

Before Palmerston North City Council

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**Under**

the Resource Management Act 1991

**In the matter of**

a proposed plan change to rezone  
land at 611 Rangitikei Line to establish  
the Whiskey Creek Residential Area

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**SUMMARY STATEMENT OF EVIDENCE OF HARRIET BARBARA FRASER**

**IN SUPPORT OF FLYGERS INVESTMENT GROUP LIMITED**

**TRANSPORTATION**

**2 JUNE 2022**

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**Counsel Acting**

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1. My full name is Harriet Barbara Fraser and this is a summary of my evidence from my statement dated 18 May 2022. There are no matters arising from the evidence subsequently filed by submitters that are relevant to the area of my expertise.
2. The proposed Plan Change and associated Structure Plan include the following transport elements:
- (a) a primary road connection to Benmore Avenue with the introduction of a roundabout with Benmore Avenue and Meadowbrook Drive;
  - (b) a secondary road connection to SH3 Rangitikei Line via a left in and left out only arrangement;
  - (c) an internal local roading network and intended cross-section arrangement;
  - (d) a shared path connection through the site from Benmore Avenue through the proposed Reserve and around to the Mangaone Stream shared path; and
  - (e) pedestrian footpaths throughout the site.
3. The assessment of traffic effects has shown that the additional traffic can be accommodated within the immediate and wider road network with small changes to vehicle delay and traffic congestion which are unlikely to be discernible from existing day to day fluctuations in traffic activity. The grid layout of the Palmerston North road network results in drivers having options with regard to route choice.
4. The alignment of the transportation elements of the proposed Structure Plan with the District Plan City View, Subdivision, Residential and Land Transport objectives and policies that are relevant to transportation matters are described in Section 4 of the Transportation Assessment. I have concluded that the proposed Plan Change and the residential activity that it would facilitate are well aligned with the transport related objectives and policies of the District Plan.
5. The proposed road cross-sections included in the Structure Plan were developed largely based on NZS4404:2010 Land Development and

Subdivision Infrastructure, ahead of the Council's Engineering Standards for Land Development becoming operative in August 2021. I consider that the proposed cross-sections will deliver outcomes that are consistent with both the national and local standards as described in paragraphs 33 and 34 of my statement of evidence.

6. As the development moves through the planning stages there will be opportunities to ensure that the detail of the internal road layouts and the connections with the existing external roads deliver safe outcomes for all road users. It is my expectation that as a minimum the proposed roundabout and the connection onto SH3 Rangitikei Line would be subject to both Detailed Design and Post-Construction Road Safety Audits as the proposal progresses.
7. The Section 42A Report includes the following suggested amendment to Policy 2.8:

Streets and linkages

- To provide safe vehicle access is provided to Benmore Avenue / Meadowbrook Drive intersection and a left in/ left out access to Rangitikei Line.
  - All streets shall interconnect with no cul-de-sacs.
  - The cycle and pedestrian links shown on the Structure Plan are provided.
  - Street design and planting shall be in accordance with the Council Engineering standards for appropriate road hierarchy. ~~adopt the structure plan street cross-sections Local and Local Collector Roads.~~
8. I agree with the suggested amendment to the first bullet point. This provides increased certainty around the safe performance of a future intersection connecting with Benmore Avenue and Meadowbrook Drive.
  9. With regard to the final bullet point, I note that the Engineering Standards for Land Development (Standards) became effective on 1 August 2021, after the request for a Private Plan Change was lodged. In Section 3.3.1 of the Standards it sets out that:

*'Table 3.1 of this Standard provides a guide for minimum criteria that is to be used in defining road classifications for proposed development.'*

10. As such, the cross-section dimensions included in Table 3.1 of the Standards are a guide not a requirement. I consider that the bespoke cross-sections included in the application and amended in line with my recommendations in paragraph 28(a) of my statement of evidence, are appropriate for the following reasons:
- (a) the Standards include provision for Local Roads carrying 0-3,000vpd and Collector Roads carrying 3,000-10,000vpd. The whole of the Whiskey Creek Residential Area can be expected to generate no more than around 2,000vpd, so while Road 1 is described as a Local Collector it will have the traffic carrying function of a Local Road;
  - (b) the Standards do not allow for the particular characteristics of the section of Road 1 along the Reserve where width for a berm and footpath are not needed within the Road Reserve;
  - (c) the proposed legal road widths of 15.2m for Local Roads and 16.2m (away from the Reserve) for the Local Collector are similar to the 15.5m included in the Standards; and
  - (d) the proposed cross-sections align well with the provisions of NZS4404:2010 Land Development and Subdivision Infrastructure which include a legal width of 15m and a carriageway width of 5.5-5.7m for a local road carrying up to 2,000vpd.
11. I recommend that the final bullet point is reworded as follows which will ensure that the overall road reserve widths are aligned with the Engineering Standards but that some flexibility is retained with regard to the detail of the cross-sections:
- The Local and Local Collector Roads have a minimum legal road reserve width of 15.5m in accordance with the Council's Engineering Standards.
12. Paragraph 3.66 of the Section 42A Report refers to feedback from Waka Kotahi that access from SH3 Rangitikei Line for earthworks purposes would not be supported by the Agency. This is a matter that can be addressed via conditions on any future resource consents. There will be options for access to the site for earthworks purposes either from Flyers Line or from Benmore

Avenue, subject to the timing of the construction of the road connection and roundabout.

13. I remain of the view that primary access to the site can be safely and efficiently accommodated to/from Benmore Avenue via a new roundabout arrangement with Meadowbrook Drive. A secondary access to SH3 Rangitikei Line usefully provides an alternative access point to the road network and will be lightly trafficked, provided that, through the later detailed design process, the internal roading is designed to avoid through traffic.
14. In conclusion, the site can be rezoned to Residential Zone and developed for residential purposes with the development meeting the transportation related objectives and policies of the District Plan.

**Harriet Fraser**

**2 June 2022**

