

**BEFORE INDEPENDENT HEARING COMMISSIONERS APPOINTED BY THE
WAIMAKARIRI DISTRICT COUNCIL**

IN THE MATTER OF

The Resource Management Act 1991 (**RMA** or
the Act)

AND

IN THE MATTER OF

Hearing of Submissions and Further
Submissions on the Proposed Waimakariri
District Plan (**pWDP** or **the Proposed Plan**)

AND

IN THE MATTER OF

Hearing of Submissions and Further
Submissions on Variations 1 and 2 to the
Proposed Waimakariri District Plan

AND

IN THE MATTER OF

Submissions and Further Submissions on the
Proposed Waimakariri District Plan by
Bellgrove Rangiora Limited

**EVIDENCE OF MATHEW (MAT) ROSS COLLINS
ON BEHALF OF BELLGROVE RANGIORA LIMITED
REGARDING HEARING STREAM 12E**

Dated: 30 April 2024

Presented for filing by:
Chris Fowler
PO Box 18, Christchurch
T 021 311 784 / 027 227 2026
chris.fowler@saunders.co.nz

INTRODUCTION

- 1 My name is Mathew (Mat) Ross Collins.
- 2 I hold a Bachelor of Engineering (Hons) from the University of Auckland and have a post-graduate certificate in transportation and land use planning from Simon Fraser University in Vancouver, Canada.
- 3 I have been employed by Abley Ltd since September 2023, where I hold the position of Associate Transport Planner.
- 4 I have over eight years of experience as a transportation planner and engineer in public and private sector land development projects, which includes experience with strategic land use and transport planning, plan changes, Integrated Transport Assessments, development consenting, and Notices of Requirement.
- 5 My experience includes acting for NZ Transport Agency Waka Kotahi (**NZTA**), Auckland Transport and Auckland Council, Kāinga Ora, Whangārei District Council, Kaipara District Council, and various private developers throughout New Zealand. This work has involved:
 - (a) Plan change applications including multiple Selwyn District Private Plan Changes, Drury East, Drury West, Warkworth North, the Whangarei District Plan Changes for Urban and Services, Mangawhai Central, Avondale Jockey Club, and Pukekohe Raceway;
 - (b) Resource consent applications including for large precincts such as Drury South Industrial, Drury Residential, Redhills, Silverdale 3, Drury 1, Waiata Shores, and Crown Lynn Yards; and
 - (c) Designation, Outline Plan of Works, and resource consent applications and reviews for major infrastructure including Supporting Growth Alliance Drury Arterials NoR Package and North Auckland Package, Healthy Waters St Marys Bay Stormwater Water Quality Programme, Watercare Huia Water Treatment Plant replacement, Watercare Huia 1 Watermain replacement, and several Ministry of Education Schools.
- 6 My role in relation to the Waimakariri Proposed District Plan and Variation 1 is as an independent expert witness to Bellgrove Rangiora Limited (**Bellgrove** or **BRL**) on traffic and transportation matters.

- 7 Although this is not an Environment Court proceeding, I have read the Environment Court's Code of Conduct (2023) and agree to comply with it. My qualifications as an expert are set out above. The matters addressed in my evidence are within my area of expertise, however where I make statements on issues that are not in my area of expertise, I will state whose evidence I have relied upon. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in my evidence.

SCOPE OF EVIDENCE

- 8 In my evidence I address the traffic and transportation effects of the following:
- (a) Amend the South East Rangiora Development Area (SER-DA) overlay in the Proposed Waimakariri District Plan (**pWDP**) to include approximately 3.3 ha of land immediately to the east of the SER-DA (**Additional Land**);
 - (b) Amend the notified SER-ODP (**the notified SER-ODP**) to include the Additional Land and various changes sought by Bellgrove (**the revised SER-ODP**); and
 - (c) Rezone the full extent of Bellgrove South from Rural Lifestyle Zone (**RLZ**) to Medium Density Residential Zone (**MRZ**) in the pWDP, Excluding Lot 4 DP 25508 (100 Northbrook Road) which is already proposed to be zoned MRZ as part of Variation 1.

SUMMARY OF MY EVIDENCE

- 9 My evidence has been focused on whether any insurmountable transport or traffic effects might arise from the increased demand on the transport network as a result of the proposed rezoning of the approximate 31.2ha Site from RLZ to MRZ and the revised SER-ODP.
- 10 The key traffic and transport matters for the revised SER-ODP are as follows:
- (a) for the General Residential Zone to be replaced by Medium Density Residential Zone;
 - (b) add an area of land to SER-DA (the Additional Land), and extend the Secondary Roads into the Additional Land;

- (c) relocate the eastern north / south road and change this from a Primary Road to a Secondary Road typology.
- 11 Using Waimakariri District Council's (**WDC**) Rangiora Paramics traffic model, I have instructed Abley staff to assess a 2035 land use scenario, where development has occurred in the North Eastern Rangiora Development Area (NER-DA), the Western Rangiora Development Area (WR-DA), and the SER-DA.
- 12 A summary of this assessment is provided in **Appendix 1**, which has been prepared by Mr White and Mr Smith and I rely on their expertise in this matter. This assessment indicates that, once the Eastern Rangiora Link Road is constructed, the transport network operates with excellent level of service (**LoS**) and modest delays at key intersections during peak periods.
- 13 Further, there is a clear commitment from WDC to progress the Rangiora Eastern Link Road, which is funded in the Draft Long Term Plan, and will support development within the Site.
- 14 From this I conclude that the Site can be rezoned to MRZ. While further assessment will be required at the time of subdivision, particularly for development that proceeds construction of the Eastern Rangiora Link Road, I consider there are unlikely to be transport network constraints or effects that cannot be satisfactorily addressed through the relevant subdivision and transport provisions of the pWDP, including TRAN-R20 High Traffic Generators.
- 15 I consider that the Secondary Road typology is appropriate for the eastern north / south road, and that the relocation slightly west does not affect the safe and efficient function of the transport network.
- 16 I consider that the revised ODP and rezoning is consistent with and/or not contrary to the transportation-related provisions of the National Policy Statement on Urban Development 2020 (May 2022) (**NPS-UD**), Canterbury Regional Policy Statement (**CRPS**), Canterbury Regional Land Transport Plan 2021-31, Canterbury Regional Public Transport Plan 2018-28, and the objectives and policies of the pWDP.
- 17 Overall, I consider that the revised ODP and rezoning is appropriate from a traffic and transport perspective and my view is that there are no transport related reasons why the revised ODP and rezoning sought should not be adopted as proposed.

CONTEXT

18 The overall site is referred to as Bellgrove South. Bellgrove South comprises Lot 2 DP 12090, Lot 2 DP 394668, Lot 2 DP 452196 and Lot 4 DP 25508, all of which is currently used for pastoral and agricultural purposes (refer to Figure 1).

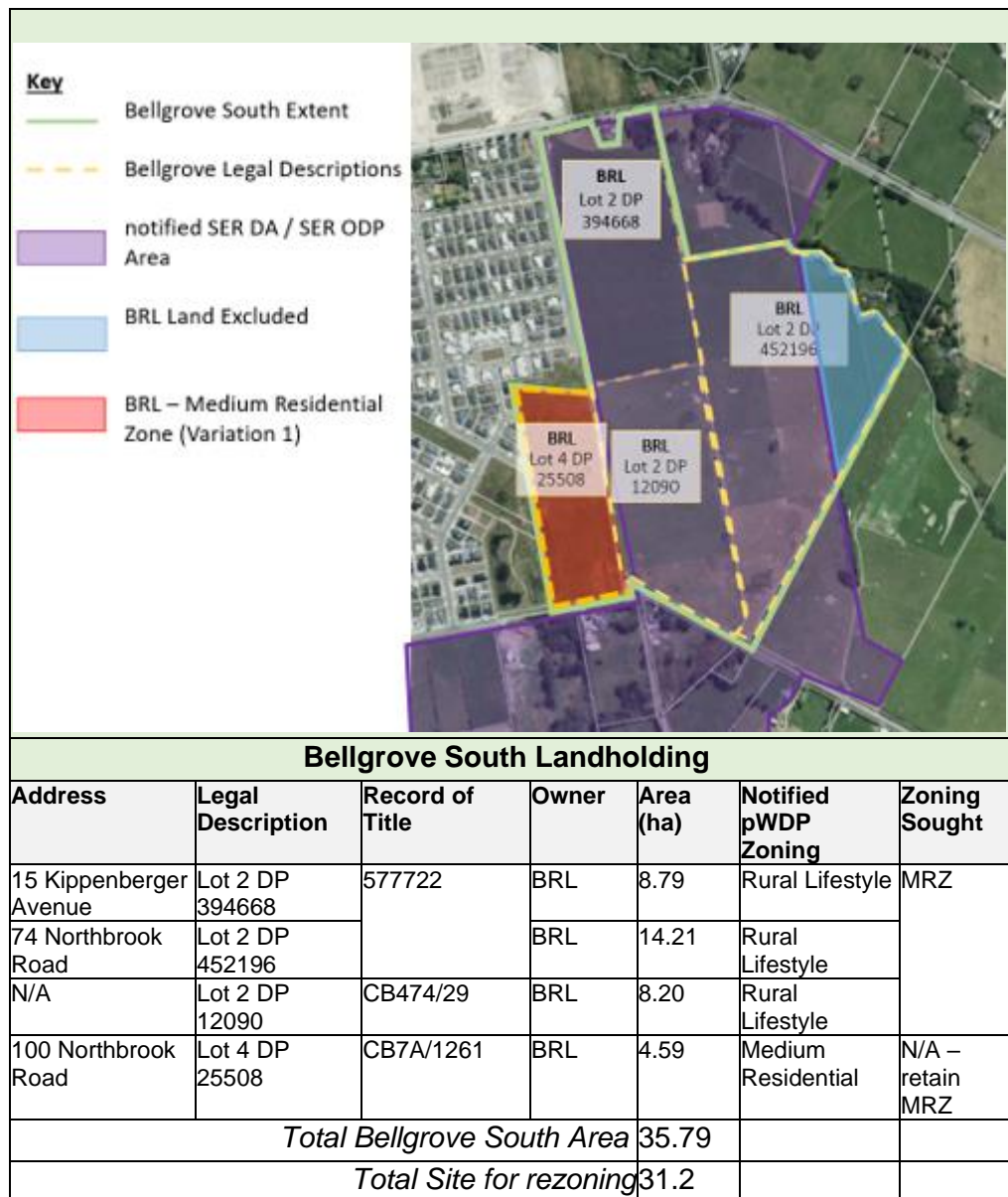


Figure 1. Bellgrove South Landholding Information

19 Bellgrove North is to the north of Bellgrove South and is zoned MRZ. Bellgrove South is abutted by residential land to the west (Devlin Avenue), land earmarked for future residential development to the south (also located within the SER DA) and rural land use to the east.

20 To the immediate north of Bellgrove South, on the northern side of Kippenberger Avenue is Bellgrove North (Stage 1), which is currently under

development in accordance with the consent approved under the COVID-19 Recovery (Fast-track Consenting) Act 2020 for 198 residential lots.

21 Bellgrove South, excluding 100 Northbrook Road, is zoned as Rural in the Operative Waimakariri District Plan (**WDP**), and Rural Lifestyle Zone with future General Residential and Medium Residential land use enabled by a certification process in the pWDP.

22 The Site includes an area of 'Additional Land', which is approximately 3.3 ha within Lot 2 DP452196. It is zoned Rural in the WDP, and RLZ in the pWDP. In the pWDP it is outside the notified SER-DA, however Bellgrove propose to include it within the SER-DA.

23 Lot 4 DP 25508 (100 Northbrook Road) is already proposed to be zoned MRZ as part of Variation 1 to the pWDP.

24 The location of Bellgrove South, the Site, and the Additional Land, and the pWDP zoning are shown in Figure 2.

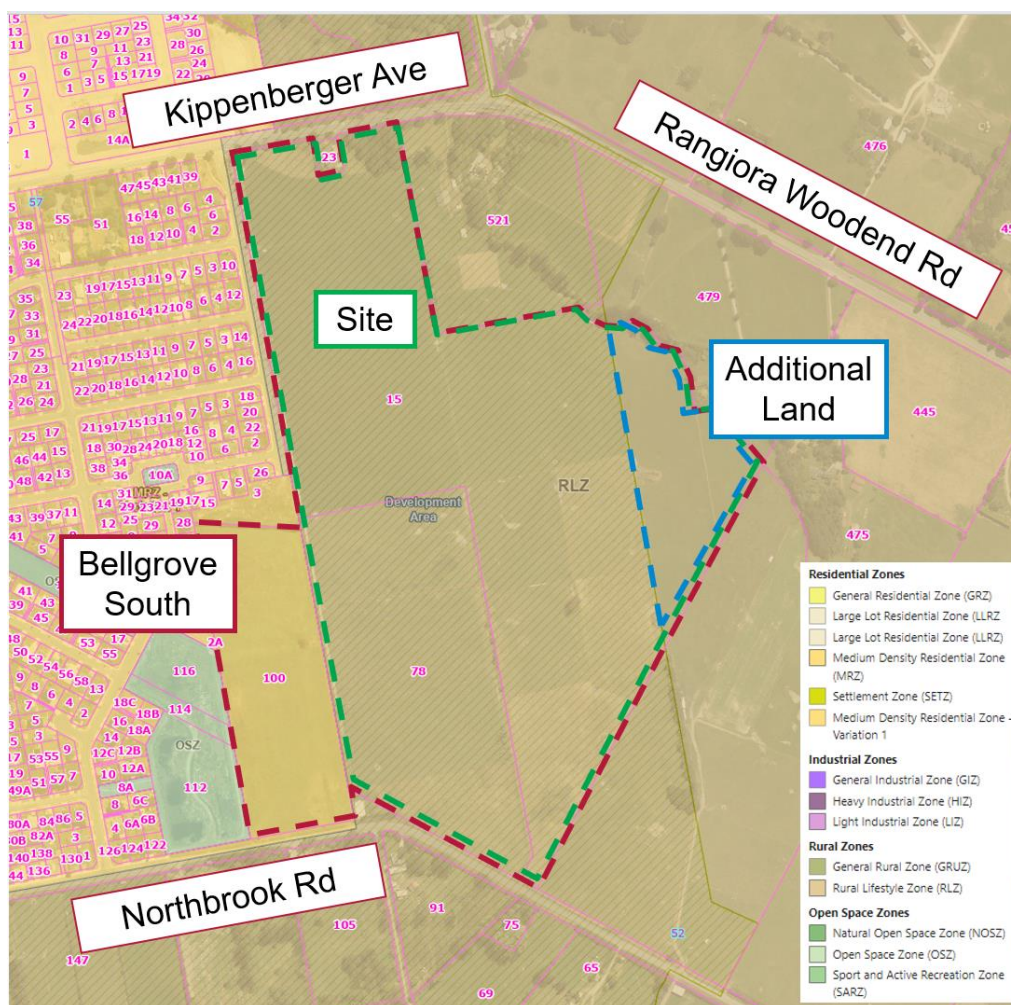


Figure 2: Bellgrove South, the Site, the Additional Land, and pWDP zoning

THE PROPOSAL

25 The Submitters are seeking to rezone the full extent of Bellgrove South from RLZ to MRZ in the pWDP, excluding Lot 4 DP 25508 (100 Northbrook Road) which is already proposed to be zoned MRZ as part of Variation 1, this is an area of approximately 31.2 ha (the **Site**).

26 Included within this rezoning request is a 3.3 ha area of 'Additional Land' currently located to the east of (outside) the notified SER-DA of the pWDP.

27 Consequently, Bellgrove is seeking amendments to the SER-DA and associated SER-ODP.

28 The notified SER-DA Outline Development Plan is shown in Figure 3, and the transport related amendments that are proposed by Bellgrove in the revised SER-ODP are shown in Figure 4 and are as follows:

- (a) for the General Residential Zone to be replaced by Medium Density Residential Zone (consistent with the underlying MRZ zoning sought);
- (b) add a 3.3 ha area of land to SER-DA (the Additional Land), and extend the Secondary Roads into the Additional Land;
- (c) relocate the eastern north/south road and change this from a Primary Road to a Secondary Road typology.

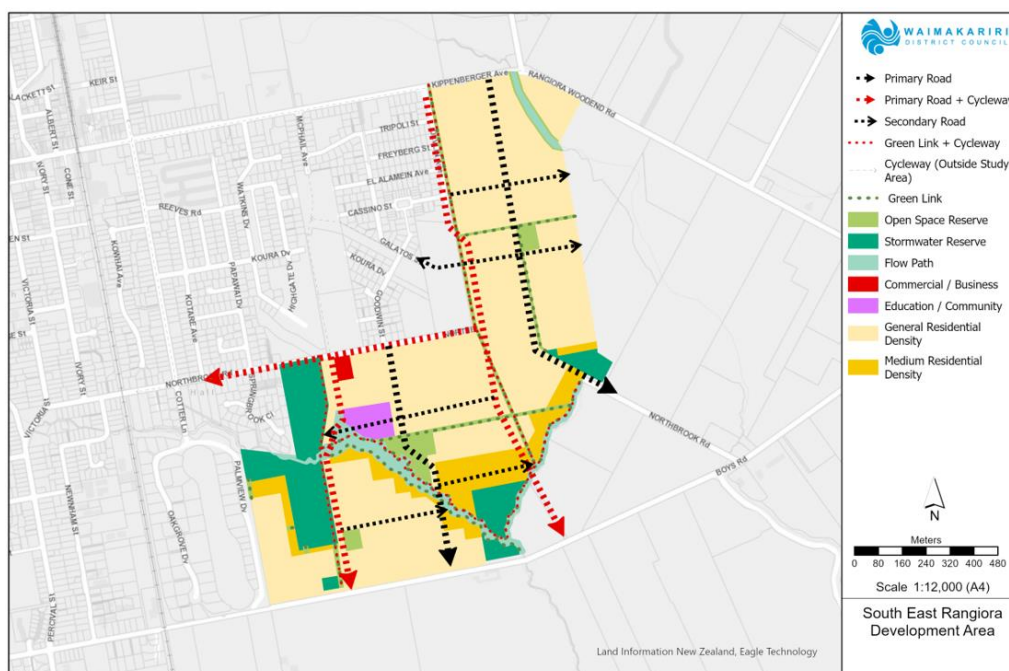


Figure 3: SER-ODP as notified

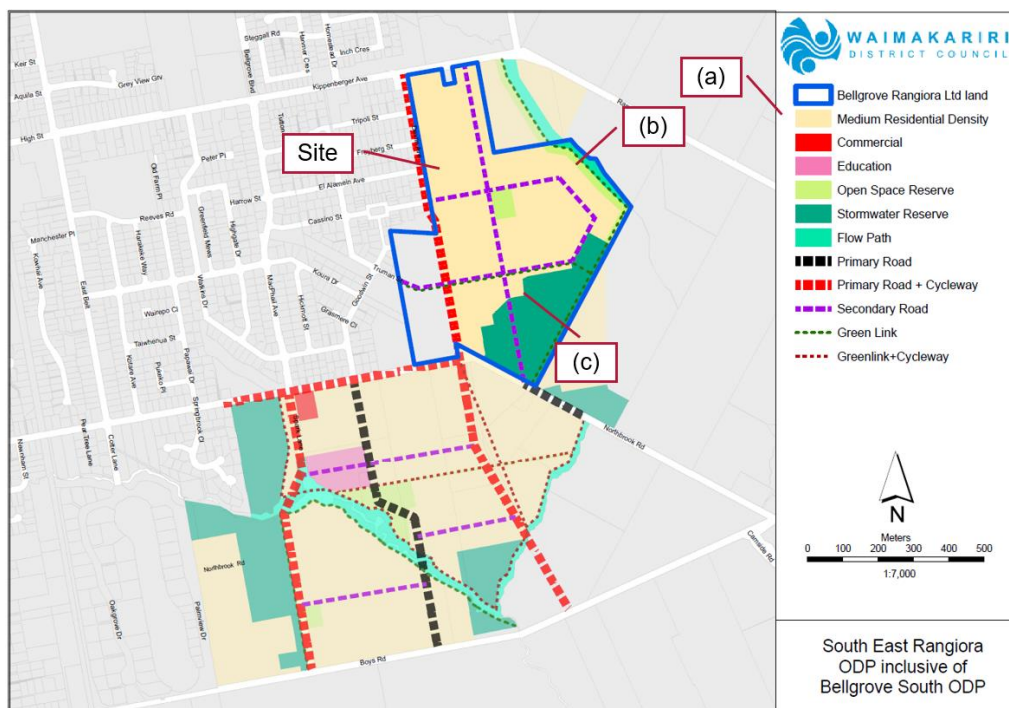


Figure 4: Bellgrove Rangiora Limited revised SER-ODP, showing key transport related changes

THE RECEIVING ENVIRONMENT

Existing Land Use and Transport Environment

- 29 The full extent of Bellgrove South (including the portion of already zoned residential land) is shown below in Figure 5. It is located to the east of the existing Rangiora urban area, less than 2km from the Rangiora Town Centre and General Industrial Zone.
- 30 The Rangiora Town Centre area contains multiple supermarkets, restaurants, fuel stations, employment opportunities, service activities and shopping facilities. Within the wider Rangiora urban area, there are multiple schools and day care centres.
- 31 The Site is currently being used for rural purposes, as is the land to the north, east and south of the Site. Urban residential housing is located to the west of the Site.

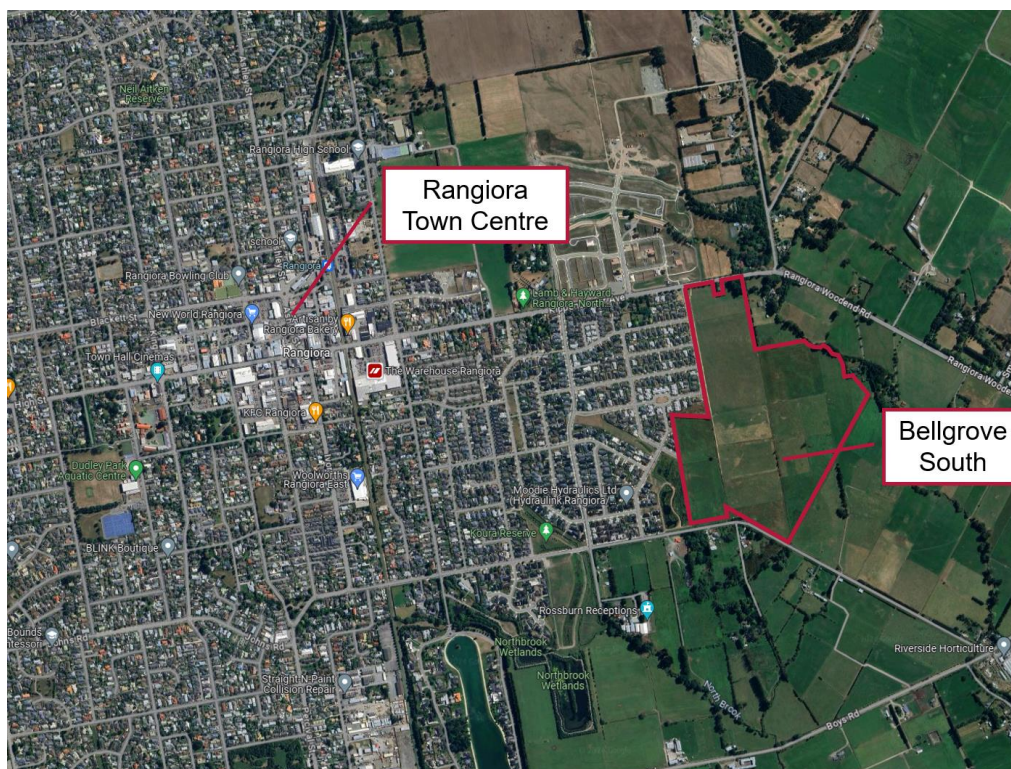


Figure 5: Site Location¹

- 32 The Site has frontage to Kippenberger Avenue along its northern boundary and Northbrook Road along the southern boundary.
- 33 Kippenberger Avenue is classified as an Arterial Road in the pWDP and a Rural Connector under Waka Kotahi's One Network Framework (**ONF**). It has a legal width of 20m, with 7.0m of sealed carriageway and 2m sealed shoulders which enables two-way vehicle movement. There are utility poles on the northern side of the road. A shared path is located on the southern side of Kippenberger Avenue, connecting to the Rangiora Town Centre and the Woodend Town Centre.
- 34 Northbrook Road is classified as a Collector Road in the pWDP and a Rural collector in the ONF. It has a legal width of 20m with a 7.0m sealed carriageway.
- 35 The speed limit of Kippenberger Avenue is 50km/h, changing to 80km/h to the east of the site boundary. The road has an estimated average annual daily traffic volume (**AADT**) of approximately 6,000 vehicles per day², with 3.9% of vehicles classified as heavy vehicles. Figure 6 shows the typical cross section of Kippenberger Avenue, with the Site located on the right-hand side.

¹ Source: Google Maps

² Source: Mobile Roads

- 36 The speed limit of Northbrook Road is 80km/h and has an estimated average AADT of approximately 1,100 vehicles per day³, with 5.0% of vehicles classified as heavy vehicles. Figure 7 shows the typical cross section of Northbrook Road, with the Site located on the left-hand side.



Figure 6: Kippenberger Avenue looking east near the intersection with Devlin Avenue (Google streetview).



Figure 7: Northbrook Road looking west, near 74 Northbrook Road (Google streetview).

Road Safety

- 37 The Waka Kotahi Crash Analysis System was used to evaluate the existing road safety record on the surrounding network. The scope of the assessment was Kippenberger Avenue, and Northbrook Road as shown in Figure 8.

³ Source: Mobile Roads

- 38 Between 2019 and 2024 (year to date) four crashes occurred:
- One minor injury crash occurred on Kippenberger Avenue in 2020 immediately north of the site. This occurred at night when a west bound driver left the road to the left and collided with a tree. No crash factors were suggested.
 - One minor crash occurred on Northbrook Road in 2021. A drunk driver lost control of the car, colliding with a power pole.
 - Two non-injury crashes occurred on Kippenberger Avenue in 2020. Both occurred when drivers turning out of a side street failed to give way to through traffic on Kippenberger Ave. The first was at the intersection with Devlin Avenue and the second at Golf Links Road.
- 39 In summary, the crashes resulted in no fatalities, and none involved pedestrians or cyclists.

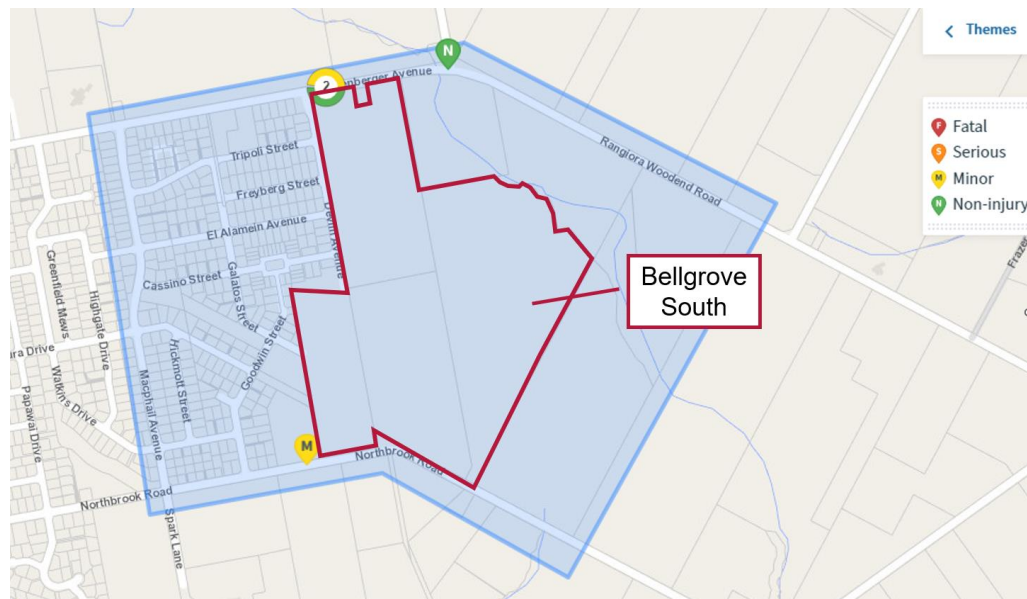


Figure 8: Crash Locations and severity, 2019 to 2024.

Walking and cycling

- 40 There is an existing shared use path on the southern side of Kippenberger Avenue along the northern Site frontage, which connects Rangiora Town Centre to Woodend via a continuous shared path along Rangiora Woodend Road.
- 41 Several cycleways connect at Rangiora, including the Passchendaele Memorial Path (to Kaiapoi) and the Rakahuri trail (to Waikuku Beach). Refer to Figure 5 below.

- 42 Travel times to nearby designations are approximately⁴:
- (a) 26-minute walk or 6-minute cycle to Rangiora High School;
 - (b) 32-minute walk or 8-minute cycle to Rangiora Borough School;
 - (c) 19-minute walk or 4-minute cycle to Peppertree Preschool; and
 - (d) 21-minute walk or a 5-minute cycle to Rangiora Town Centre, which includes medical centres, a supermarket, retail and employment opportunities.
- 43 Overall, the Site has excellent access to the existing walking and cycling network.



Figure 9: Cycle network⁵

⁴ 18 km/hr cycle speed, 4.6 km/hr walking speed.

⁵ Waimakariri eastern cycle trails, published by WDC, available online at <https://visitwaimakariri.co.nz/wp-content/uploads/2022/08/A4-Cycling-Maps.pdf>

Public Transport

- 44 There are a range of existing public transport options that connect Rangiora to Kaiapoi, Christchurch, Woodend, Pegasus and Waikuku. The bus routes vary in frequency and are provided by Metro, run by Environment Canterbury. Some routes service the wider Rangiora Township, while others service the key bus stops (26444 & 26808) on Kippenberger Avenue located directly north of the Site.
- (a) Metro Route 97 (Rangiora/Pegasus) services the key bus stops on Kippenberger Avenue every hour (approximately).
 - (b) Metro Route 91 (Rangiora/City Direct) does not service the bus stops on Kippenberger Avenue, however, it does service the Northern, Central and Southern Rangiora Park & Ride every hour (approximately). Route 91 is a Monday to Friday service, occurring four times in the morning and the evening travel peaks. There are only five stops on the route, allowing for quick and direct transport from Rangiora to Christchurch.
 - (c) Metro route 1 (Rangiora/Cashmere) does not service the bus stops on Kippenberger Avenue, however, it services the Rangiora area with buses every 30 minutes (approximately). During the morning travel peak, this service is an Express Route and therefore does not stop at all bus stops on the route south of Belfast.
 - (d) Three Park and Rides (**PnR**) are provided in Rangiora:
 - (i) Northern Rangiora - River Road;
 - (ii) Central Rangiora - White Street, which is the closest to the site and is a 6-minute drive or 9-minute cycle; and
 - (iii) Southern Rangiora - South Belt.
 - (e) There are four Metro Routes designated to service Christchurch Schools for students travelling from the Waimakariri District (Metro Routes 721, 722 and 724). There is only one morning and afternoon service for each of these routes, Monday to Friday during the school year. The 722 travels along Kippenberger Avenue.

- 45 Overall, the Site is well serviced by public transport, with a bus stop on Kippenberger Avenue immediately adjacent to the site, and ready access to PnR facilities.

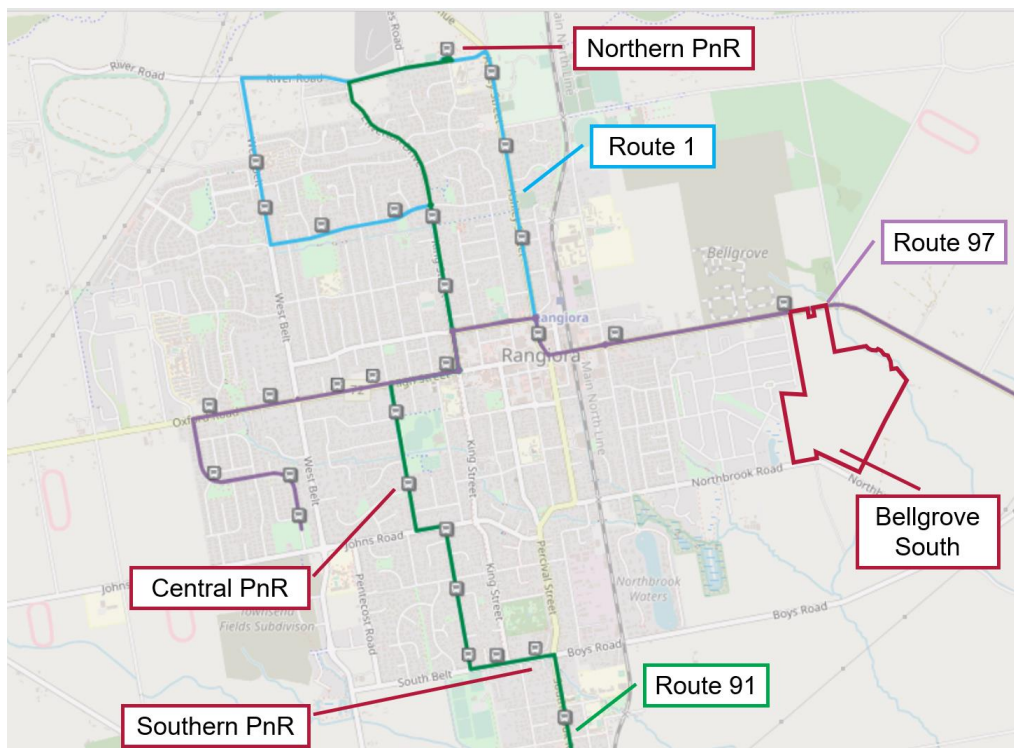


Figure 10: Public transport routes, showing the closest stop locations to the Site⁶

General traffic

- 46 Kippenberger Avenue is an Arterial Road, providing a direct connection to the Rangiora Town Centre and the wider transport network.
- 47 Northbrook Road is a Collector Road in the pWDP, providing connection to the Southbrook Industrial Area (via Percival Street and Southbrook Road) and the wider transport network.
- 48 Morning peak hour commute times by vehicle are typically around⁷:
- (a) 7 – 9 minutes to Southbrook.
 - (b) 28- 40 minutes to Christchurch City Centre.
 - (c) 12 - 14 minutes to Kaiapoi.
 - (d) 24 - 40 minutes to Christchurch Airport.

⁶ Public transport map, published by Metro Go, available online at <https://go.metroinfo.co.nz/mtbp/en-gb/arrivals/content/routes>

⁷ Google maps travel time data, Thursday 0740hrs departure time.

(e) 30 - 50 minutes to Hornby.

49 Overall, the Site has excellent access to the transport network.

TRANSPORTATION ASSESSMENT

50 The transport related amendments proposed by Bellgrove to the SER-ODP are described above and shown in Figure 4.

51 In addition, Bellgrove propose rezoning of the Site from RLZ to MRZ.

52 I discuss these amendments in the following paragraphs, along with commentary about walking, cycling, public transport and road safety effects.

Medium Density Residential Zone and rezoning

53 The notified pWDP zoned the Site as RLZ, with certification provisions enabling a mix of General Residential and Medium Residential land use. Under the notified pWDP, the Site would remain Rural Lifestyle Zoned and only enabled for residential development following the time at which the land was 'certified' (with certification subject to a series of engineering requirements for servicing, as well as more general assessments for geotechnical and transportation issues and ensuring additional residential capacity would be required).

54 Bellgrove seeks to zone the Site MRZ, which I understand could enable up to 437 dwellings (including the yield from the Additional Land).

55 The subdivision and transport provisions of the pWDP would apply at the time of subdivision and land use and these include assessment of matters such as subdivision design (including safe and efficient legal and physical access, and the provision and location of walkways and cycleways, the extent to which they are separated from roads and connected to the transport network) and assessment of transport effects from High Trip Generating activities.

56 On this basis, I have limited my evidence to whether there are any fundamental reasons why the transport effects of the developing the Site for residential development could not be addressed through subdivision consent, and whether the changes sought to the SER-ODP are appropriate and able to be supported from a transport perspective.

57 From assessment of the Rangiora transport network that Abley has undertaken for WDC, I understand that a key constraint for the transport network in

Rangiora is congestion that occurs during peak commuter hours in Southbrook located at the southern entrance to Rangiora (**southern Rangiora**).

- 58 Council states that the Rangiora Eastern Link Road (shown in Figure 11) aims to reduce this congestion and enable urban growth on the eastern side of Rangiora, including the SER-DA⁸.
- 59 The Draft Long Term Plan 2024 – 2034 includes \$37.9m funding for the Eastern Link Road, with funding allocated from 2024/25 to 2029/30⁹, with some costs being recovered via the Development Contributions Schedule¹⁰.
- 60 In my view this demonstrates a clear commitment from Council to progress the Rangiora Eastern Link Road at some, which will support development within the Site.
- 61 Based on this information, I have instructed Abley staff to undertake a traffic modelling assessment using the Rangiora Paramics traffic model (**Abley Transport Modelling Assessment** or **Assessment**). A summary of this Assessment is provided in Appendix 1, which has been prepared by Mr White and Mr Smith and I rely on their expertise in this matter.
- 62 For the Assessment Abley has used the 2035 base model year and I have made I have not increased the number of dwellings anticipated within the SER-DA from the base model. While the General Residential Zone is to be replaced by Medium Density Residential Zone for the Site, I understand there are some significant technical challenges (ground conditions) applying to some sites located in the southern portion oof the SER-DA which is likely to substantially delay urban development, reduce expected yield and/or render it uneconomic.
- 63 The Abley Transport Modelling Assessment indicates that, once the Eastern Rangiora Link Road is constructed, the transport network operates with excellent level of service (**LoS**) and modest delays at key intersections during peak periods.
- 64 While further assessment will be required at the time of subdivision, particularly for development that proceeds construction of the Eastern Rangiora Link Road, I consider there are unlikely to be transport network constraints or effects that

⁸ Draft Long Term Plan consultation, Rangiora Eastern Link Road, available online at https://letstalk.waimakariri.govt.nz/draft-long-term-plan-2024-2034/news_feed/rangiora-eastern-link-road

⁹ Draft Long Term Plan, Roads and Footpaths page 42, available online at <https://letstalk.waimakariri.govt.nz/draft-long-term-plan-2024-2034>

¹⁰ Draft Long Term Plan, Development Contributions Schedule page 177

cannot be satisfactorily addressed through the relevant subdivision and transport provisions of the pWDP, including TRAN-R20 High Traffic Generators.

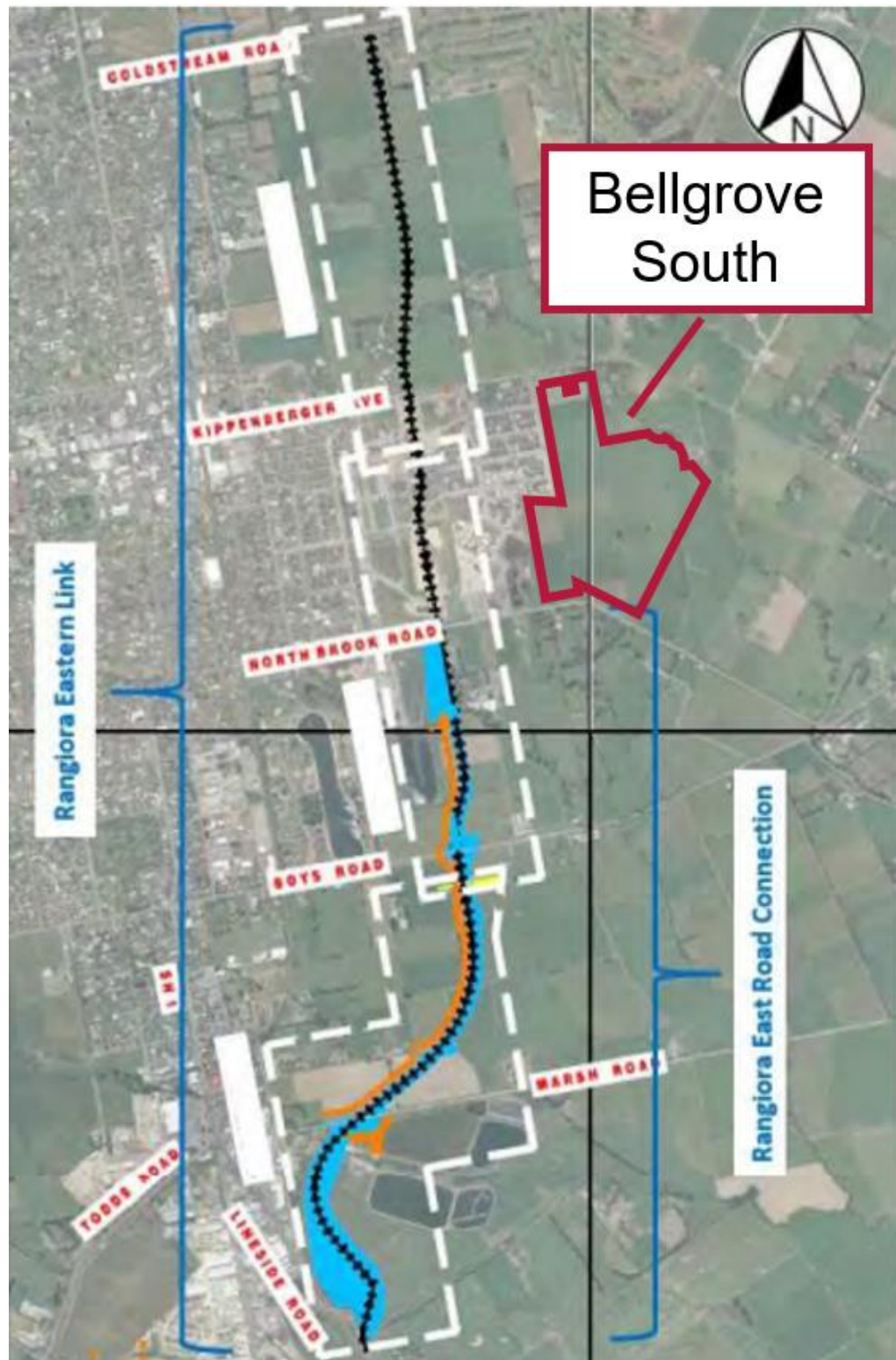


Figure 11: Rangiora East Link Road¹¹

¹¹ Rangiora East Road Connection Notice of Requirement, June 2021, available online at https://www.waimakariri.govt.nz/_data/assets/pdf_file/0015/136212/WDC-New-designation-Rangiora-East-Road-Connection-Notice-of-Requirement-WDC-47.pdf

Adding the Additional Land into the ODP

- 65 The revised ODP extends the SER-ODP boundary to include 3.3 ha of Additional Land as shown in Figure 12.
- 66 My discussion of the Abley Transport Modelling Assessment in the paragraphs above includes the yield enabled by the inclusion of the Additional Land.
- 67 The revised SER-ODP includes the extension of the two east / west Secondary Roads in the notified ODP, which provides an appropriate layout and connectivity within the Site.
- 68 I therefore conclude that from a transportation perspective it is appropriate to include the Additional Land within the SER-DA.

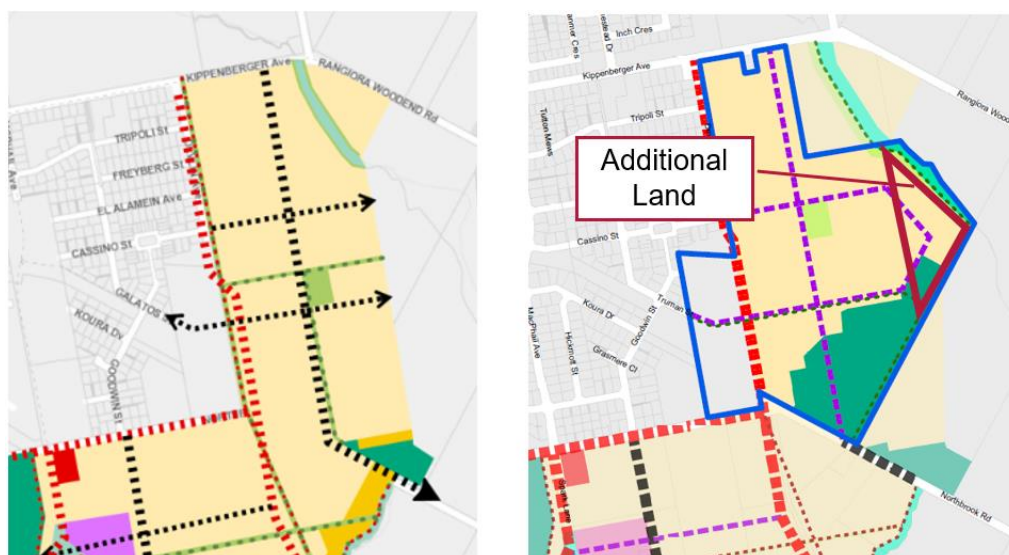


Figure 12: Notified ODP (left) vs revised ODP (right) showing the Additional Land

Relocate the eastern north/south road and change this from a Primary Road to a Secondary Road typology

- 69 In the notified SER-DA, two north / south corridors were proposed. A Primary Road + Cycleway was proposed as an extension of Devlin Road, and a Primary Road approximately 200m to the east.
- 70 In the revised SER-ODP, the eastern north / south road is proposed to be a Secondary Road. It is proposed to be realigned slightly west than the north/south road shown on the notified ODP to improve setback distances from the intersection with Golf Links Road and ensure it is located within the Bellgrove South landholding, as shown in Figure 13.

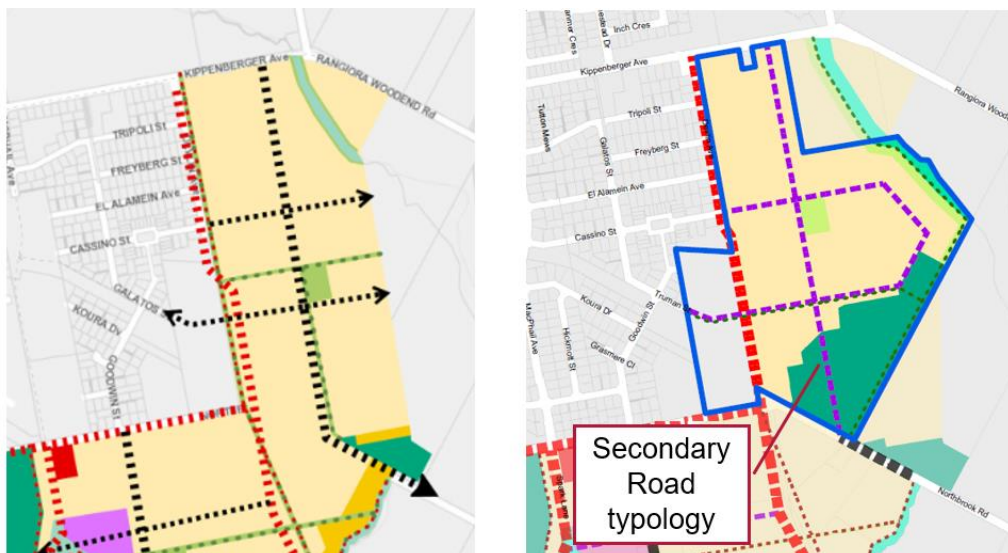


Figure 13: Notified ODP (left) vs revised ODP (right) showing the change in road typology

71 The pWDP does not reference “Primary” or “Secondary” roads as per the notations on the SER-DA ODP. Instead, Table TRAN-3 defines five categories of road:

- (a) Low Volume Local Road
- (b) Local Road
- (c) Collector Road
- (d) Arterial Road
- (e) Strategic Road.

72 In my view, a Local Road would be a “Secondary Road”, and an arterial road would be a “Primary Road”. A Collector Road may be a “Primary Road”, however it could also be a “Secondary Road”, depending on the local context.

73 In the context of the SER-DA, I consider that the eastern Primary Road shown on the notified ODP would not be an Arterial Road as:

- (a) It does not have a strategic importance as a key link in the Rangiora transport network, and it does not cater for trips of intermediate length or provide a key connection between strategic roads.
- (b) It is unlikely to form part of the key freight routes for Rangiora.

74 In my view it is appropriate to identify Devlin Road extension as a Primary Road + Cycleway, as this will provide connectivity through the SER-DA. However, this is not the case for the eastern north/south road, which only provides internal connectivity to Bellgrove South.

75 I therefore conclude that a Secondary Road typology is appropriate, and that the relocation slightly west does not affect the safe and efficient function of the transport network.

Walking and Cycling

76 The revised SER-ODP provides a walking and cycling network that connects to the existing urban area, and existing public transport network.

77 Other than as shown in the revised SER ODP, the internal walking and cycling network will be determined as part of a future subdivision consent process, and it is assumed that this will generally comply with the pWDP and Waimakariri District Council Engineering Standards.

78 The Site is within walking and cycling distance of many destinations in Rangiora, the proposed MRZ will enable more residents to have greater transport choice versus more a scenario with more dispersed residential development.

79 I conclude that the revised SER-ODP provides an appropriate walking and cycling network.

Public Transport

80 As shown in Figure 14 there are bus stops directly alongside the site near the intersection of Kippenberger Avenue and Devlin Road.

81 The revised SER-ODP, as sought by Bellgrove, will not alter Public Transport accessibility to the Site compared to the notified SER-DA, as the internal road network is proposed to connect with Devlin Road, therefore maintaining the same walking catchment for the bus stops.

82 The proposed MRZ will enable greater residential density within Bellgrove South, which is more efficient when providing public transport services versus a scenario with more dispersed residential development.

83 I conclude that the revised SER-ODP integrates well with the existing Public Transport network, and that the Site is well serviced by Public Transport.

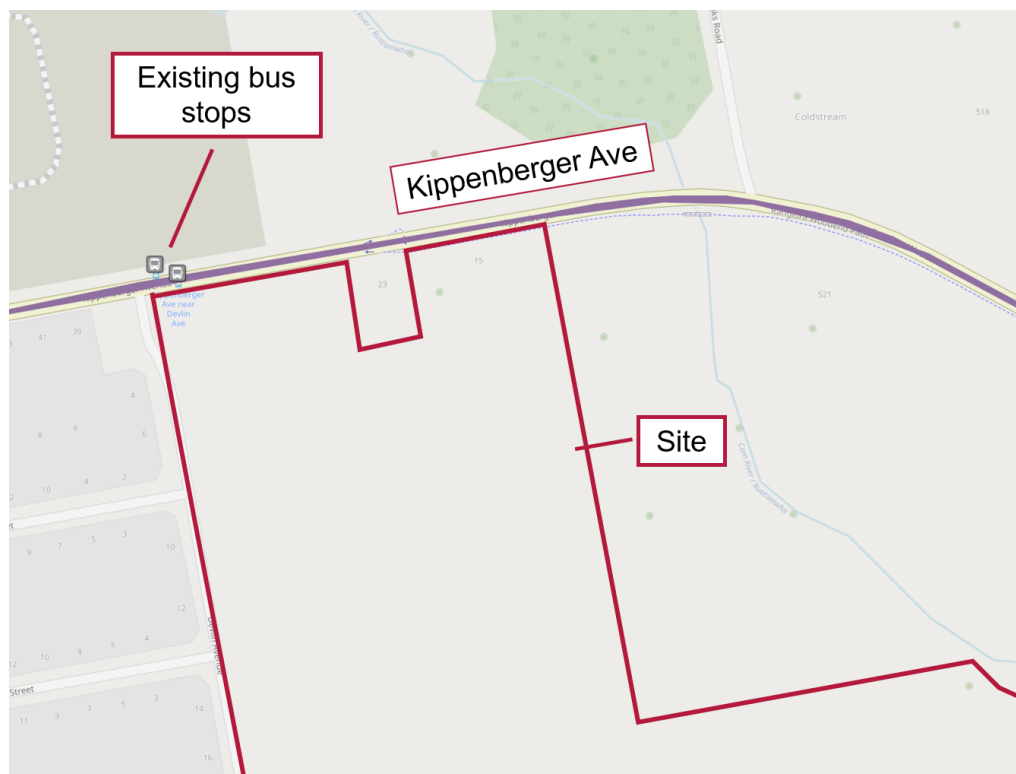


Figure 14: Existing bus stop location near the intersection of Kippenberger Avenue and Devlin Road

Safety

84 As discussed in paragraphs 38 and 39, there are no identified crash trends adjacent to the Site.

85 The revised SER-ODP is unlikely to generate road safety effects beyond those generated by the notified ODP, as the revised ODP maintains the same level of transport network connectivity and the increased potential yield is unlikely to generate a noticeable effect.

86 Further, I note that further assessment of road safety effects will be undertaken as part of future subdivision of the Site.

RELEVANT PLANNING PROVISIONS

87 I have assessed the proposed rezoning against the transport related policies of the following relevant national, regional and district planning instruments:

- (a) National Policy Statement on Urban Development (NPS-UD)
- (b) Canterbury Regional Policy Statement (CRPS)
- (c) Canterbury Regional Land Transport Plan (RLTP)
- (d) Canterbury Regional Public Transport Plan (RPTP)

- (e) Proposed Waimakariri District Plan.

National Policy Statement on Urban Development

88 Objective 3 of the NPS-UD requires regional policy statements and district plans to enable more people to live in, and more businesses and community services to be located in, areas of urban environment in which one or more of the following apply:

- (a) The area is in or near a centre zone or other area with many employment opportunities.
- (b) The area is well-serviced by existing or planned public transport.
- (c) There is high demand for housing or business land in the area, relative to other areas within the urban environment.

The Site is not in or immediately adjacent to a centre zone, however, as discussed in paragraphs 40 to 43 the Site has ready access via walking and cycling to the Rangiora Town Centre and Southbrook industrial area. The Site also has existing access to Public Transport, as discussed in paragraphs 44 to 45.

89 Policy 1(c) of the NPS-UD requires planning decisions contribute to well-functioning urban environments. These urban environments must have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport. The proposed development is situated directly adjacent to the existing Rangiora urban area. The development is within walking and cycling distance of many amenities in Rangiora. Existing bus services allow for multi-modal transport options, as there are bike racks on the front of most public buses.

Canterbury Regional Policy Statement

90 Policy 5.3.7 of the CRPS relates to the “strategic land transport network and arterial roads (entire region)”. It seeks to avoid development that:

- (a) Adversely effects the safe, efficient, and effective functioning of the strategic land transport network and arterial roads, including the ability of infrastructure to support freight and passenger transport services, and
- (b) Forecloses the opportunity for the development of the network to meet future strategic transport requirements.

- 91 In my evidence I have qualitatively assessed the potential safety and efficiency effects that could be generated by the revised ODP and rezoning:
- (a) In paragraphs 38 to 39, and paragraphs 85 to 86 I summarise my assessment of existing crash records and potential effects from the rezoning, and I conclude the increased yield is not likely to cause a noticeable safety effect when compared with the notified SER-DA.
 - (b) The potential efficiency effects from the revised ODP are assessed in Appendix 1. I conclude that, while further assessment will be required at the time of subdivision, there are unlikely to be transport network constraints or effects that cannot be satisfactorily addressed through the relevant subdivision and transport provisions of the pWDP, including TRAN-R20 High Traffic Generators.
- 92 The Site (with the exception of the 3.3 ha area of Additional Land) has been identified in the Our Space (Greater Christchurch Future Development Strategy) and the Canterbury Regional Policy Statement (Map A) as being suitable for future residential development. I consider that the Additional Land can be included within the revised SER-ODP and rezoned as there are unlikely to be transport network constraints or effects that cannot be satisfactorily addressed through the relevant subdivision and transport provisions of the pWDP, including TRAN-R20 High Traffic Generator.

Canterbury Regional Land Transport Plan

- 93 The RLTP 2021-31 is periodically reviewed and updated to reflect the current state of the region's transport network, and the focus for future investment. The objectives of the plan are:
- (a) Share prosperity (environmental, social, economic and cultural);
 - (b) Better freight options;
 - (c) Reduced harm;
 - (d) Improved advocacy;
 - (e) Reliable and consistent journeys;
 - (f) Mode shift;
 - (g) Resilience.

- 94 I do not expect the rezoning to result in increased harm to road users. The Site supports mode shift, by locating development that is supported by existing walking, cycling and public transport options.

Canterbury Regional Public Transport Plan

- 95 The RPTP 2018-2028 has four key policies. These are as follows:
- (a) The network: service, infrastructure, and supporting measures.
 - (b) Customers.
 - (c) Funding and fares.
 - (d) Standards, procurement, monitoring and review.
- 96 The rezoning will support the RPTP as it makes use of existing services, and supports potential future expansion:
- (a) with the existing bus stops on Kippenberger Avenue are within a short walking distance of the Site.
 - (b) Development of the Site will increase demand for bus services.
 - (c) The current public transport routes connect Rangiora, Kaiapoi, Woodend, Pegasus and Christchurch.
 - (d) The existing three Rangiora Park & Ride sites gives the opportunity for further utilisation of the public transport network.
- 97 Environment Canterbury regularly evaluates the public transport requirements of the wider network. I expect that Metro Services in Kaiapoi and Rangiora will increase to provide further public transport accessibility, as the Waimakariri District population continues to grow. This would give the opportunity for reduction in Greenhouse Gas emissions related to transport in the region (on a per population basis).

Proposed Waimakariri District Plan

- 98 I have reviewed the relevant objectives and policies contained within the pWDP (TRAN-01-TRAN-05, and TRAN-P1-P16) and conclude that the revised ODP and rezoning are either consistent or can be consistent with those policies.
- 99 Although these matters will be further assessed during future subdivision consents, I have assessed the revised SER-ODP and rezoning against pWDP TRAN-MD-11. My assessment including my commentary against TRAN-MD-11

matters is shown in the Table at **Appendix 2** of my evidence. I conclude from that assessment that my evidence addresses the relevant matters of discretion.

Summary of my assessment of relevant Planning provisions

100 I conclude that the proposed rezoning of the Site and changes proposed by the revised SER-ODP are not anticipated to give rise to adverse effects on the strategic transport network. I consider that the rezoning is generally consistent with and otherwise not contrary to the transportation-related provisions of the NPS-UD, Canterbury Regional Policy Statement, Canterbury Regional Land Transport Plan 2021-31, Canterbury Regional Public Transport Plan 2018-28, and the objectives and policies of the PWDP.

CONCLUSION

101 I have assessed the traffic and transport matters relating to Bellgrove Rangiora Limited's changes to the South East Rangiora Development Area. In my view the revised ODP and rezoning can be supported from a traffic and transport perspective.

102 Thank you for the opportunity to present my evidence.

A handwritten signature in black ink, appearing to read 'Mat Collins', with a stylized flourish at the end.

Mat Collins
30 April 2024

APPENDIX 1: ABLEY TRANSPORT MODELLING ASSESSMENT

APPENDIX 2: TRAN-MD11 ASSESSMENT

TRAN-MD-11 High Traffic Generators	
Matter of discretion	Comment
1. The findings of an ITA, and the extent to which the ITA addresses the following matters:	
a. Basic ITA and Full ITA:	
i. The estimated number of trips generated by each transport mode to and from the development (public transport, walking, cycling and private vehicles, including heavy vehicles).	Refer to Appendix 1.
ii. The extent to which any additional vehicle movements will affect the capacity of the road network.	I have undertaken a qualitative assessment in Appendix 1. While further assessment will be required at the time of subdivision, particularly for development that proceeds construction of the Eastern Rangiora Link Road, I consider there are unlikely to be transport network constraints or effects that cannot be satisfactorily addressed through the relevant subdivision and transport provisions of the pWDP, including TRAN-R20 High Traffic Generators.
iii. The extent of effects on the operation of public transport infrastructure and any vehicle and pedestrian/cyclist conflicts likely to arise from vehicle movements to and from the development.	The revised ODP and rezoning will have a positive effect on public transport as it will increase patronage on existing bus services. The revised ODP and rezoning will have a positive effect on walking/cycling by increasing the use of existing walking and cycling infrastructure on Kippenberger Avenue.
iv. Access and manoeuvring (safety and efficiency): a. The extent to which the provision of access and on site manoeuvring area associated with the activity, including vehicle loading and servicing deliveries,	Can comply. Access and manoeuvring internal to the Site will be addressed at resource consent stage. There are no fundamental reasons as to why the Site will not comply and will be designed to ensure compliance.

<p>affects the safety, efficiency, accessibility of the site (including for people whose mobility is restricted and for emergency service vehicles) and the transport system (including considering the classification of the frontage road in the District Plan road hierarchy).</p>	
<p>v. Design and layout:</p> <p>a. The extent to which the design and layout of the proposed activity maximises opportunities, to the extent practicable, for travel other than by private vehicle, including providing safe and convenient access for travel by such modes.</p> <p>b. The extent to which the design of the development will encourage public transport use.</p> <p>c. The extent to which the design of the proposed development will encourage walking and cycling to nearby destinations.</p>	<p>Can comply.</p> <p>Design and layout internal to the Site will be addressed at resource consent stage. There are no fundamental reasons as to why the Site will not comply and will be designed to ensure compliance.</p>
<p>vi. Heavy vehicles:</p> <p>a. For activities that will generate 50 or more heavy vehicle movements per day, the extent to which there are any effects from these trips on the roading infrastructure.</p>	<p>Can comply.</p> <p>The Site will generate very few heavy vehicle movements once developed. It may generate more than 50 vehicle movements during the construction phase, but if it does this can be addressed through the earthworks and subdivision consent applications and corresponding construction traffic management plans.</p>
<p>vii. Accessibility of the location:</p> <p>a. The extent to which the proposed activity has demonstrated the accessibility of the site by a range of transport modes, and the extent to which the activity's location will minimise or reduce travel to and from the activity by private vehicles and encourage public and active transport use.</p> <p>b. The safety, distance and suitability of pedestrian routes to the nearest bus stop.</p>	<p>The Site has excellent accessibility by walking, cycling and general traffic, and is well serviced by Public Transport.</p>
<p>b. Full ITA only (as well as the matters in (a)(i) to (vii) above):</p>	
<p>i. Network effects:</p>	<p>a. Refer to Appendix 1.</p>

<p>a. Having particular regard to the level of additional traffic generated by the activity and the extent to which the activity is permitted by the zone in which it is located, the extent to which measures are proposed to adequately mitigate the actual or potential effects on the transport system arising from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure, and construction work associated with the activity.</p> <p>b. The extent to which the design and layout of the proposed development maximises opportunities, to the extent considered reasonably practicable, for travel other than by private car.</p> <p>c. The extent of effects of construction traffic on the transport network.</p> <p>d. The extent of any new or modified infrastructure required for public transport, pedestrian, cycling, private vehicles and freight.</p> <p>e. The extent of any mitigation required to improve safety issues for pedestrians, cyclists or mobility impaired users and the nature of those measures.</p> <p>f. The extent to which travel demand management tools such as travel plans are proposed to reduce vehicle trips and associated effects, influence travel mode share and offer travel choice.</p> <p>g. The extent to which there are road, public transport, walking or cycling measures to be funded by the proposed development.</p>	<p>b. Refer to paragraphs 76 to 83.</p> <p>c. this will be addressed during future resource consent, and there are no fundamental reasons construction effects can't be adequately managed.</p> <p>d. and e. Refer to paragraphs 76 to 83.</p> <p>f. As this is a residential development, travel demand management plans aren't suitable. However, the Site has excellent access to the walking and cycling networks, and is well serviced Public Transport, which will result in a reduction in vehicle trips compared to a residential development in a less accessible location.</p> <p>g. The Draft Long Term Plan 2024 – 2034 includes funding for the Eastern Link Road, with funding allocated from 2024/25 to 2029/30, which will support development within the SER-DA. The requirement for the Eastern Link Road, and any other enabling transport infrastructure, will be addressed during the future subdivision process.</p>
--	--