

Before an Independent Hearings Panel
Appointed by Waimakariri District Council

under: the Resource Management Act 1991

in the matter of: Submissions and further submissions on the Proposed
Waimakariri District Plan

and: Hearing Stream 12D: Ōhoka rezoning request

and: **Carter Group Property Limited**
(Submitter 237)

and: **Rolleston Industrial Developments Limited**
(Submitter 160)

Summary of evidence of Nick Fuller

Dated: 1 July 2024

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SUMMARY OF EVIDENCE OF NICK FULLER

- 1 My full name is Nicholas Peter Fuller.
- 2 I prepared the following statements in support of the Submitters' rezoning request:
 - 2.1 Statement of evidence dated 5 March 2024;
 - 2.2 Supplementary statement of evidence dated 13 June 2024; and
 - 2.3 Further supplementary statement of evidence dated 24 June 2024.

Transport Network Effects

- 3 Intersection models have been created for key locations on the wider transport network. These models are based on current day traffic volumes, plus ten-years assumed traffic growth of 20% on the Tram Road corridor and 35% growth on the Flaxton Road corridor. In addition, the predicted crash rates have been assessed at the Whites Road / Tram Road and Threlkelds Road / Flaxton Road intersections.
- 4 The above analysis (of the road network without the rezoning traffic) indicates the following upgrades are required regardless of the proposal:
 - 4.1 Tram Road / Whites Road: Based on safety and capacity;
 - 4.2 Flaxton Road / Threlkelds Road: Based on capacity; and
 - 4.3 Tram Road / State Highway 1 Interchange: Based on capacity.
- 5 Development of the site is predicted to generate up to 949 vehicle movements per hour in the peak hours. This traffic has been distributed on the surrounding network and added to the existing traffic plus ten-years growth. The modelling identified there is sufficient capacity to accommodate this traffic subject to the following upgrades being provided:
 - 5.1 Tram Road / Whites Road: Converted to a roundabout;
 - 5.2 Flaxton Road / Threlkelds Road: Converted to a roundabout; and
 - 5.3 Tram Road / State Highway 1 Interchange: Additional lanes on the State Highway 1 bridge to allow additional turning lanes to the on-ramp.
- 6 As previously identified, these upgrades are required regardless of the proposed development. However, the proposed development (along with other developments that add traffic to these corridors) can provide funding toward the delivery of these upgrades.
- 7 The text of the Outline Development Plan (ODP) requires these upgrades to be in place prior to development commencing. The

ODP also has requirements for minor safety works to Whites Road, Bradleys Road, Mill Road and Threlkelds Road to better accommodate the development traffic.

- 8 The Council already has a programme of safety works for Tram Road and I consider this should be revisited after the District Plan review is complete. This will ensure that the plan remains up to date and accounts for all sources of traffic growth on this corridor for the timeframe of this District Plan and to account for other rezoning requests that are yet to be decided.
- 9 I consider it unsurprising that the planning and funding of the required upgrades is not in place. However, Mr Walsh's evidence discusses the need to reconcile decisions that are responsive to unanticipated proposals with infrastructure planning and funding decisions. Ultimately, I consider that the proposed upgrades can physically occur and that the ODP allows for a responsive approach should the rezoning be approved.

Site Access Arrangements

- 10 Concept site access arrangements have been provided in the Integrated Transport Assessment. These are subject to further design, although they confirm that practical access is achievable. The roads and access locations on the ODP are 'indicative', meaning they can be altered (if required) when seeking subdivision.

Pedestrian & Cycle Connectivity

- 11 The ODP includes an indicative pedestrian and cycle network, with footpaths also being anticipated adjacent to internal roads. I agree with Mr Metherell that the ODP could be enhanced with pedestrian crossing locations of the streams to ensure the waterways will not be a barrier to walking.
- 12 The development includes an allowance for a primary school and a local commercial centre that would provide for day-to-day retail within walking and cycling distance of not only the residents of the development area but also existing Ōhoka residents.
- 13 The site is also within the Council's proposed walking and cycling network and will therefore be able to use these links to access Rangiora and Kaiapoi in the long-term. Kaiapoi is also accessible using the route via Main Drain Road, which will be more attractive if the replacement Skewbridge Road bridge accommodates safe cycle crossings.

Passenger Transport

- 14 Passenger transport is discussed in more detail by Mr Milner. However, I note that a bus route is proposed to serve the site and it will be funded by the developer for ten-years. The routing of this service through the site is to be confirmed at subdivision stage, although a route has been identified that provides the majority of residents a bus stop within 400m walk.

Well-Connected on Transport Corridors

- 15 Clause 3.8 of the National Policy Statement on Urban Development (NPS-UD) requires particular regard to development capacity that is among other matters *'well-connected on transport corridors'*. The terms *'well-connected'* and *'transport corridors'* are not defined in the NPS-UD, although guidance documents indicate that *'Plan Changes should ensure the development is (or has clear and realistic plans to be) well connected to jobs and amenities along transport corridors. These corridors would support a range of transport modes, ideally both public and active transport'*. This guidance also states that *'Ideally, the transport corridors should be connected via a range of transport modes or there should be plans for this in the future. At a minimum, the corridors should be designed to allow for a range of modes in the future.'*
- 16 The site would be served by Tram Road and Flaxton Road (Arterial Roads), Mill Road and Threlkelds Road (Collector Roads) and State Highway 1, which provide connections to various destinations throughout Greater Christchurch and beyond. In addition, the proposed bus service, Council's planned cycling network along Mill Road and Tram Road plus the existing recreation route along Main Drain Road provide further public and active transport connectivity for the site. The bus service is proposed to be funded for ten-years and Councils walking and cycling strategy for the network sets a clear and realistic plan for implementation of these facilities.
- 17 The development site is in close proximity to the Arterial Road network for access to Rangiora, Kaiapoi and Christchurch. The site is also within the planning walking and cycling network albeit at a distance to wider destinations, plus there is a proposed bus service. On this basis, I consider the development is well-connected on transport corridors.

Dated: 1 July 2024

Nick Fuller