

**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 **Mike  
Greer Homes NZ Limited**

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**SUPPLEMENTARY EVIDENCE OF MATHEW ROSS COLLINS  
IN RESPONSE TO OFFICER REPORT  
ON BEHALF OF MIKE GREER HOMES NZ LIMITED  
REGARDING HEARING STREAM 12E**

DATED: 2 August 2024

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## INTRODUCTION

- 1 My name is Mathew Ross Collins.
- 2 I have prepared a statement of evidence regarding Hearing Stream 12E in support of the submissions of Mike Greer Homes NZ Limited (**Mike Greer Homes** or **MGH**). Mike Greer Homes seek to rezone approximately 14 ha of land at the southern entrance to Kaiapoi (the **Site**) from Rural Lifestyle Zone (**RLZ**) to Medium Density Residential Zone (**MRZ**) subject to an Outline Development Plan (**ODP**) through the Proposed Waimakariri District Plan (**PWDP**) and Variation 1 to the PWDP.
- 3 My qualifications and experience are set out in that statement. I confirm that this supplementary statement of evidence is also prepared in accordance with the Environment Court's Code of Conduct.
- 4 On 22 July 2024 the Waimakariri District Council (**Council**) released an Officer Report for Hearing Stream 12E prepared under section 42A of the RMA containing an analysis of submissions seeking residential rezoning and recommendations in response to those submissions (**Officer Report**).
- 5 The Officer Report recommends that the Mike Greer Homes rezoning submission be rejected. My supplementary evidence is filed in response to that Report.

## SCOPE OF SUPPLEMENTARY EVIDENCE

- 6 In my supplementary evidence I address the following matters:
  - (a) those parts of the Officer Report that address matters within scope of my expertise, with particular emphasis on matters where there is a difference of view between myself and the Officer Report.
- 7 In preparing my supplementary evidence I have:
  - (a) Reviewed the Officer Report and the Appendices to that Report relevant to my area of expertise;
  - (b) Reviewed my evidence in chief filed earlier on behalf of the Submitters;

- (c) Reviewed other materials specifically mentioned in my supplementary evidence discussed below.

## **CONTEXT AND APPROACH**

- 8 As mentioned, the Officer Report recommends rejection of the Mike Greer Homes rezoning submission. A range of reasons are given for this recommendation, some of which relate to my area of expertise.
- 9 The approach I have adopted in this supplementary statement of evidence is to identify those parts of the Officer Report (including Appendices attached to that Report) where I disagree with the Officer Report and to explain my reasons for disagreement.

## **RESPONSE TO OFFICER REPORT**

### **State Highway 1(SH1) / Tram Road interchange**

- 10 The Officer Report expresses concerns about future capacity constraints of the SH1 / Tram Road interchange, although Mr Binder acknowledges he does not have a quantitative upper limit on capacity (paragraph 1024, bullet point 2),
- 11 In paragraphs 66 to 79 of my evidence in chief I outlined SIDRA traffic modelling that I had instructed Albey staff to undertake. For that assessment I assumed that traffic flows on all approaches and departures to the intersection would increase by 10% above their current volume. Based on recent forecast population growth in Canterbury, this represents around 10 years of region population growth<sup>1</sup>.
- 12 This modelling demonstrated that there were no capacity issues anticipated at the SH1 / Tram Road interchange resulting from rezoning of the Site.
- 13 After my evidence in chief, my colleague David Smith, Technical Director at Abley, has provided further modelling of the SH1 / Tram Road interchange. This is contained in his supplementary evidence on behalf of Mark and Melissa Prosser regarding Hearing Stream 12C, dated 8 July 2024<sup>2</sup>.

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<sup>1</sup> Canterbury population is expected to grow at 0.8% per year between 2018 and 2048, referenced from Environment Canterbury, available online at <https://www.ecan.govt.nz/your-region/living-here/regional-leadership/population/#:~:text=82%25%20of%20Canterbury's%20estimated%20resident,as%20New%20Zealand's%20total%20population>

<sup>2</sup> Paragraph 25 to 37, Supplementary Evidence of David John Robert Smith in response to Office Report on behalf of Mark and Melissa Prosser regarding Hearing Streat 12C, dated 8 July 2024 and available on Council's website

Supplementary evidence of Mathew Collins in response to Officer Report on behalf of Mike Greer Homes dated 2 August July 2024

- 14 This further modelling assessment uses a Paramics microsimulation traffic model. Mr Smith tests a scenario where traffic flows on all approaches and departures to the intersection are increased by 30% above their current volume. Based on recent SH1 traffic counts, this represents around 10 years of traffic growth<sup>3</sup>. This modelling confirmed that there are no capacity constraints anticipated at the SH1/Tram Road intersection.
- 15 While Mr Smith did not specifically include rezoning of the Site in his evidence, I consider that his assessment and the assessment in my evidence in chief demonstrate that there is significant capacity available at the SH1 / Tram Road interchange.

### **Main North Road frontage upgrade**

- 16 The Officer Report recommends urbanising Main North Road along the Site frontage if rezoned (paragraph 1024, bullet point 3). I agree with this recommendation.
- 17 In my experience this is managed through the resource consent process. This can be managed using the provisions from the Transport and Subdivision Chapters and the Council's Engineering Code of Practice, such as:
- (a) SUB-P4: Integration and connectivity
  - (b) TRAN-P4: New activities
  - (c) TRAN-P5: High trip generating activities
  - (d) TRAN-P9: Cycle transport
  - (e) Engineering Code of Practice Part 8 Roading.
- 18 If further assurance is needed, a notation on the ODP indicating urbanisation of Main North Road along the Site frontage can address this concern.

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[https://www.waimakariri.govt.nz/\\_data/assets/pdf\\_file/0034/164968/STREAM-12C-EVIDENCE-10-SUBMITTER-224-SUPPLEMENTARY-EVIDENCE-OF-DAVID-SMITH-FOR-MARK-AND-MELISSA-PROSSER-TRAFFIC.pdf](https://www.waimakariri.govt.nz/_data/assets/pdf_file/0034/164968/STREAM-12C-EVIDENCE-10-SUBMITTER-224-SUPPLEMENTARY-EVIDENCE-OF-DAVID-SMITH-FOR-MARK-AND-MELISSA-PROSSER-TRAFFIC.pdf)

<sup>3</sup> NZTA Count Station 01S2037 Waimakariri Bridge (immediately south of Tram Rd interchange) has experienced 2.7% growth per annum 2018-22. Available online at [https://spatial.nzta.govt.nz/portal/apps/experiencebuilder/experience/?id=bc829dc40d64cad8515751360bc94fe#data\\_s=id%3AdataSource\\_3-1881c4269f3-layer-22%3A1589](https://spatial.nzta.govt.nz/portal/apps/experiencebuilder/experience/?id=bc829dc40d64cad8515751360bc94fe#data_s=id%3AdataSource_3-1881c4269f3-layer-22%3A1589)

Supplementary evidence of Mathew Collins in response to Officer Report on behalf of Mike Greer Homes dated 2 August July 2024

### Southern Access Road location

- 19 The Officer Report recommends relocating the southern access road to form a staggered T-intersection with an existing paper road (paragraph 1024, bullet point 4).
- 20 The paper road, currently used for private vehicle access, is indicated in Figure 1 and a Google Streetview image shown in Figure 2.

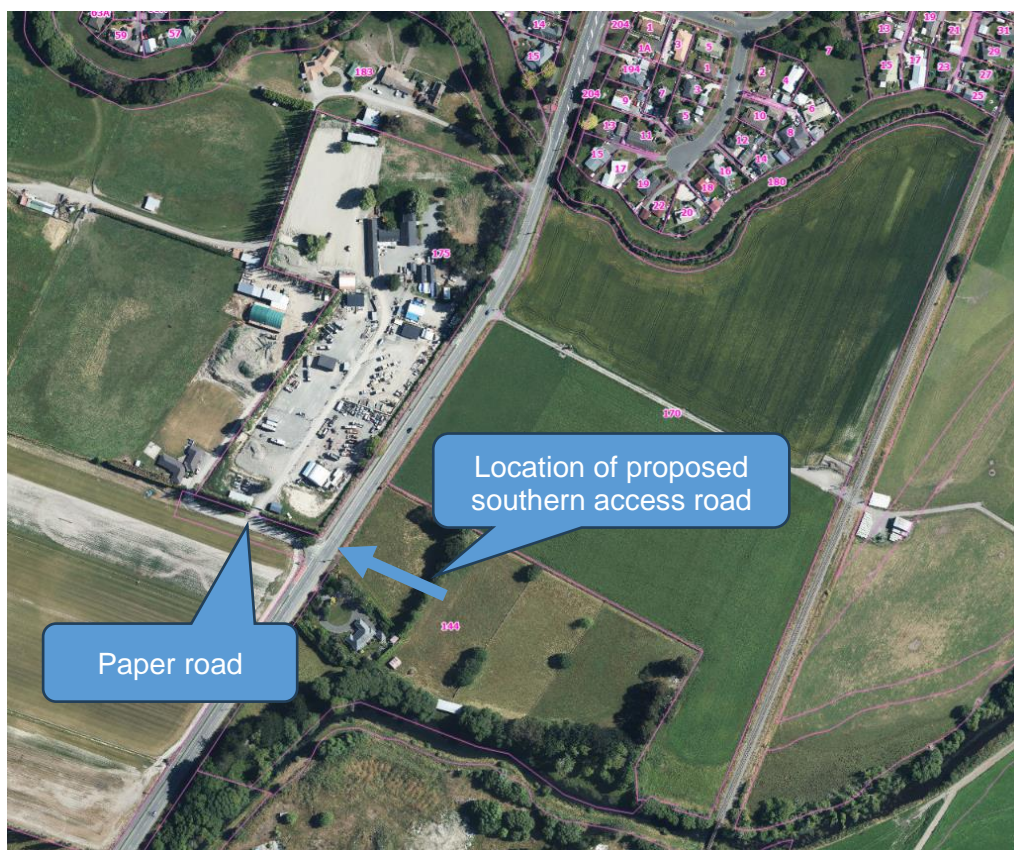


Figure 1: Paper road and southern access road (adapted from pWDP online map)

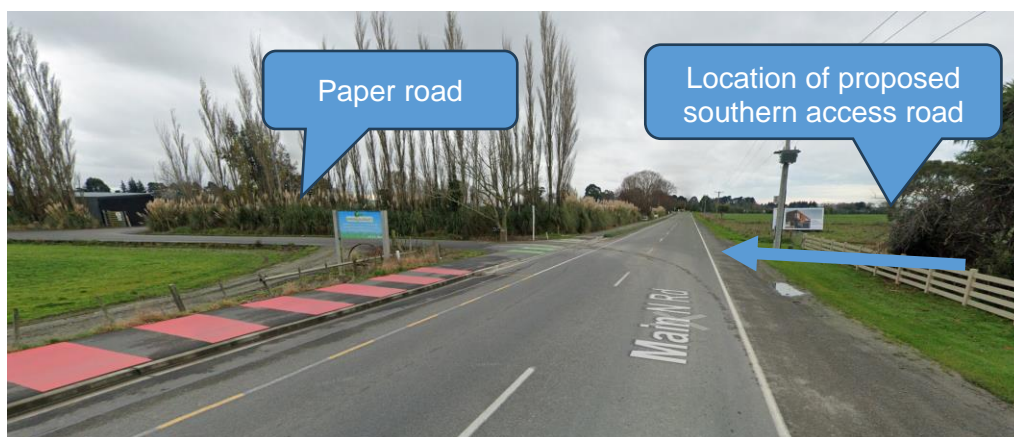


Figure 2: Main North Road looking north (adapted from Google Street View)

- 21 Standard TRAN-S2 and Table TRAN-5 of the pWDP identify that any new road intersection with an arterial road must provide at least 125m separation from other intersections where the posted speed limit is 50 km/hr. This increases to 160m when the posted speed limit is 60 km/hr.
- 22 I consider that it is reasonable to assume that Council will reduce the existing posted speed limit on Main North Road from 60 km/hr to 50 km/hr, if the Site urbanises. The paper road is approximately 260m from the northern access road intersection, indicated in Figure 3. This means that the southern access road intersection could be relocated to achieve at least 125m spacing from the paper road and the northern intersection.
- 23 However, in my view this would reduce the permeability and accessibility of the southern portion of the Site, and it would focus traffic movements through the northern portion of the site.
- 24 The paper road is currently not formed as a public road, and the properties accessed from the paper road are zoned Rural Lifestyle Zone (RLZ) in the pWDP. Given the existing land use, and the land use enabled by RLZ, I anticipate that there will be a low number of daily vehicle movements using the paper road.
- 25 However, I am aware that there is a rezoning request for land that may access the Paper Road<sup>4</sup>. The rezoning request does not include an assessment of transport effects or an ODP so it is not clear whether development of the site would include a connection to the paper road.
- 26 Should rezoning of the CSI Property site be accepted, and access to the paper road be proposed, a crossroad intersection with the southern access road would provide the opportunity to form a roundabout, which would adequately address any increase in conflicting turning movements that might result from an increase in traffic on the paper road.
- 27 I consider that the location of the southern access road intersection is acceptable, and any potential safety effects of the paper road can be considered and, if needed, addressed through the future resource consent process – when Council will typically require a Road Safety Audit to be undertaken.

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<sup>4</sup> Hearing Stream 12A: CSI Property [212.4]: rezone 175 and 183 Main North Road, and 12 and 20 Neeves Road from RLZ to GIZ

- 28 Should there be an increase in traffic on the paper road and if, during the future consent application, unresolvable safety issues are identified for conflicting movements with the southern access road, the southern access road could be relocated further north as a Discretionary Activity.



Figure 3: Intersection spacing

### Right of ways

- 29 The Officer Report expresses concern about using right of ways (ROWs) for property access (paragraph 1024, bullet points 5 and 6).
- 30 In my view this is a resource consenting matter that is not overly relevant to the rezoning of the Site. The design of ROWs, or “vehicle accessways” as they are referred to in the pWDP, are a District-wide matter that are managed through the Subdivision and Transport Chapters in the following provisions:
- (a) TRAN-R6 Formation of a new vehicle accessway
  - (b) TRAN-R10 Provision of car parking space and associated maneuvering area
  - (c) TRAN-S4 Design standards for new vehicle accessways
  - (d) TRAN-MD6 Vehicle accessway design
  - (e) SUB-MCD2 Subdivision design.

**CONCLUSION**

32 Councils Transport Expert and I consider that the Site is relatively well-served by public transport and active transport. In my view the Site is well positioned for urban expansion.

33 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 to decline the rezoning of the Site.

34 Thank you for the opportunity to present my evidence.

Mathew Collins  
2 August 2024