

SUMMARY OF EVIDENCE OF MATHEW ROSS COLLINS ON BEHALF OF BELGROVE RANGIORA LIMITED

INTRODUCTION

1. My full name is Mathew Ross Collins. My qualifications and experience are set out in my Evidence in Chief.
2. This Summary of Evidence sets out the key points within my Evidence in Chief and Supplementary Evidence.

SUMMARY OF EVIDENCE

Transport modelling

3. Using Waimakariri District Council's 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 South Eastern Rangiora Development Area (SER-DA). This assessment indicates that, once the Rangiora Eastern Link Road is constructed, the transport network will operate with an excellent level of service and modest delays at key intersections during peak periods.
4. From this I conclude that the Site can be rezoned to Medium Density Residential Zone. While further assessment will be required at the time of subdivision, particularly for development that proceeds construction of the Rangiora Eastern 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 proposed Waimakariri District Plan, including TRAN-R20 High Traffic Generators.

Road connection to Goodwin Street

5. The Officer Report¹ notes that the Bellgrove Rangiora Limited (BRL) SER-ODP² does not show a transport connection to Goodwin Street, between 24 and 26 Goodwin Street (paragraph 565, bullet point 1).
6. In my view Goodwin Street should be extended into the SER-DA as the site develops, however this does not need to be shown on the ODP.

¹ Officer Report for Hearing Stream 12E prepared under section 42A of the RMA, dated 22 July 2024

² Changes sought to the pWDP notified SER-ODP by BRL are included at Attachment 1 of Michelle Ruske-Andersons Supplementary Evidence dated 27 June 2024.

Four way intersections

7. The Officer Report expresses concern about 4-way intersections shown on the BRL SER-ODP, including the intersection of Devlin Avenue and Cassino Street (paragraph 565, bullet point 2).
8. I consider that the BRL SER-ODP is appropriate. Any potential safety concerns associated with any 4-way intersections proposed can, if needed, be addressed through the future subdivision consent process. It is at this stage that the Council will also typically require a Road Safety Audit to be undertaken.

Devlin Avenue / Boys Road / Northbrook Road intersection

9. The Officer Report expresses concern about driver sightlines at the proposed Devlin Avenue / Boys Road / Northbrook Road intersection and recommends that a roundabout be considered, however it acknowledges that the BRL SER-ODP is consistent with the notified ODP (paragraph 565, bullet point 4).
10. I agree with the Council's transport expert, and I understand that BRL are committed to providing this roundabout.

Connectivity to 479 and 521 Rangiora-Woodend Road

11. The Officer Report states that it is critical that the SER-ODP provide roading connections from the BRL Site to 479 Rangiora-Woodend Road (the Kelley block) and 521 Rangiora-Woodend Road (the Leech block) (paragraph 565, bullet point 5).
12. The Officer Report recommends amendments to the ODP to address this, including an additional road crossing over Cam/Ruataniwha stream (paragraph 605 bullet point 2 and paragraph 606/Figure 41).
13. I consider that an additional road crossing over Cam/Ruataniwha stream is not necessary:
 - (a) The notified ODP did not propose an additional road crossing over Cam/Ruataniwha stream, and the revised transport network in the BRL SER-ODP does not trigger a change in circumstances that would necessitate a crossing.
 - (b) The Kelley block and the Leech block can be safely and efficiently accessed from Rangiora-Woodend Road.

- (c) The existing shared-use path along the southern side of Rangiora-Woodend Road will provide the Kelley block and Leech block good walking and cycling access to the wider urban area, including other portions of the SER-DA.
- (d) The number of potential houses within Kelley block and Leech block is relatively minor, and a crossing would provide only minor transport benefits.

Roading layout within the BRL Site

- 14. The Officer Report recommends amendments to the transport network within the Bellgrove Site (paragraph 606/Figure 41).
- 15. From a transport perspective, I consider there is no benefit to connectivity, safety or efficiency within the Bellgrove Site when comparing the Officer Report ODP with the BRL SER-ODP.
- 16. However, as presented in the Supplementary Evidence of Mr Delagarza³ (stormwater expert for Bellgrove), the Officer Report ODP does not account for the stormwater management area that is required to support development within the SER DA, and as a result the Officer Report ODP proposes a transport layout that is not feasible.

Summary

- 17. BRL has provided an updated SER-ODP for the SER DA. I support the updated SER-ODP and consider that it will provide a safe, efficient, and connected transport network.
- 18. My view is that the matters raised in the Officers Report have been satisfactorily addressed in my Supplementary Statement, and that there are no transport-related reasons not to adopt the rezoning and updated SER-ODP sought by BRL.

Thank you again for the opportunity to present my evidence and I am happy to address any questions.

Mat Collins

16 August 2024

³ Para 16, Supplementary evidence of David Delagarza