

Before the Hearings Panel
at Central Otago District Council

under: the Resource Management Act 1991

in the matter of: Submissions and further submissions in relation to Plan
Change 19 of the Central Otago District Plan

and: **AF King & Sons Ltd**
Submitter 83

Summary Evidence of Nick Fuller regarding **Lots 1-4 DP 444910**
(5A Lowburn Valley Road) rezoning request (Transport)

Dated: 17 May 2023

**SUMMARY EVIDENCE OF NICK FULLER REGARDING LOTS 1-4
DP 444910 (5A LOWBURN VALLEY ROAD)**

- 1 My full name is Nicholas Peter Fuller. I am a Principal Transport Engineer at Novo Group Limited and have worked on resource management transport planning and engineering projects for over 20 years.
- 2 I consider that the transport effects of rezoning Lots 1-4 DP 444910 (5A Lowburn Valley Road) as *Large Lot Residential Zone – Precinct 2* are acceptable. I understand that the site could be developed to accommodate approximately 18 residential units, which would generate 25 vehicle movements per hour in the peak hours and 182 vehicle movements per day.
- 3 Satisfactory access to the site can be achieved, noting that the access leg to Lowburn Valley Road is approximately 20m wide, whereas the Central Otago District Plan requires a 12m wide road corridor for a Local Road cul-de-sac.
- 4 The existing access to Lowburn Valley Road can accommodate the predicted traffic volumes generated by this rezoning. I consider there is sufficient visibility to traffic on Lowburn Valley Road to identify safe gaps in traffic to exit the access. The passing traffic volumes are also sufficiently low that I do not anticipate any traffic capacity concerns at this location.
- 5 Similar to the above, I consider the traffic effects at the SH6 / Lowburn Valley Road intersection to be acceptable. The additional traffic generated by this proposal and the adjacent rezoning requests¹ lead to a cumulative additional peak hour traffic generation of 54 vehicles per hour at the SH6 / Lowburn Valley Road intersection. This increase is less than one vehicle per minute on average during the peak hour and I consider that it can be accommodated by the surrounding road environment.
- 6 Accounting for the above, I consider that the rezoning of the Site to *Large Lot Residential – Precinct 2* will have acceptable transport effects.

Dated: 17 May 2023



Nick Fuller

¹ Lowburn Viticulture Ltd (potentially 13 residential Lots) and Lakeside Christian Centre (potentially eight residential Lots).