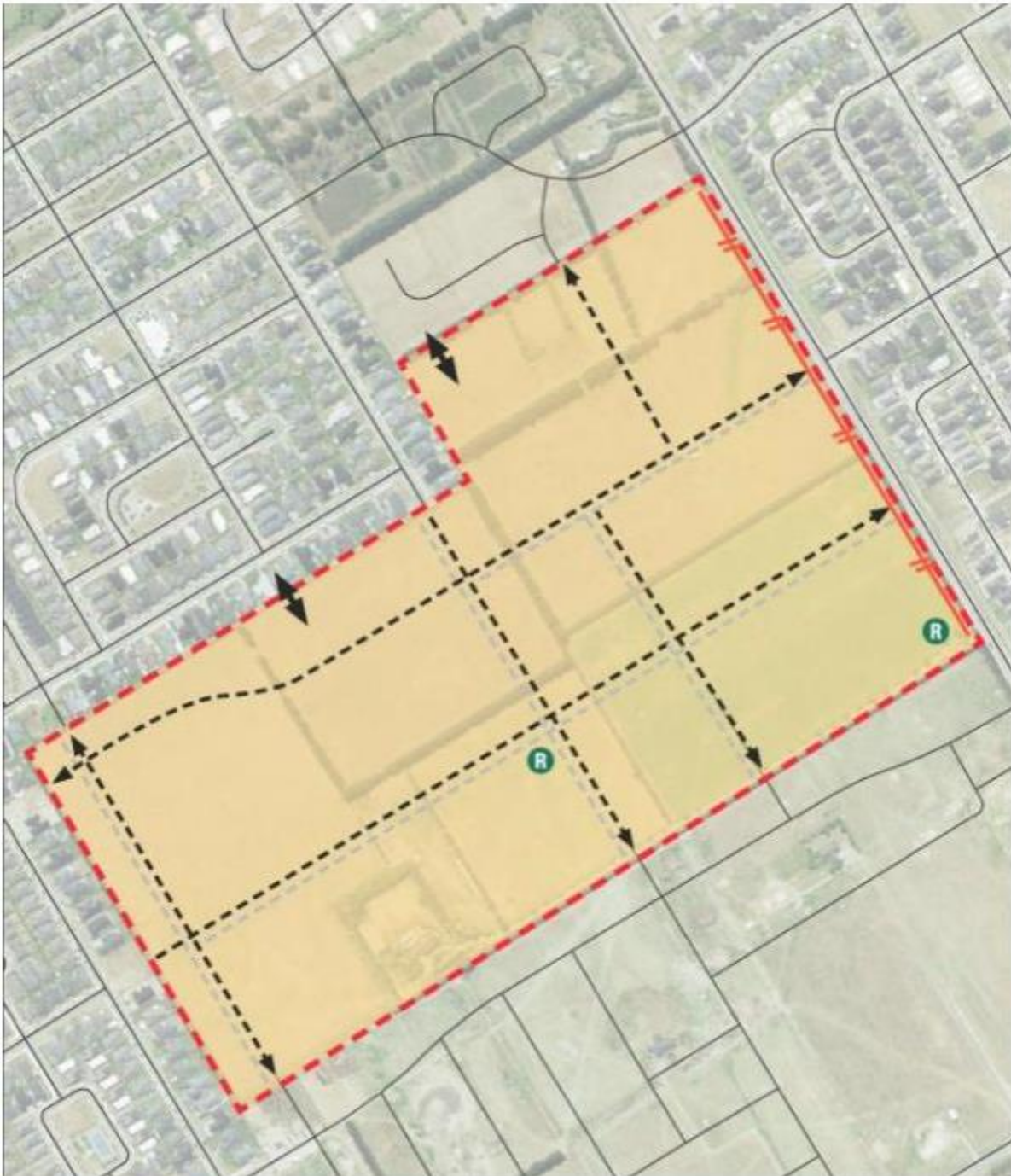


Figure 2: DEV-RO14 as requested by submitter



## 1.1 Documents reviewed

I have reviewed the following documents

- ◆ Statement of Evidence, prepared by Andrew Metherell, dated 20 September 2021
- ◆ Resource consent documentation associated with RC22715, including responses to s92 information requests.

## 1.2 My discussion and recommendations

As part of my review I have taken into account the following

- ◆ I consider that the submitters request to relocate the north/south road is acceptable and can be adopted



- ◆ I recommend that the submitters request to realign the northern east/west road to intersect with Selwyn Rolleston Road approximately 50m north of the Kate Sheppard Drive intersection is refused. I consider that retaining the alignment to intersect with Kate Sheppard Drive is preferable for the following reasons
  - It allows for greater connectivity of the transport network, enabling safer and more efficient east/west movements for all transport modes (with a roundabout intersection).
  - it emphasises the east/west road as an important link within the wider network
  - it reduces travel distances for east/west movements (particularly walking and cycling)
  - it enables the Lemonwood Drive/Kate Sheppard corridor to act as a walking and cycling corridor (its directness and convenience would be reduced should the two roads be offset from each other). I note that a walking and cycling link is future proofed between 21 and 23 Clement Avenue, to allow future connectivity to the east
  - it enables the Lemonwood Drive/Kate Sheppard corridor to act as a future public transport corridor if needed (which would likely be foreclosed or reduced in its efficiency should the two roads be offset from each other). We note that Kate Sheppard Drive has a 9m wide carriageway, which is suitable for public transport services should parking be restricted, allowing future public transport services to route from Shillingford Boulevard to Road 1/Lemonwood Drive extension, via Kate Sheppard Drive
- ◆ I consider that this outcome is consistent with
  - Similar developments in Rolleston and Lincoln, where land has been vested by developers to enable Council to construct roundabouts in the future. For example the intersections of Springston Rolleston Road/Northmoor Boulevard in Rolleston and Edward Street/Southfield Drive in Lincoln
  - Section 8.5 of the Rolleston Structure Plan identifies that subdivision of new urban areas should provide an “interconnected local roads network”
  - Objective TRAN-O1 of the Proposed District Plan, which states that  
*“People and places are connected through safe, efficient, and ~~convenient~~ effective land transport corridors and land transport infrastructure for all transport modes, which ~~is~~ are well integrated with land use activities and subdivision development and reduce the dependency on private motor vehicles.”<sup>1</sup>*
  - Policy TRAN-P5.2 of the Proposed District Plan, which states  
*“Promote a range of transport options to reduce the number of trips and distances travelled in private motor vehicles by... Managing the design, layout and function of new land transport infrastructure to ensure they integrate with existing and future land transport corridors.”*
  - Policy TRAN-P6.2 of the Proposed District Plan, which states  
*“Enable safe, multi-modal connections that support walking, cycling, and access to public transport and public transport facilities through land use activities and subdivision*

<sup>1</sup> Modifications shown to the notified version of Objective TRAN-O1, varied through the right of reply process.

*development that:.... Encourage residential blocks to be small, navigable and convenient to move around through legible, convenient and attractive walking and cycling routes to public transport facilities and between residential areas, business centres, community facilities, recreation space and local services.”*

- ◆ Council’s Engineering Code of Practice, Section 11.8.1 identifies that developers should consult with Council to ensure that intersections in new residential areas conform with Council’s requirements. In preparing this technical note I have consulted with Andrew Mazey (Council’s Strategic Transport Lead), and he has confirmed that alignment of the Primary Road with Kate Sheppard Drive is critical from his perspective
- ◆ Rule DEV-RO14 of the Variation to the Proposed District Plan requires that land is vested as road to facilitate a future roundabout at the intersection of Lemonwood Drive extension and Kate Sheppard Drive. In my view this indicates that the intersection should be formed by the applicant as a priority cross road, with sufficient land vested to Council to allow Council to upgrade the intersection to a roundabout at a future date. In my view this would mean that the applicant’s obligations towards the roundabout would be met (other than through standard Development Contributions), and that Council would fund the future roundabout if it chooses to construct one
- ◆ Through the s92 information request process on RC22715, the applicant has agreed to align the east/west road with Kate Sheppard Drive intersection<sup>2</sup>, per the notified DEV-RO14 area plan.

I recommend that

- ◆ the submitters request to relocate the north/south road is acceptable and can be adopted
- ◆ the submitters request to realign the northern east/west road to intersect with Selwyn Rolleston Road approximately 50m north of the Kate Sheppard Drive intersection is refused. I understand that, via resource consent application RC22175, the submitter has agreed to retain the intersection location with Kate Shepherd Drive.

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<sup>2</sup> Letter from Survus Consultants dated 10 Feb 2023, titled “RE: FEE SIMPLE SUBDIVISION – SPRINGSTON ROLLESTON ROAD, ROLLESTON RC 225715 & RC 225716”, RFI 1.