

Before an Independent Commissioner
Appointed by Selwyn District Council

under: the Resource Management Act 1991

in the matter of: Variation 2 Levi Road

and: **Selwyn District Council**
(Submitter 19)

Written Statement of Alastair John Lawn on behalf of Selwyn
District Council

Dated: 14 March 2025

STATEMENT OF ALASTAIR JOHN LAWN ON BEHALF OF SELWYN DISTRICT COUNCIL

SUMMARY

- 1 Selwyn District Council (SDC) submitted on Variation 2 Levi Road to the Partially Operative Selwyn District Plan which is to rezone the site at 157 Levi Road, Rolleston from Medium Density Residential Zone to Large Format Retail Zone.
- 2 In my role as Head of Emergency Management at SDC I have been involved in the planning for an Emergency Services Campus to be developed at 317 Lincoln-Rolleston Road, which is to be occupied by Police, Fire and Emergency New Zealand (FENZ), Hato Hone St John and SDC's Emergency Operations Centre (EOC). It is as part of this role that I made a 'neutral' submission on behalf of SDC.
- 3 The purpose of the submission was to highlight the need for the rezoning to be supported by integrated transport planning, taking into account a planned Emergency Services Campus as part of the anticipated future environment of the surrounding area.

BACKGROUND

My Role for Selwyn District Council

- 4 My name is Alastair John Lawn. I am the Head of Emergency Management at Selwyn District Council, a role which I have held for 6 years. I am also the Project Lead for the Selwyn Emergency Services Campus project.
- 5 In my role as Project Lead of the Emergency Services Campus I have been tasked with working with all stakeholders, New Zealand Police, Fire and Emergency New Zealand (FENZ) Hato Hone St John and Selwyn District Council. The key objectives are to collate all agency requirements, coordinate the required planning information and ensure that the project progresses as scheduled. It is within this context that I submit this evidence.

SCOPE OF STATEMENT

- 6 The scope of my statement relates to the submission I made in my Emergency Management role at SDC, being:
 - The need for integrated transport planning to avoid adverse transport effects on the future Emergency Services Campus including in respect of the placement of vehicle crossings and vehicle accesses; and
 - The need to take into account the anticipated future traffic environment in particular the Lincoln Rolleston

Road/Broadlands Drive intersections which may be formed as traffic signals rather than as a roundabout.

TRANSPORT

- 7 Selwyn District Council has been working with emergency service providers in exploring an opportunity to co-locate on the currently undeveloped Council-owned site at 317 Lincoln Rolleston Road. The site has been selected for further investigation for the development for several reasons including its size and ability to co-locate fit for purpose facilities. From a transportation perspective, the site is located where there are already good transport connections to enable quick response times. Further transport connections are also planned to be established, specifically the Broadlands Drive Extension which is currently being worked through the concept design stage by SDC and Abley Transport Consultants.
- 8 As the Broadlands Drive Extension is still in the design phase, the emergency service providers have had an opportunity to signal their requirements/preferences from a transportation perspective to help them respond to an emergency with speed. One of these preferences communicated to SDC is for there to be a signalised intersection at the Broadlands Drive Extension/Lincoln-Rolleston Road intersection rather than a roundabout. I understand that this could provide some opportunity for emergency priority ability with a link to the new traffic signals currently being installed at Levi Road, overall providing a priority phased route for emergency vehicles. Investigations on this will be done at the time of signal operational design.
- 9 A signalised traffic intersection has been assessed by SDC and Abley who have advised us that the change from a roundabout is appropriate not only because of the needs of the emergency service providers but also because this is how the intersection needs to function now for this role and on a wider multi-modal basis.
- 10 Concept plans have been developed (but not necessarily finalised) on this basis, and I have attached these in **Appendix 1**. I also note that the road alignment of the Broadlands Drive extension shows a slightly altered alignment from that which is shown on the Outline Development Plan in Variation 2. It is requested that the alignment on the proposed Outline Development Plan is revised or alternatively identified as being an 'indicative future primary road'. This may impact on the vehicle crossing to the 'landscaping supplies area' shown on the Outline Development Plan and Indicative Concept Site Plan which I have been advised may need to shift further north to get clear of the traffic signals and new intersection.
- 11 The concept plans which have been developed have also incorporated Shared Use Paths with the intention that these will connect to a shared use path along the Mitre 10 frontage as being provided along the Pak'n'Save frontage further north on Lincoln Rolleston Road and

also south for the new plan change areas along the east side of Lincoln Rolleston Road.

- 12 The s42A Report's recommendations in relation to future roading layout changes are set out in Paragraph 7.67 as follows:

c. *Amending the ODP to record that the service access to the south as an 'indicative' location to respond to the uncertainties around the location fo the future Broadlands Drive roundabout.*

I recommend the proponent addresses this through amendments to proposed PREC13, including the ODP and any associated narrative (refer to the suggested wording in Appendix 1). I consider there is sufficient scope provided for this amendment through the relief sought in submissions.

- 13 The s42A recommended wording in Appendix 1 is:

Service access annotation

Amend the proposed PREC13 ODP plan to:

The service to the south as an 'indicative' location to respond to the uncertainties around the location of the future Broadlands Drive roundabout.

- 14 As I read it, this s42A recommended amendment will provide the necessary flexibility within the Outline Development Plan to respond to future changes in the surrounding road network but I recommend that it is amended further with my suggested change shown in bold underline:

- 15 *The service **access** to the south as an 'indicative' location to respond to the uncertainties around the location of the future Broadlands Drive roundabout.*

CONCLUSION

- 16 The purpose of this written statement is to provide information on the work that has been done as part of the Emergency Service Campus investigations to avoid surprises and any problems down the track.
- 17 In my opinon the s42A Reports' recommendations should be accepted for the reasons set out in this statement as they provide some flexibility to respond to potential future changes in the surrounding environment and road network.

Alastair Lawn

14 March 2025

Appendix 1: Broadlands Drive Extension Concept Plans

SELWYN DISTRICT COUNCIL

BROADLANDS DRIVE EXTENSION CONCEPT DESIGN

ROLLESTON

DRAWING REGISTER		DAY	11	27	5
		MONTH	2	2	3
		YEAR	25	25	25
DRAWING NO.	DRAWING TITLE	REV	REV	REV	REV
G000	COVER SHEET & DRAWING REGISTER	1	2	3	
C100	OVERVIEW PLAN	1	2	3	
C101	GENERAL ARRANGEMENT PLAN SHEET 1	1	2	3	
C102	GENERAL ARRANGEMENT PLAN SHEET 2	1	2	3	
C103	GENERAL ARRANGEMENT PLAN SHEET 3	1	2	3	
C104	GENERAL ARRANGEMENT PLAN SHEET 4	1	2	3	
C105	GENERAL ARRANGEMENT PLAN SHEET 5	1	2	3	
C106	GENERAL ARRANGEMENT PLAN SHEET 6	1	2	3	
C1201	VEHICLE TRACKING PLAN SHEET 1	1	2	3	
C1202	VEHICLE TRACKING PLAN SHEET 2	1	2	3	
C1203	VEHICLE TRACKING PLAN SHEET 3	1	2	3	
C1204	VEHICLE TRACKING PLAN SHEET 4	1	2	3	



LOCALITY PLAN
N.T.S

NOT FOR CONSTRUCTION

REV	DATE	BY	CHK	APPD	DESCRIPTION
1	11/02/2025	RK	JB	JW	WORKING DRAFT
2	27/02/2025	RK	JB	JW	CONCEPT DESIGN
3	05/03/2025	RK	JB	JW	CONCEPT DESIGN UPDATE
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DESIGN RK	DES. VERIFIER JW
DRAWN RK	DWG CHECK --
APPROVED JB	INITIAL ISSUE 11/02/2025
DRAWING SCALE AS SHOWN	

BROADLANDS DRIVE EXTENSION
CONCEPT DESIGN
COVER SHEET & DRAWING REGISTER

DRAWING STATUS CONCEPT DESIGN	
DRAWING NO. SDC-J087-G000	
SHEET 1 OF 1	REV 3

NOTE

1. THIS IS A CONCEPT DESIGN ONLY.

2. ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.

3. THE DESIGN SHOWN IS BASED ON AERIAL IMAGERY AND PROPERTY DATA SOURCED FROM LINZ ON 06/12/2024.



ORIGINAL SIZE A3
0 10 20 30 40 50mm
DO NOT SCALE

NOT FOR CONSTRUCTION

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DRAWN RK	DWG CHECK --
APPROVED JB	INITIAL ISSUE 11/02/2025
DRAWING SCALE 1:3000 @ A3	

**BROADLANDS DRIVE EXTENSION
GENERAL ARRANGEMENT PLAN
OVERVIEW PLAN**

DRAWING STATUS CONCEPT DESIGN	
DRAWING NO. SDC-J087-C100	
SHEET 1 OF 1	REV 3

NOTE

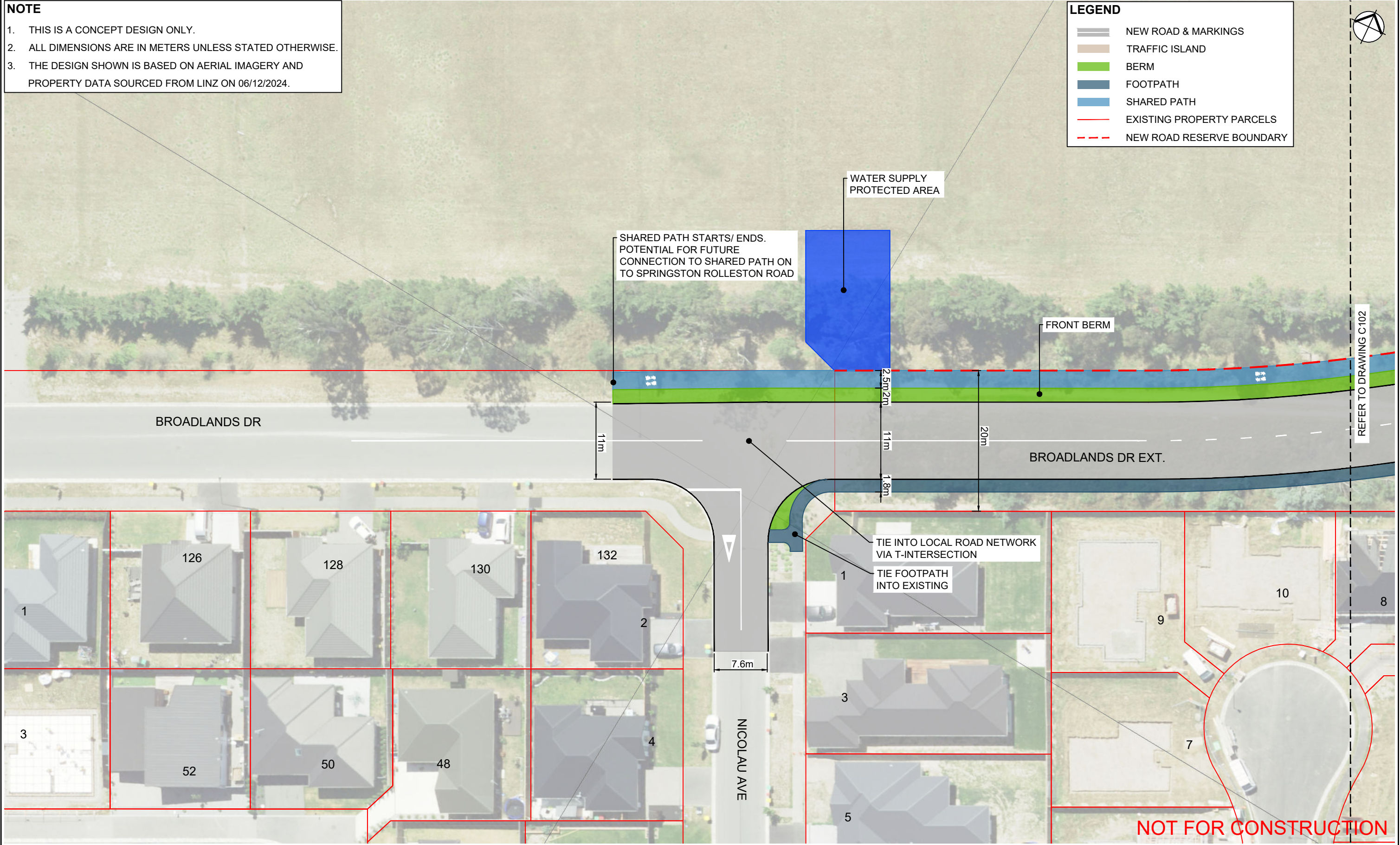
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LEGEND

- NEW ROAD & MARKINGS
- TRAFFIC ISLAND
- BERM
- FOOTPATH
- SHARED PATH
- EXISTING PROPERTY PARCELS
- NEW ROAD RESERVE BOUNDARY



REV	DATE	BY	CHK	APPD	DESCRIPTION
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2	27/02/2025	RK	JB	JW	CONCEPT DESIGN
3	05/03/2025	RK	JB	JW	CONCEPT DESIGN UPDATE
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APPROVED JB	INITIAL ISSUE 11/02/2025
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BROADLANDS DRIVE EXTENSION
GENERAL ARRANGEMENT PLAN

DRAFT

DRAWING STATUS CONCEPT DESIGN	
DRAWING NO. SDC-J087-C101	
SHEET 1 OF 6	REV 3

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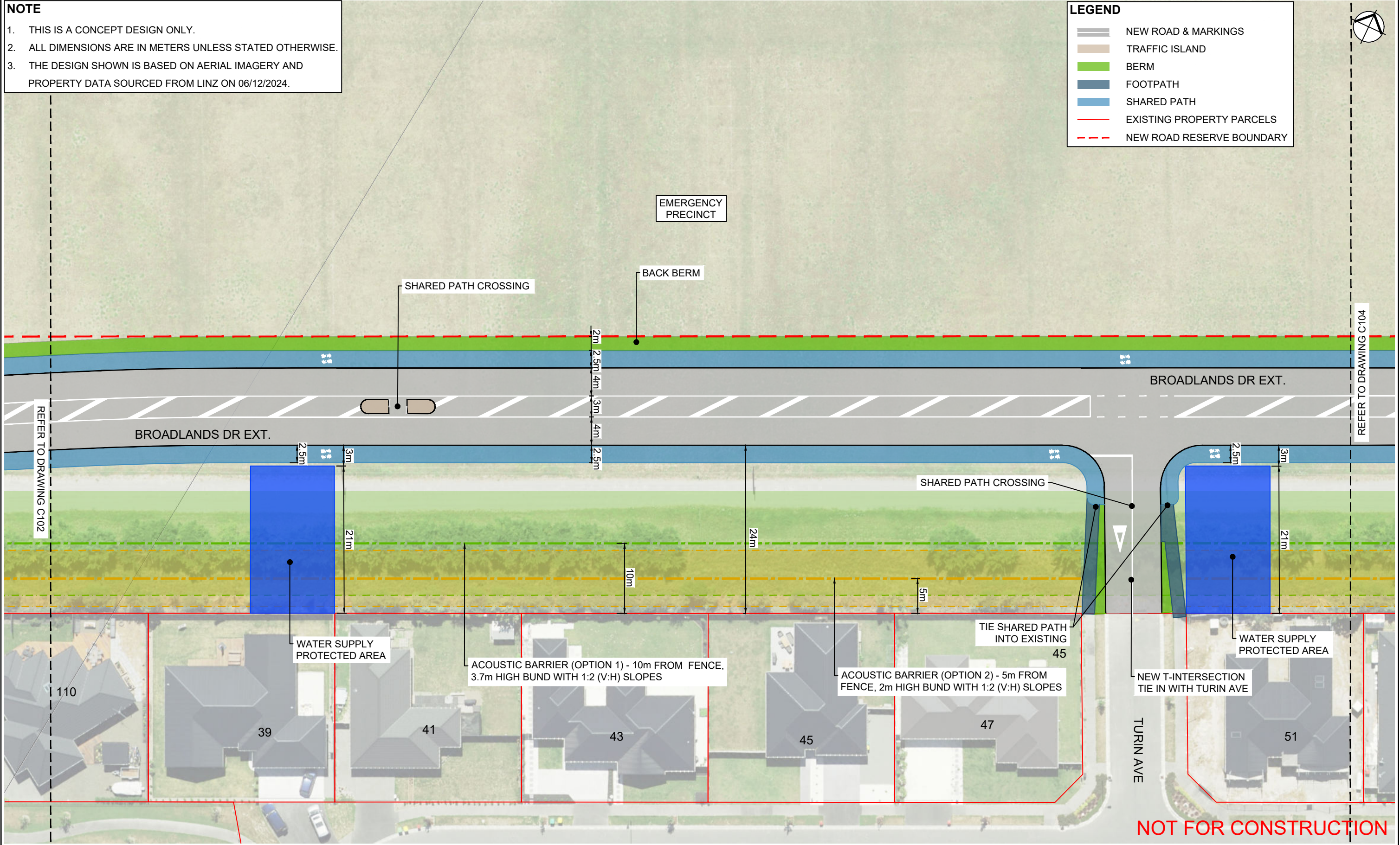
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APPROVED JB	INITIAL ISSUE 11/02/2025
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BROADLANDS DRIVE EXTENSION

GENERAL ARRANGEMENT PLAN

DRAFT

DRAWING STATUS CONCEPT DESIGN	
DRAWING NO. SDC-J087-C102	
SHEET 2 OF 6	REV 3



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Selwyn

DISTRICT COUNCIL

DESIGN RK	DES. VERIFIER JW
DRAWN RK	DWG CHECK --
APPROVED JB	INITIAL ISSUE 11/02/2025
DRAWING SCALE 1:500 @ A3	

BROADLANDS DRIVE EXTENSION

GENERAL ARRANGEMENT PLAN

DRAFT

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DRAWING NO. SDC-J087-C103	
SHEET 3 OF 6	REV 3

NOTE

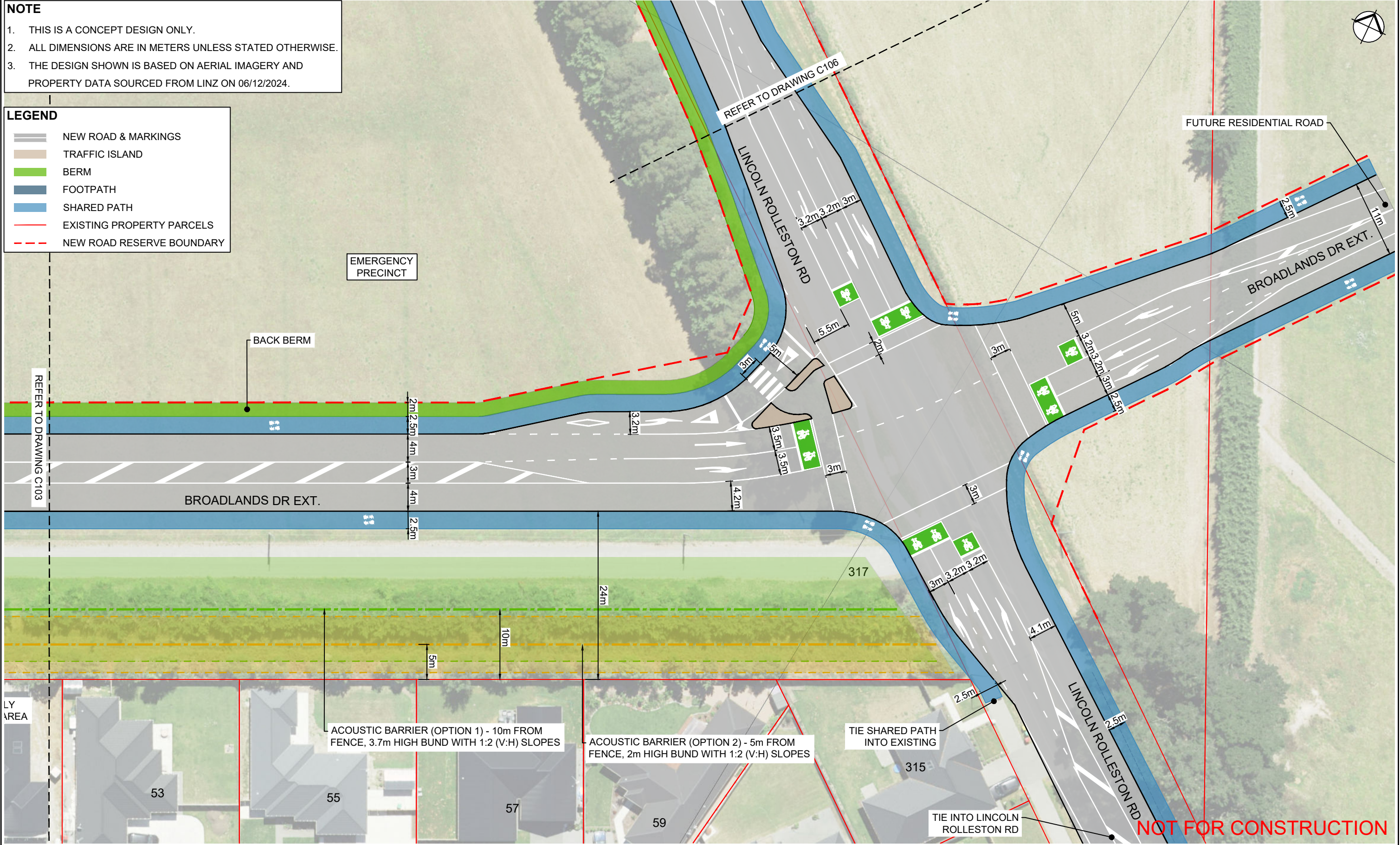
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LEGEND

- NEW ROAD & MARKINGS
- TRAFFIC ISLAND
- BERM
- FOOTPATH
- SHARED PATH
- EXISTING PROPERTY PARCELS
- NEW ROAD RESERVE BOUNDARY



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APPROVED JB	INITIAL ISSUE 11/02/2025
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**BROADLANDS DRIVE EXTENSION
GENERAL ARRANGEMENT PLAN**

DRAWING STATUS CONCEPT DESIGN	
DRAWING NO. SDC-J087-C104	
SHEET 4 OF 6	REV 3

NOTE

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3. THE DESIGN SHOWN IS BASED ON AERIAL IMAGERY AND PROPERTY DATA SOURCED FROM LINZ ON 06/12/2024.

LEGEND

NEW ROAD & MARKINGS

TRAFFIC ISLAND

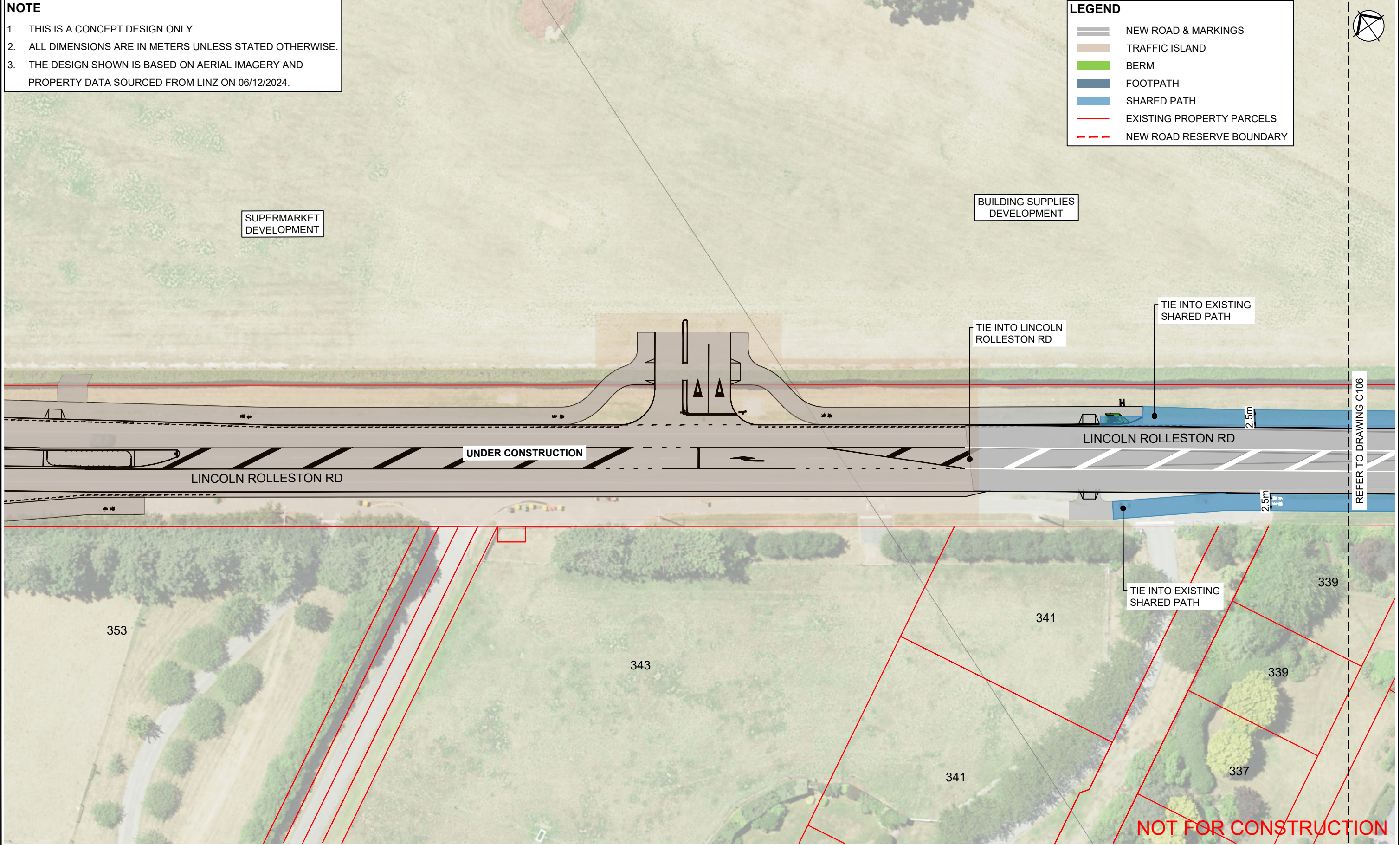
BERM

FOOTPATH

SHARED PATH

EXISTING PROPERTY PARCELS

NEW ROAD RESERVE BOUNDARY



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2	27/02/2025	RK	JB	JW	CONCEPT DESIGN
3	05/03/2025	RK	JB	JW	CONCEPT DESIGN UPDATE
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APPROVED JB	INITIAL ISSUE 11/02/2025
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BROADLANDS DRIVE EXTENSION

GENERAL ARRANGEMENT PLAN

DRAWING STATUS CONCEPT DESIGN	
DRAWING NO. SDC-J087-C105	
SHEET 5 OF 6	REV 3

NOTE

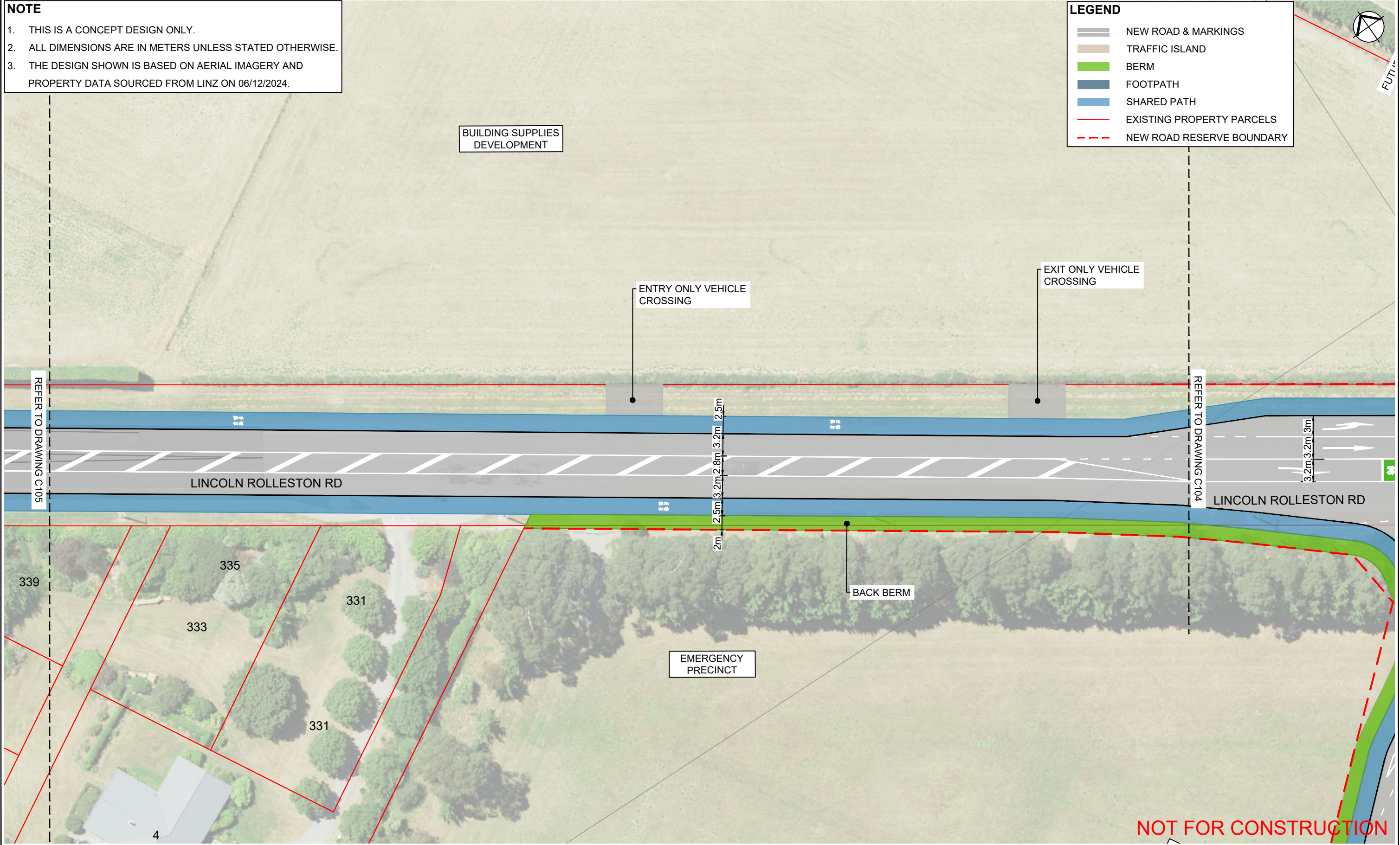
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LEGEND

- NEW ROAD & MARKINGS
- TRAFFIC ISLAND
- BERM
- FOOTPATH
- SHARED PATH
- EXISTING PROPERTY PARCELS
- NEW ROAD RESERVE BOUNDARY



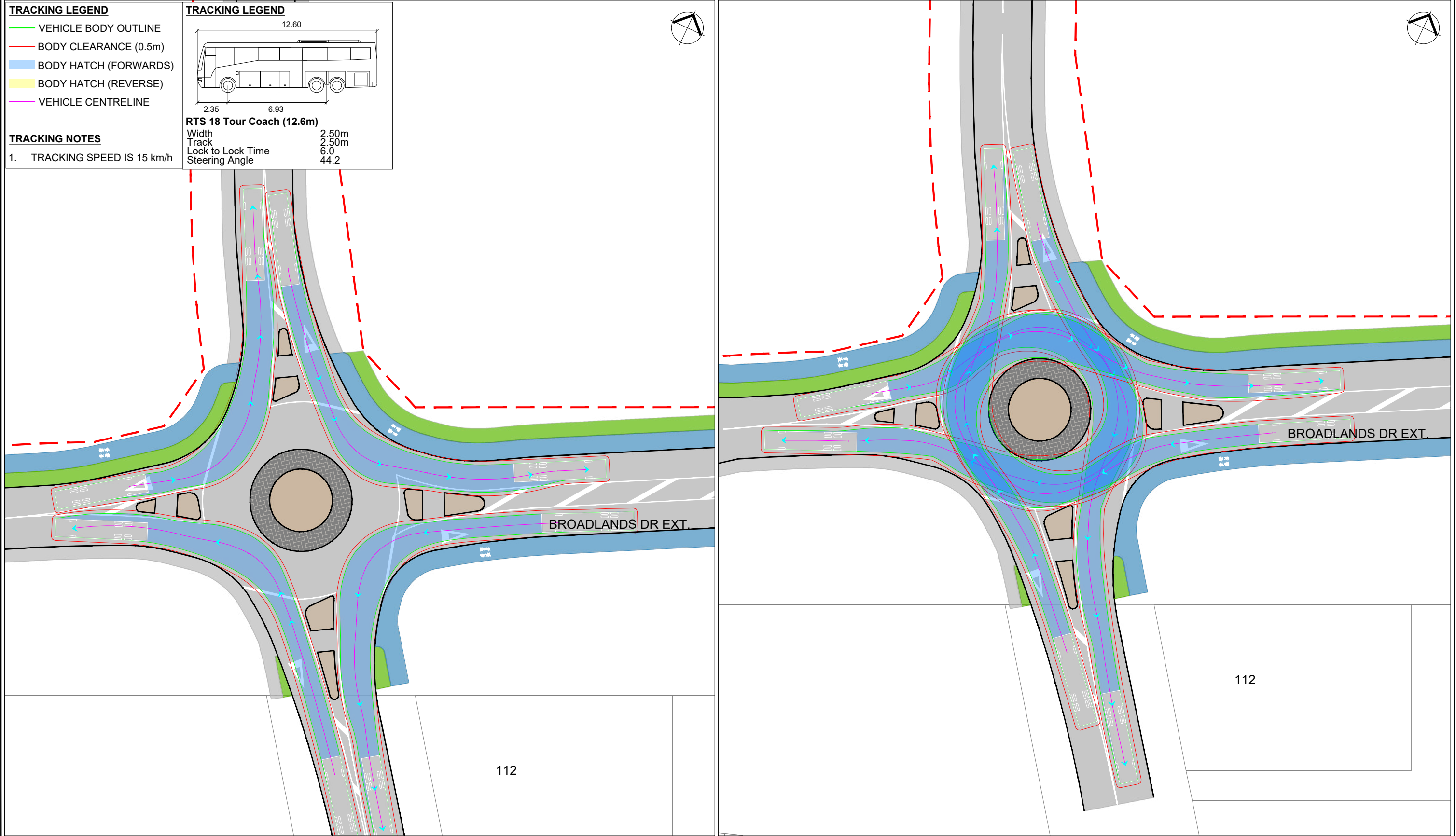
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DRAWN RK	DWG CHECK --
APPROVED JB	INITIAL ISSUE 11/02/2025
DRAWING SCALE 1:500 @ A3	

BROADLANDS DRIVE EXTENSION
GENERAL ARRANGEMENT PLAN

DRAFT

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DRAWING NO. SDC-J087-C106	
SHEET 6 OF 6	REV 3



TRACKING LEGEND

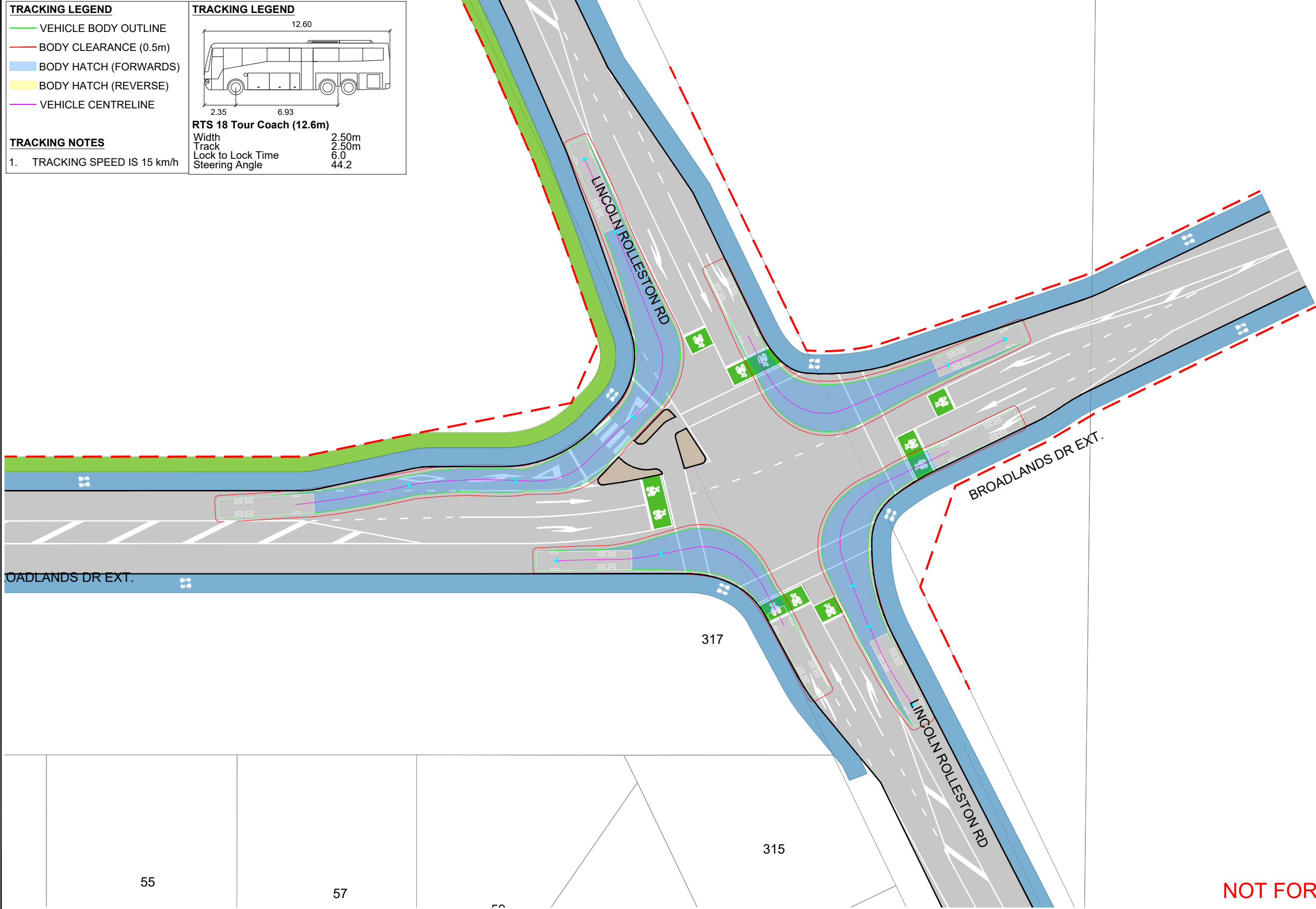
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- BODY CLEARANCE (0.5m)
- BODY HATCH (FORWARDS)
- BODY HATCH (REVERSE)
- VEHICLE CENTRELINE

TRACKING NOTES

1. TRACKING SPEED IS 15 km/h

TRACKING LEGEND

RTS 18 Tour Coach (12.6m)
Width 2.50m
Track 2.50m
Lock to Lock Time 6.0
Steering Angle 44.2



REV	DATE	BY	CHK	APPD	DESCRIPTION
1	11/02/2025	RK	JB	JW	WORKING DRAFT
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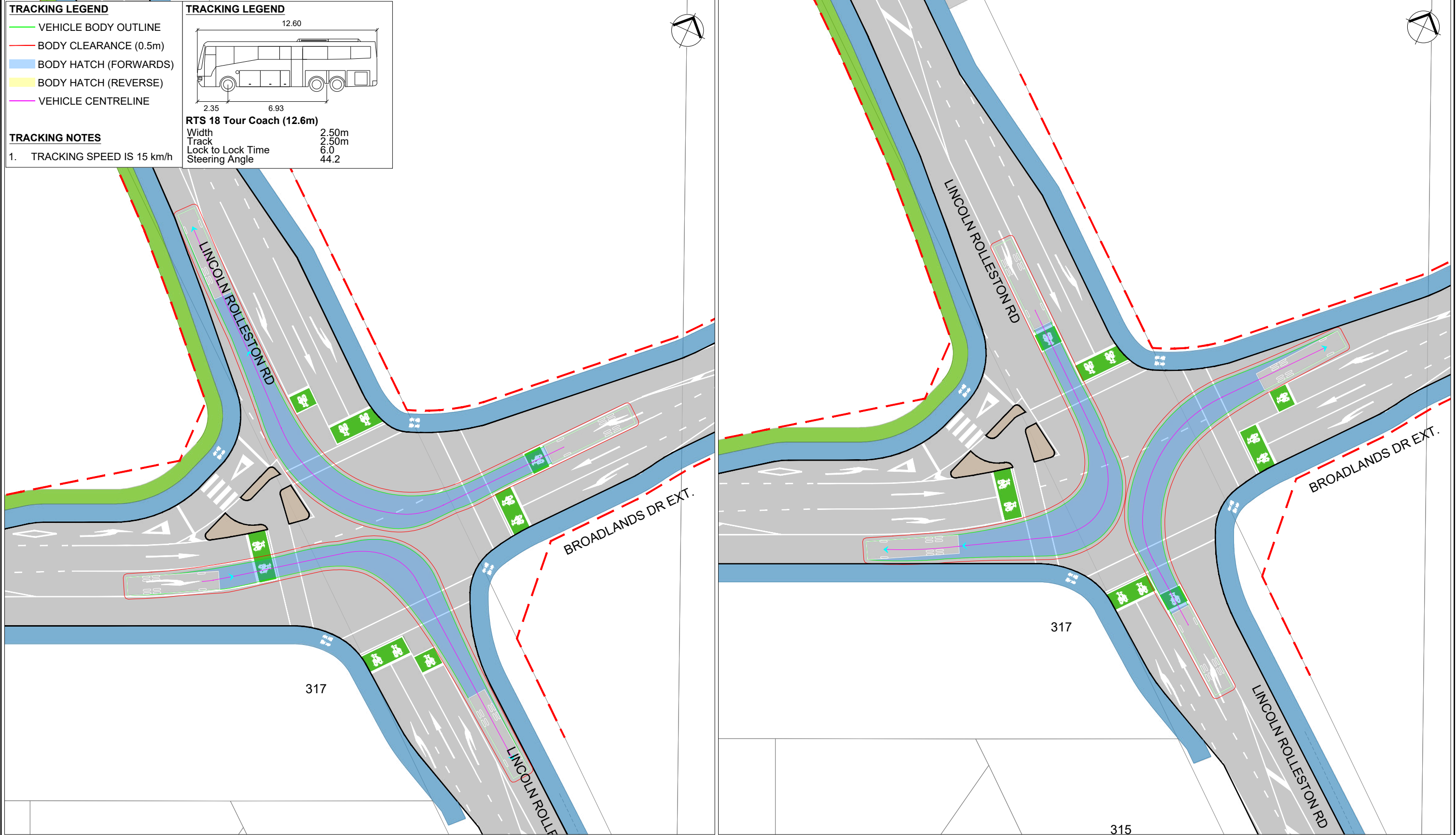
BROADLANDS DRIVE EXTENSION
SIGNALISED INTERSECTION VEHICLE TRACKING
12.6m TRUCK LEFT TURNS

DRAWING STATUS
CONCEPT DESIGN

DRAWING NO.
SDC-J087-C1202

SHEET
2 OF 4

REV
3



TRACKING LEGEND

- VEHICLE BODY OUTLINE
- BODY CLEARANCE (0.5m)
- BODY HATCH (FORWARDS)
- BODY HATCH (REVERSE)
- VEHICLE CENTRELINE

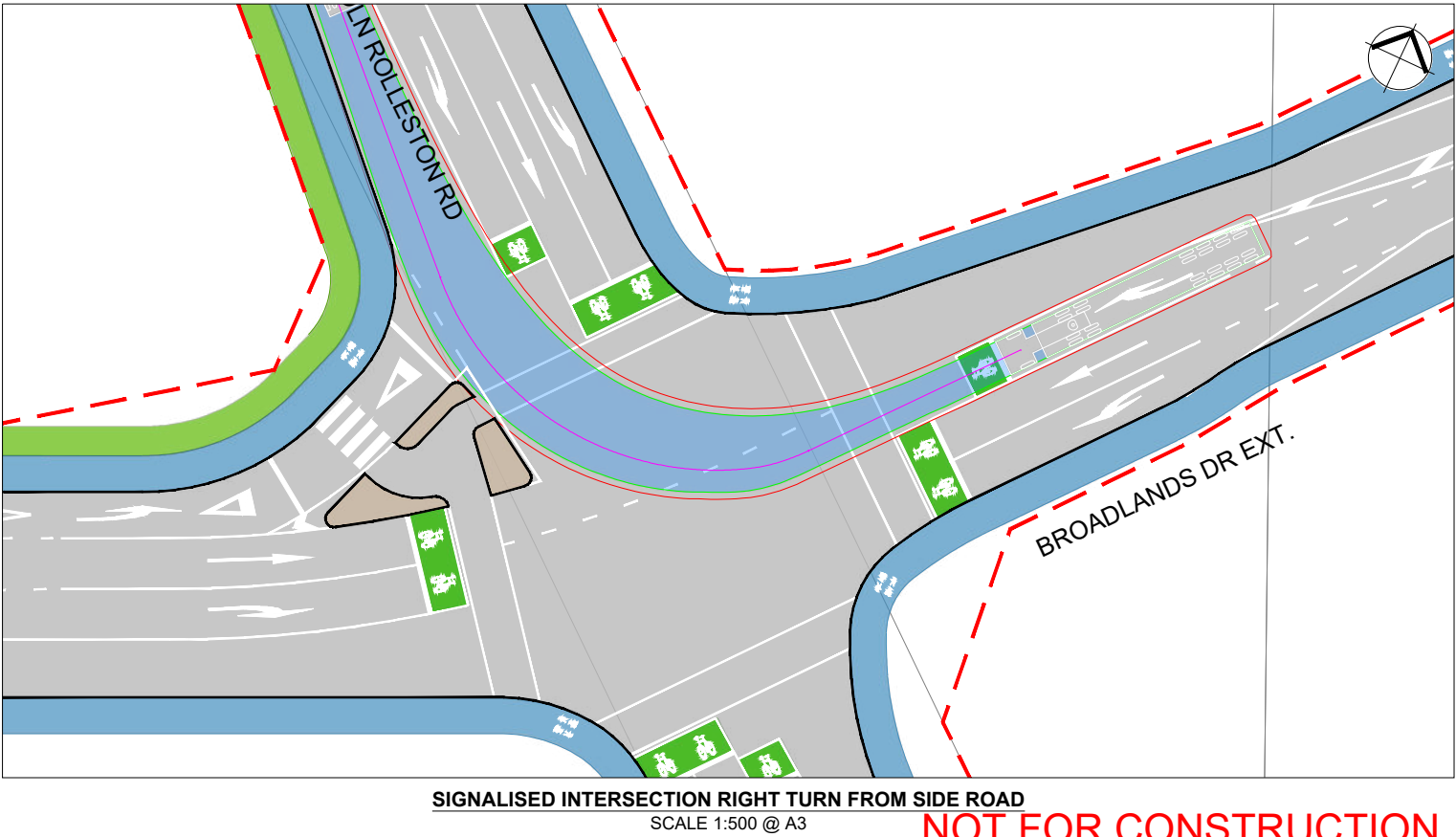
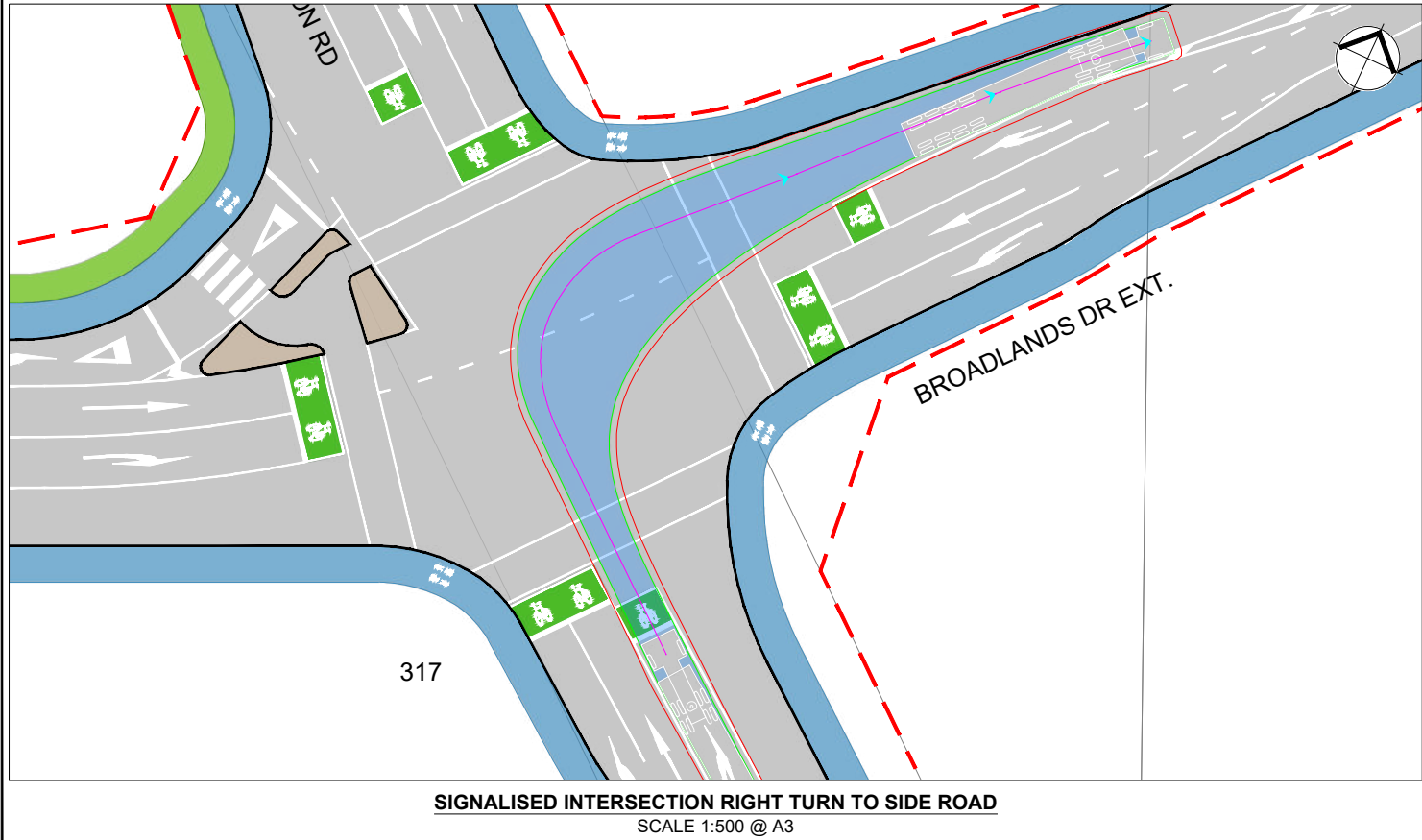
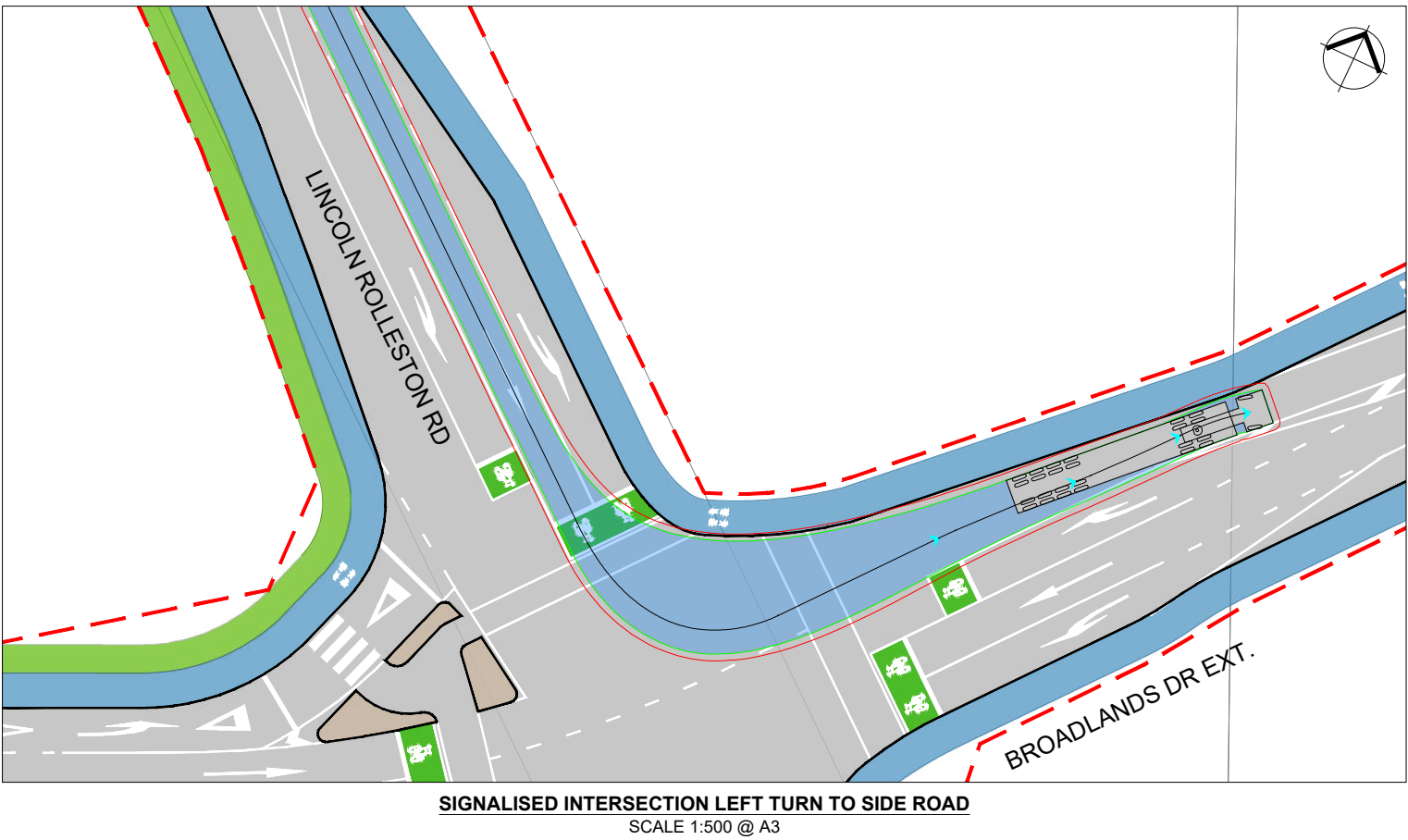
TRACKING NOTES

1. TRACKING SPEED IS 15 km/h

TRACKING VEHICLE

NZTA 19.45m Semi-Trailer

Tractor Width : 2.55m	Lock to Lock Time : 6.0
Trailer Width : 2.55m	Steering Angle : 25.1
Tractor Track : 2.50m	Articulating Angle : 70.0
Trailer Track : 2.50m	



REV	DATE	BY	CHK	APPD	DESCRIPTION
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APPROVED JB	INITIAL ISSUE 11/02/2025
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BROADLANDS DRIVE EXTENSION
SIGNALISED INTERSECTION VEHICLE TRACKING
19.45m SEMI-TRAILER

DRAWING STATUS CONCEPT DESIGN	
DRAWING NO. SDC-J087-C1204	
SHEET 4 OF 4	REV 3