

Before the Independent Commissioner
Appointed by the Selwyn District Council

Under the Resource Management Act 1991

In the matter of a hearing on submissions to the Partially Operative Selwyn
District Plan, Variation 2: Levi Road rezoning

Foodstuffs (South Island) Properties Limited

Applicant

Summary Statement of Andrew Metherell

24 March 2025

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lloyd.**

Introduction

- 1 My name is Andrew Metherell.
- 2 My qualifications and experience are set out in in my primary evidence.
- 3 I have prepared a statement of evidence dated 7 March 2025 in support of Foodstuffs (South Island) Properties Limited (**Foodstuffs**) request to rezone 157 Levi Road, Rolleston (the **Site**) from Medium Density Residential Zone (**MRZ**) to Large Format Retail Zone (**LFRZ**), and insert a new Outline Development Plan (**ODP**) replacing DEV-RO1 – Variation 2 to the Partially Operative Selwyn District Plan (**PDP-V2**).
- 4 I provide a brief summary of my evidence below.
- 5 I confirm that I have read the Code of Conduct for expert witnesses contained in the Environment Court of New Zealand Practice Note 2023 and that I have complied with it when preparing my evidence.

Existing and Future Transport Environment

- 6 The transport environment in Rolleston has been continuously evolving as the town has grown, and the existing environment adjacent to the site will not represent the transport environment in the short or medium term.
- 7 Wide area structure planning and traffic models have assisted in informing Council and decision makers on likely future transport patterns, and capital programme requirements for upgrades to ensure an integrated transport network is achieved.
- 8 As shown on **Figure 1**, zoned future development areas have well planned and connected transport networks included in Outline Development Plans which further support this long term transport outcome.
- 9 **Figure 2** shows future changes, on and adjacent to the site that include:
 - (a) Development of a PAK'nSAVE supermarket, being one of the two major activities proposed by the rezoning;
 - (b) traffic signals currently being developed at the arterial intersection of Levi Road / Lincoln Rolleston Road to address existing congestion and safety concerns that existed with the roundabout;
 - (c) development of a Primary Road that will form an extension of Broadlands Drive eastwards to Lincoln Rolleston Road, and then further east to DEV-

RO12 as part of land development. That will support connectivity and property access;

(d) Residential development east, west, and south of the Site.

10 In addition, there are planned improvements to bus service frequency, and likely on-going changes to routes that service the growing southeast area of Rolleston.

Transport Network Performance with Rezoning

11 To address the various changes in the transport network and landuse, I have adopted the Council traffic model to investigate the expected transport network performance with the proposed rezoning.

12 My assessment demonstrates that the road network is able to accommodate the changes in traffic patterns (as shown in **Figure 3**) as a result of the rezoning without any material changes in transport infrastructure requirements.

Key Transport Matters for the Rezoning

13 In my opinion the key matters of consideration for the rezoning are:

(a) The rezoning will achieve wider transport network benefits by locating a trade supply or trade retail activity close to the town centre and residential areas. Compared with other options in the existing LFRZ or Christchurch City, the location of the activity will reduce travel distance and increase accessibility to the activity by walking, cycling and public transport;

(b) The Site is able to be provided with suitably located and designed site access. The PAK'nSAVE is consented, with specific provisions for access that are reflected in the proposed ODP included at **Figure 4**. The trade retail activity is based on a concept plan for a Mitre 10, and I consider the access is able to be suitably located to achieve the desired outcomes. These are then reflected on the ODP to support more detailed assessment in future consent processes, which will be subject to a wide range of Council discretion through existing transport provisions of the District Plan;

(c) The Site is able to be integrated with the adjacent roads, which will involve urbanisation of the existing road frontage. The PAK'nSAVE has already established the required road frontage upgrades for Levi Road and Lincoln Rolleston Road in front of that part of the site. A comparable upgrade can be anticipated as the site is developed to the south for the trade retail activity. These requirements are determined through the consent process, where Council has a range of matters of discretion to consider the requirements.

- (d) The Site ODP supports a suitable level of connectivity to adjacent landuse. The Site ODP proposes provision of the Future Primary Road at the south of the site to enable the eastward continuation of the Broadland Drive extension. That will support the change in pedestrian/cycle and vehicle access availability, which is otherwise not provided for across the eastern boundary of the Site. As shown by **Figure 5**, changes in walk and cycle distance are largely unchanged from DEV-RO12 to and from key destinations.
- 14 As per my **Attachment A** to my Evidence in Chief, I consider that the combined ODP and Transport chapter provisions will enable good transport outcomes for the Site and surrounding transport network to be achieved.

Council Officer Report

- 15 The Council officer report has recommended that a connection from the residential development to the east be provided through the Site. My evidence demonstrates that suitable connectivity can still be achieved in the wider area.
- 16 The Council report also adopts recommendations from Mr Carr that site specific matters need to be addressed in a future Integrated Transport Assessment. I consider my assessment demonstrates that the ODP provides a suitable framework to deliver an effective transport outcome through future consent processes. In my opinion, Council retains discretion on the matters of concern to Mr Carr and Mr Friedel through existing transport provisions of the District Plan, and there is no need for the suggested additional provisions.

Submitter Evidence

- 17 I have reviewed the evidence of Mr Alastair Lawn for Selwyn District Council. I have noted the concept road alignment presented by Mr Lawn does not continue the existing Broadlands Drive alignment or the proposed road alignment shown on DEV-RO2. It moves it north away from the boundary by approximately 20m.
- 18 In the road position as per DEV-RO2, I consider a signalised intersection would not have a material difference in land and access requirements when compared to a roundabout with that same road position (as I indicated in Figure 10-2 of the ITA). I consider the rules already provide sufficient discretion for assessment of access and that it is unnecessary to alter the Site ODP.

Conclusion

- 19 For the reasons I have set out, I consider that the requested rezoning can be supported from a transportation perspective.

Andrew Metherell