Attachment C – Stantec RFI Response Memo

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Project No: 310206033

Rebecca Parish
Foodstuffs (South Island) Properties Limited

Reference: PC240002 Private Plan Change Request to the Partially Operative Selwyn District Plan (V2) at 157 Levi Road, Rolleston

Dear Rebecca

Request for Further Information (RFI) – Transportation Response

This technical note has been prepared in response to the RFI issued by Selwyn District Council on 21 June 2024 for the private plan change request to the Partially Operative Selwyn District Plan (POSDP) (V2) at 157 Levi Road, Rolleston in relation to transport queries 3.1-3.11 raised by Mr Carr following peer review.

Question 3.1 Internal ODP Vehicle Link

"Section 7 notes that there will be joint use of the main site access from Lincoln Rolleston Road to enable vehicles to remain within the site when travelling from one part to another. However no vehicular link is shown on the ODP to provide certainty on this. Should such a link be shown?

Stantec Response

The ODP needs to provide flexibility to respond to precise site layouts that may evolve through site design processes. The Integrated Transport Assessment (ITA) at Section 12 sets out that development within the site will almost certainly be subject to High Trip Generator assessment which would address internal vehicle and pedestrian linkages as part of a resource consent process to establish a trade retail and trade supply activity. In this case it is proposed that the main access will support development both north and south of the main access from Lincoln Rolleston Road. As such, it is recommended that the access arrow on the ODP shows a split arrow generally as indicated below in **Figure 1**.

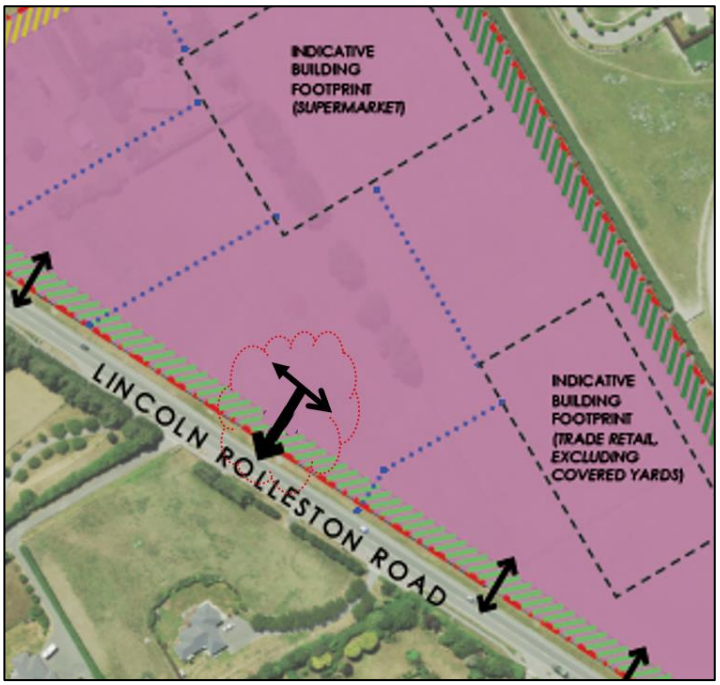

Figure 1: Suggested Amendment to ODP Main Access Notation

Question 3.2 PAK'nSAVE Accesses

Section 10 notes that the proposed rezoning does not necessitate any changes to the other PAK'nSAVE accesses on Levi Road and Lincoln Rolleston Road, which will all operate as authorised by that consent. However, is there a likelihood that vehicles travelling to/from the south of the site from the north/east would use those accesses to avoid delays at the traffic signals? If so, what would the effects be of this extra traffic on the efficiency (queues and delays) of those accesses?

Stantec Response

It is considered development at the south of the site will have minimal change at the consented accesses, and is a matter that can be considered through the High Trip Generator rule assessment which will be required for any development of scale.

There may be some internal trip linking where a customer of the future development accesses PAK'nSAVE first (or vice versa), that would support a slight reduction in overall access movements.

The Levi Road / Lincoln Rolleston Road intersection is forecast to operate efficiently after the traffic signals are installed, as reported in Section 9 of the ITA.

The use of the PAK'nSAVE as a through route to the southern part of the site would be via a constrained route, which will be slow speed. Even if some choose to make that movement, the

additional movement would be added to a straightforward left turn from Levi Road which would reduce movements at Levi Road / Lincoln Rolleston Road.

A review of the PM peak hour "select link" analysis which shows the arrival and departure routes[1] for the additional development, there are only approximately 20 vehicles per hour modelled entering the site after passing the PAK'nSAVE access on Levi Road (**Figure 2**). This confirms the potential for a highly used 'rat run' is low, and no further adjustments to the Plan Change are considered necessary.

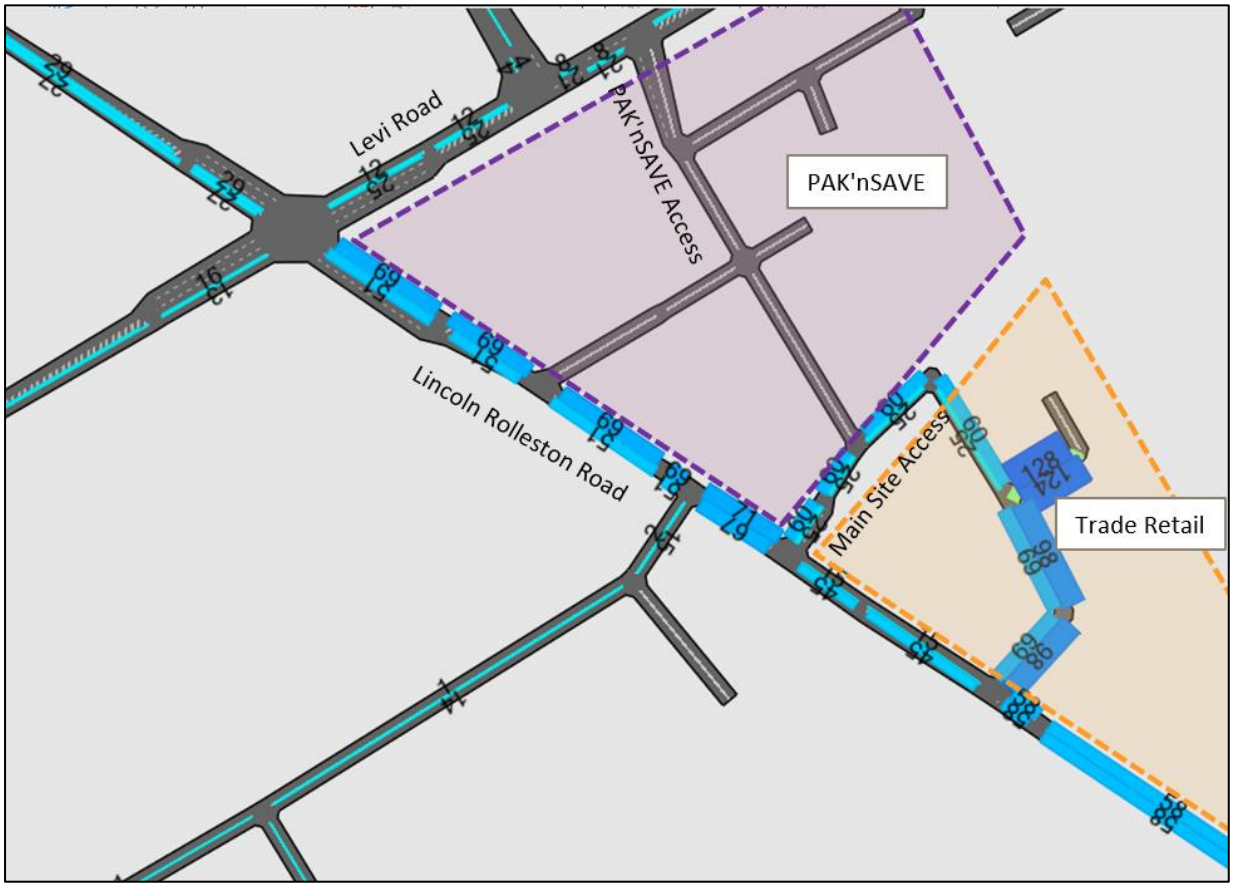

Figure 2: PM Peak Select Link Analysis

[1] The routes to the site were constrained within the modelling to access the additional trade retail development area via Lincoln Rolleston Road, as described in the ITA

Question 3.3 Effects on PAK'nSAVE Access

On the same topic, if increased volumes of traffic were to use the PAK'nSAVE accesses, would there be any effects on queuing space (or that might mean that the PAK'nSAVE consent had to be varied to mitigate the non-compliance)?

Stantec Response

As described in the response to Question 3.2 above, the potential changes at accesses in PAK'nSAVE are considered to be sufficiently low that they will not impact the PAK'nSAVE access. There is also a likelihood of some combined trip making reducing trip generation across the two sites. On this basis, no changes are considered necessary to the assessments or provisions, and this is a matter that can be addressed through High Trip Generator requirements for future development where assessments of site traffic distribution would be considered as part of a consent process.

Question 3.4 Access Safety

Section 10 shows that heavy vehicles are proposed to enter via the main site access on Lincoln Rolleston Road. Please comment on whether service vehicles sharing the same vehicle crossing and accessway in the site as the majority of customers will present any safety-related issues (noting that the Pak n Save consent only allowed for exit from this location, as noted on page 15).

Stantec Response

Expected design changes are addressed at Section 10 of the ITA noting a localised modification to access is expected to be required to ensure heavy vehicles can enter without being in conflict with the opposing exit lanes.

As set out in Section 8.2 of the ITA, the trip generation associated with a trade retail servicing is expected to be only approximately additional 20 heavy vehicles a day using the combined access.

Again, this will be a matter for consideration through access design and High Trip Generator assessments for future consenting of new development. It is considered that safe use of the access will be achievable for all modes of traffic.

Question 3.5 ODP Active Modes Provision

Section 11 sets out that the walking route is to be continued along the eastern side of Lincoln Rolleston Road. Please comment on whether this should be indicated on the ODP (or in the narrative)? Similarly, given the accessibility of the site for cyclists and pedestrians, please comment on whether the ODP should show indicative crossing locations on Lincoln Rolleston Road.

Stantec Response

The provision of urbanisation of road frontages, footpaths, and crossing points are all matters addressed in detail during resource consent processes for developments of the scale that will be enabled. It is considered unnecessary to add the additional level of detail to the ODP, noting that the intention of the ODP is to provide an overarching guide to the development of the Site.

Question 3.6 ODP Access Provision

Section 7 notes that there are to be two new vehicle crossings to the south of the main site access on Lincoln Rolleston Road. However, the ODP appears to show three accesses. Please confirm (or otherwise) that this third vehicle crossing is to be the exit from the service yard that is described.

Stantec Response

The access is proposed to be the exit from the service yard. All vehicle crossings are also required to be assessed against the POSDP access and vehicle crossing standards.

Question 3.7 Need for Access Points

Please provide further details as to why three customer points of access are proposed from Lincoln Rolleston Road (the main site access and the two accesses at 100m and 160m further south). In particular, is the central access necessary, given that drivers approaching from the north would use the main access and drivers approaching from the south would use the southern access?"

Stantec Response

The ODP has been developed from the indicative Mitre 10 concept plan. Due to the expected scale of building, each access has a purpose and includes lower volume access to a drive thru. It is typical that signage is installed where multiple accesses are available with different purposes, to assist with driver guidance. Access will be a matter to consider through future resource consent processes as a result of the various transport related rules under the POSDP.

Question 3.8 Shared Path Provisions

Further to 3.5 above, while condition 30 of RC216016 requires that pathways for the shared use by pedestrians and cyclists across the full length of the Levi Road, it only requires a pathway along the Lincoln Rolleston Road frontage for pedestrians. However, since the granting of RC216016, land to the south of the site has been rezoned to MRZ. The ODPs in DEV-RO15-17, which cover this area, all show an indicative cycle/pedestrian route along the eastern side of Lincoln Rolleston Road. Please comment on whether it is appropriate that the pathway along the eastern frontage of the site be widened to accommodate both pedestrians and cyclists, as is proposed along the balance of the Lincoln Rolleston Road frontage.

Stantec Response

This will be a matter for the resource consenting stage through the ITA process. As the existing infrastructure on the northern part of the site will be a footpath rather than shared path (in accordance with RC216016), continuity at a local level is also important. The future Broadlands Drive intersection will enable a suitable transition of cycle facility from the south to be considered if future resource consent processes deem a shared path for cycles is unnecessary.

Question 3.9 Internal Connectivity

Further to 3.1 above, please comment on the mechanism, if any, to be provided to ensure that any future subdivision of the site does not impede pedestrian and vehicle movement across the site in its entirety, without requiring access back onto the adjoining road network. It is noted that at Section 9.1 of the ITA, the 'with rezoning' model scenario is based on 'restricting movements between the trade retail site and Levi Road through the PAK'nSAVE site. Please comment on what is meant by this, how this is be achieved, and if it should be shown on the ODP, or included in an accompanying narrative.

Stantec Response

The ODP proposes these requirements, which development will be required to consider in future consent applications.

The modelling inputs were related to the way the model was set up and most efficiently reflected the changes in traffic volume. The select link analysis traffic distribution indicates the low-level likelihood of significant rat run traffic (Figure 2Question 3.2). It is understood that the parties with development interests in the site will work together to ensure an integrated outcome is achieved, recognising this is shown within the ODP. Future consent processes can address these matters.

Question 3.10 ODP Consistency

As sections 11.1.3 and 11.3 of the ITA indicate that no direct connection is proposed for active mode users between the site and future residential development land to the east in DEV-RO12, please provide comment on whether it is necessary to amend the indicative road layout in DEVRO12.

Stantec Response

The site connections proposed are clearly described in Section 11 of the ITA, noting these differ from the DEV-RO12 provisions on the eastern boundary.

Active mode provision is made on the ODP for the Broadlands Drive Extension, this being key to opening up DEVR012 and land beyond to the east (e.g. proposed regional park).

Question 3.11 Active Modes Provision on the ODP

Please amend the ODP to show all relevant cycle/pedestrian routes across the frontage of the site; any indicative crossing locations on Levi Road and Lincoln Rolleston Road (if considered appropriate in response to 3.5 above); and any connection to land within DEV-RO12 (if considered necessary in response to 3.10 above).

Stantec Response

As per the earlier responses, no change to the pedestrian and cycle provisions are considered necessary for this ODP. This response recognises these are matters to be addressed through resource consent processes associated with a specific development proposal.

By comparison, residential developments do not always trigger the same High Trip Generator rule requirements, and may cover multiple small sites where inclusion on the ODP (usually at a much larger scale of area) are shown for clarity.

Yours sincerely,

STANTEC NEW ZEALAND

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