Evidence J

. PRIVATE PLAN CHANGE 26 - WESTPACK

1. I am Richard (Dick) Brittan, a Licensed Cadastral Surveyor. I have been involved in the design of services for large residential subdivisions, earthwork and design for the Tongariro Power Development and irrigation and roading when employed as District Surveyor for the Ministry of Works. Our homes at 157 and 161 Lehmans Road are at the corner of Oxford Road. I have two concerns with this proposed plan change, drainage and traffic management.

2. DRAINAGE
   Historically the railway along Oxford Road blocked drainage down Lehmans Road other than by a brick culvert. Since the removal of the railway some years ago a number of Council works have made our property subject to occasional flooding when the Lehmans Road drain has not received normal maintenance. These works include widening of the seal on Oxford Road and corner improvements and then the replacement with a larger culvert under Oxford Road to reduce flooding at what is now Rangiora Vets Centre.

3. A floodway crosses the proposed development about 160m north of Oxford Road. It has an old culvert under Lehmans Road with a cross-section of about a square metre. This gives a good idea of expected flows onto this proposed development as there is no side drain down Lehmans Road below this culvert. When Hills Lane was developed in 1997 along the eastern boundary of this plan change area it was a condition of the Council consent that the floodway be left as a ford as a culvert could obstructed the flow. I doubt that this proposal deals adequately with this flow

4. I note reference to a proposed secondary flow path south from Oxford Road as Point 13 in the evidence to be presented by Mr Kalley Simpson (3 Waters Manager). This needs to be constructed before the start of any development to the north of Oxford Road.

5. In his point 34 I note that the Long Term Plan provided for this work between 2017 and 2020 so any construction north of Oxford Road must be delayed until then unless this flow path is constructed sooner. A condition of this change must state that development will not be approved until this flow path is constructed. There has never been a channel down Lehmans Road for drainage from this area.

6. I note that proposed buildings will have soakage provided but there is a significant runoff from paths and driveways to add to the runoff from the new roads. I doubt if rainwater disposal partly to soakage and retention and then channelled east along Oxford Road will be adequate for both the subdivision and runoff from areas above it.

7. The proposal to stop the stock water race is of some concern. This must not be terminated at Lehmans Road as any surplus water will add to the load on the drain. I understand that a significant amount of last winter's flood water came from the stopped race near the racecourse.

8. I note with concern in point 29 of the submission of Mr Simpson that there is a proposal for a box culvert under Oxford Road. This will just move flooding to our property unless there is a similar increase in capacity of the drain down to the South Brook.

9. TRAFFIC MANAGEMENT
I am concerned with the build up of peak traffic movements at the corners of Lehmans Road with Oxford Road and Fernside Road. I note that the traffic counts in this application are well out of date with the rapid developments in Rangiora. Council need to consider what steps should be taken to mitigate the adverse effects of the increased traffic caused by this development at these intersections. At the junction of Lehmans Road and Fernside Road the narrow culvert is likely to lead to a serious accident with the increase in traffic pressure on this corner,

10. I am concerned at references within the application that suggest that Council is intending to further increase traffic flow along Lehmans Road. At various times there have been proposals to make this road a western bypass for Rangiora. These have been subject to successful appeal on at least two occasions and Council has a report from Opus International Consultants that found that this was not a satisfactory proposal. Subsequently the Environment Court issued a Consent Order for the status of Lehmans Road to be a local road. If Council consider it should be a bypass there is a need to advertise an amendment to the District Plan so that the previous objectors can be heard with no doubt again a further referral to the Court. To do otherwise probably amounts to Contempt of Court.

11. It is important for Rangiora businesses to maintain Rangiora as a destination. The racecourse is a significant asset in this regard and it must be protected. Heavy traffic and horses are not a good mixture. Merton Road lines up with Plaskett Road and was recommended for a bypass.

12. The proposal to limit the growth of Rangiora is the reverse of the much earlier proposal to limit the growth of Christchurch with the "Urban Fence" and encourage the growth of the satellite towns. That was a failure and time may well show that the proposal to limit the growth of Rangiora at Lehmans Road will also fail. It would be wise to plan for a possible expansion to the west in the future.

13. In summary, more investigation of the traffic implications is required. Stormwater retention and disposal must be designed and implemented prior to the development of roads within this area. The design must avoid the possibility of any discharge from this area flooding our property. The construction of the floodway noted above is probably the only practicable solution so its construction prior to development needs to be a condition of any subdivision.

27 July 2015