

SUMMARY OF EVIDENCE OF DAVID JOHN ROBERT SMITH ON BEHALF OF MARK AND MELISSA PROSSER

INTRODUCTION

1 My name is David John Robert Smith. I have prepared a primary statement of evidence dated 29th February 2024 and a supplementary statement dated 8th July 2024 in support of Mark and Melissa Prosser's submission on the Proposed Waimakariri District Plan (**PWDP**) to rezone approximately 73 ha at Mandeville (**Site**) from Rural Lifestyle Zone (**RLZ**) to Large Lot Residential Zone (**LLRZ**).

SUMMARY OF PRIMARY EVIDENCE

2 My primary evidence focused on whether there are any transportation effects that might arise from the increased demand on the road network created by the rezoning of the site. In summary, I concluded that:

- (a) The level of traffic likely to be generated by the development is low, and subject to the upgrade of Ashworths Road, that the traffic generated by the development can be accommodated by the existing roading network.
- (b) The site is accessible by public transport (by park and ride facilities in Rangiora and Kaiapoi), and on demand public transport may become more prominent in the future, to further improve accessibility. School bus services are also accessible to the site.
- (c) The new internal road network will be designed in general accordance with the proposed Waimakariri District Plan requirements.
- (d) The requested rezoning is consistent with, or not contrary to, relevant transport policy documents at the local, regional and national levels.

2.2 Overall, I concluded that the requested rezoning is appropriate from a traffic and transport perspective and my view is that there are no transport related reasons why the rezoning should not be adopted as proposed. I also noted there were no matters raised by submitters that were relevant to my evidence.

SUMMARY OF SUPPLEMENTARY EVIDENCE

3 My supplementary evidence responded to those parts of the Section 42A Officer Report, Appendix F Part 1 addressing traffic matters prepared by Mr Binder on behalf of Council, and subsequent S42A Response Document

(responding to questions directly by the panel) that address matters within scope of my expertise. The matters I addressed in my supplementary evidence are as follows:

Transport accessibility and GHG

- 4 My assessment demonstrated that the Site performs very similarly to other LLRZ candidate locations with respect to access to jobs and education. Statistics New Zealand 2018 census data showed that the Site is very similar to all other candidate locations with respect to the proportion of car driver and passenger mode share, and uptake of sustainable modes.
- 5 I also provided the trip distance and transport mode data from the 2018 census for the six sites to Mr Wilson to inform his Green House Gas (GHG) assessment. I defer to Mr Wilson with respect to GHG outcomes.

Constraints on transport network

- 6 I agree with Mr Binder that Tram Rd is the most likely transport infrastructure constraint in the vicinity. Notably, the interchange has very recently been upgraded by NZTA¹ to signalise the Tram Road offramp, which improves the safety and operational efficiency of the interchange.
- 7 To understand the impacts of the rezoning of the Site a microsimulation model of the recently upgrade interchange has been built by Abley staff under my direction, to demonstrate the incremental impact of the rezoning.
- 8 The modelling assessment demonstrates that in the base year the addition of 115 lots has minimal impact on travel times with the average increase in travel time through the interchange being less than one second. When allowing for 10 years of future growth, the rezoning increases travel times by on average 2.5 seconds in the morning commuter peak and 0.9 seconds in the evening commuter peak. In the context of commuter trips of 15 minutes or more to access Christchurch, a 0.9-2.5 second increase in total travel time is in my view inconsequential.

Public transport and active mode provision

- 9 I considered that active mode options will be enhanced by connectivity to the neighbouring Large Lot Residential to the west and south of the site as shown

¹ <https://www.nzta.govt.nz/assets/projects/christchurch-northern-corridor/sh1-tram-road-off-ramp-safety-improvements-infosheet-january-2024.pdf>

on the Outline Development Plan (ODP). I discussed improving provision for pedestrians and cyclists with Mr and Mrs Prosser and they have agreed to establish a footpath to connect the site with the Mandeville commercial centre . I recommended that this additional infrastructure be included in the ODP subject to Council approval.

- 10 I elaborated on further mechanisms to provide for improved public transport provision in Mandeville in the future including targeted rates for new local services. Although there are currently no public services in Mandeville this is no different to the situation in other low density areas in the District.

Poor outcomes from ROWs and roading widths

- 11 I concluded the ROWs included in the ODP can comply with the Waimakariri District Plan transport rules and Engineering Code of Practice.
- 12 I consider that road widths would be addressed through later design and consenting stages but in my view can be compliant with DP rules and Council's engineering design standards.

Local infrastructure improvements

- 13 Ashworths Road is intended to be sealed at least as far as the access to the Site and Mr and Mrs Prosser are happy to seal to the eastern extent of the Site should Council be agreeable. I do not agree that Dawsons Road requires widening as a result of the proposed rezoning as it meets Council's standards under the Waimakariri District Engineering Code of Practice.
- 14 My view is that the matters raised in the Officers Report are satisfactorily addressed through the additional assessment work and the generous addition of an active mode facility along Dawsons Road which will benefit future occupants of the Prosser site, neighbours and the wider community. I subsequently consider there to be no transport-related reasons to decline the rezoning submission.
- 15 Thank you for the opportunity to present my evidence.

David Smith
22 July 2024