

**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**

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**SUPPLEMENTARY EVIDENCE OF MATHEW ROSS COLLINS  
IN RESPONSE TO OFFICER REPORT  
ON BEHALF OF BELLGROVE RANGIORA LIMITED  
REGARDING HEARING STREAM 12E**

DATED: 2 August 2024

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Presented for filing by:  
Gabi Newman  
Saunders & Co  
PO Box 18, Christchurch  
T 021 311 784  
gabi.newman@saunders.co.nz

## 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 Bellgrove Rangiora Limited (**Bellgrove** or **BRL**). Bellgrove seeks to rezone approximately 36 ha of land south of Kippenberger located largely within the South East Rangiora Development Area (**SER DA**), known as Bellgrove South.
- 3 Bellgrove seek to rezone the land 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.
- 4 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.
- 5 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**).
- 6 The Officer Report recommends that the Bellgrove rezoning submission be accepted. My supplementary evidence is filed in response to that Report.

## SCOPE OF SUPPLEMENTARY EVIDENCE

- 7 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.
- 8 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**

- 9 As mentioned, the Officer Report recommends acceptance of the Bellgrove rezoning submission. A range of reasons are given for this recommendation, some of which relate to my area of expertise.
- 10 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**

### **Road connection to Goodwin Street – SER DA**

- 11 The Officer Report notes that the BRL SER-ODP<sup>1</sup> does not show a transport connection to Goodwin Street, between 24 and 26 Goodwin Street (paragraph 565, bullet point 1).
- 12 A connection to Goodwin Street was not shown on the notified version of the SER-ODP.
- 13 Both the notified and proposed BRL SER-ODP only identify Primary and Secondary Roads. In my view, Goodwin Street is not a key transport corridor and therefore does not need to be identified on the ODP.
- 14 Having said this, Goodwin Street should be extended into the SER DA as the site develops. In my view, the following Transport and Subdivision Chapter provisions of the pWDP assure that this will occur:
  - (a) SUB-P3.2: Sustainable design
  - (b) SUB-P4.1 and 4.2b: Integration and connectivity
  - (c) TRAN-P4.4: New activities
  - (d) TRAN-P5.4: High trip generating activities.

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<sup>1</sup> 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 – SER DA**

- 15 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).
- 16 The notified ODP also included a 4-way intersection at Devlin Avenue and Cassino Street, and other intersections within the SER DA. The BRL SER-ODP is consistent with this.
- 17 I agree with Council's transport expert that 4-way intersections can increase safety risks at higher volume and/or higher speed locations, however there are engineering solutions to address this if it is identified as an issue. In urban settings, potential mitigations include raised platforms or mini roundabouts.
- 18 I note that 4-way intersections are common within recent urban development to the west of the SER DA. For example, MacPhail Avenue has three 4-way intersections along its 800m length between Kippenberger Avenue and Northbrook Road. These intersections have been constructed without the Council requiring specific engineering solutions to mitigate the concerns raised in the Officer Report.
- 19 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 Council will also typically require a Road Safety Audit be undertaken.

**Location of higher density development – SER DA**

- 20 The Officer Report expresses support for higher density development to be located near Kippenberger Avenue, to leverage the existing public transport and active transport provision on Kippenberger Avenue (paragraph 565, bullet point 3).
- 21 I agree with Council's transport expert, although the location of any higher density development need to consider range of constraints and opportunities, not just transport outcomes. This can be considered during the subdivision consent.

**Devlin Avenue / Boys Road / Northbrook Road intersection – SER DA**

- 22 The Officer Report expresses concern about driver sightlines at the proposed Devlin Avenue / Boys Road / Northbrook Road intersection and recommends Supplementary evidence of Mathew Collins in response to Officer Report on behalf of Bellgrove dated 2 August July 2024

that a roundabout be considered, however it acknowledges that the Bellgrove SER-ODP is consistent with the notified ODP (paragraph 565, bullet point 4).

23 I agree with Council's transport expert that the Devlin Avenue / Boys Road / Northbrook Road interaction would likely create safety issues if it was formed as a priority-controlled crossroad, due to higher vehicle volumes, higher vehicle speeds, and interrupted sight lines for Northbrook Road.

24 Figure 1 demonstrates how the updated SER-ODP put forward by BRL (at Attachment 2) could be updated to readily incorporate Council's transport expert advice by:

- (a) Showing a roundabout at the Devlin Avenue / Boys Road / Northbrook Road intersection; and
- (b) Extending the "Primary Road" typology between the Devlin Avenue / Boys Road / Northbrook Road intersection and the Northbrook Road/Secondary Road intersection to the east.

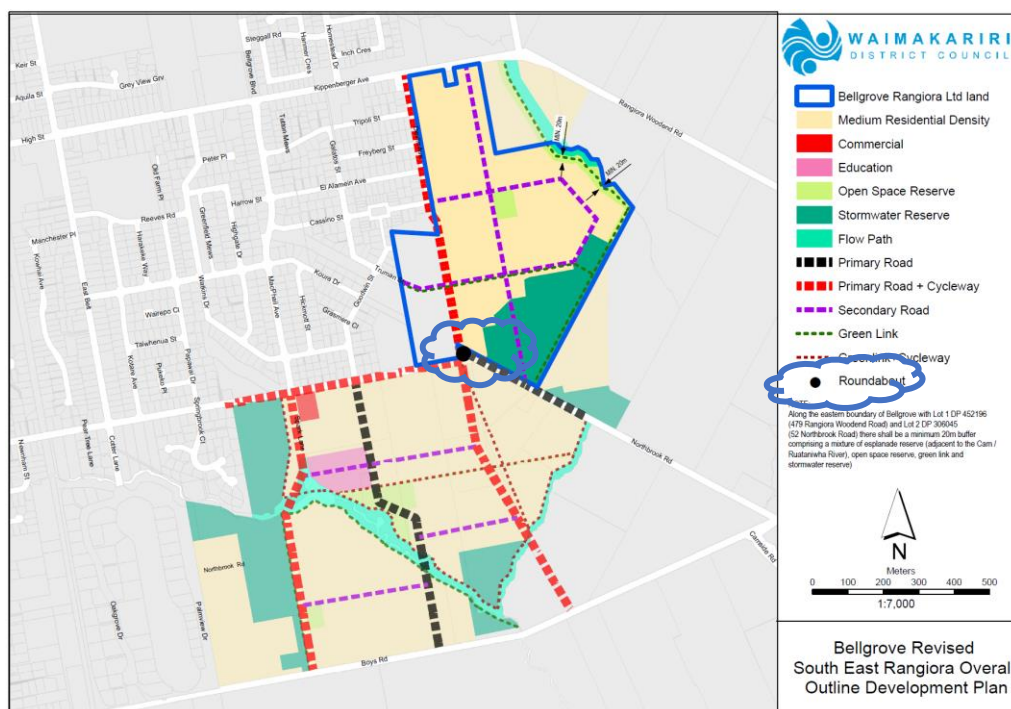


Figure 1: Revised ODP, with changes to Northbrook Road clouded

25 However, I consider that the exact nature of this intersection and its relationship with Northbrook Road is best addressed at the time of subdivision.

**Connectivity to 479 and 521 Rangiora-Woodend Road – SER DA**

- 26 The Officer Report states that it is critical that the SER-ODP provide roading connections from the Bellgrove Site to 479 Rangiora-Woodend Road (the Kelley block) and 521 Rangiora-Woodend Road (the Leech block) (paragraph 565, bullet point 5).
- 27 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).
- 28 To assist my supplementary evidence, the notified ODP (Attachment 1), the BRL updated SER-ODP (Attachment 2) and the Officer Report ODP (included at Figure 41 in the Officer Report at Attachment 3).
- 29 For simplicity, in the following paragraphs I use “the Kelley block and the Leech block” to refer to the portions of the Kelley block and the Leech block that are within the SER DA and are east of the Cam/Ruataniwha stream.
- 30 I consider that an additional road crossing over Cam/Ruataniwha stream is not necessary, and I lay out reasons in the following paragraphs.
- 31 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.
- 32 The Kelley block and the Leech block can be safely and efficiently accessed from Rangiora-Woodend Road.
- (a) Standard TRAN-S2 of the pWDP requires that there is at least 160m spacing between intersections on roads with a posted speed limit of 60 km/hr.
  - (b) While the current posted speed limit on Rangiora-Woodend Road is 80km/hr it is reasonable to assume that this will be reduced to 50 – 60km/hr when the Kelley block and Leech block urbanise.
  - (c) Using Council’s pWDP online Map and measure tool, I have estimated that the eastern extent of the Leech block (within the SER DA) is approximately 220m from the Rangiora-Woodend/Golf Links Road intersection, refer to Figure 2. This allows a new intersection to achieve at least 160m separation.

- (d) There are no constraints to providing an intersection form that operates efficiently. The design of the intersection can be assessed during subdivision consent.



Figure 2: Approximate distance from Rangiora-Woodend/Golf Links Road intersection to the eastern extent of the future urban portion of the Leech block

- 33 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.
- 34 The number of potential houses within Kelley block and Leech block is relatively minor:
- Using Council's pWDP online Map and measure tool, I have estimated that the Kelley block and Leech block is approximately 3ha. I have shown this estimate in Figure 3. Assuming a yield of 15 houses per hectare, the development of this site could result in around 45 houses, and I note that this would be further reduced if the Officer Report recommendation of a 40m setback from the Cam/Ruataniwha stream was adopted.
  - I consider that this is a relatively minor scale and, given the sites can be safely accessed from Rangiora-Woodend Road, there are only minor transport benefits to providing a road crossing of the Cam/Ruataniwha stream.
  - While I am not qualified to provide expert evidence on the cost of a Cam/Ruataniwha stream crossing, I anticipate this would be

significant and of a magnitude that far exceeds the minor transport benefits it delivers.



Figure 3: Approximate extent of Kelley block and Leech block that is within the SER DA and is east of the Cam/Ruataniwha stream

### **Roading layout within the Bellgrove Site – SER DA**

- 35 In addition to the recommendation that a road crossing of the Cam/Ruataniwha stream is provided, the Officer Report recommends amendments to the transport network within the Bellgrove Site (paragraph 606/Figure 41). I have reproduced the Officer Report ODP in Attachment 3.
- 36 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.
- 37 Both ODPs provide an adequate framework for Primary and Secondary Roads within the Site (noting that the Officer Report does not differentiate roading typologies), and both would include a finer grained network of Local Roads, which would be determined during future subdivision consent.
- 38 However, as presented in the Supplementary Evidence of Mr Delagarza<sup>2</sup> (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.

<sup>2</sup> Para 16, Supplementary evidence of David Delagarza  
Supplementary evidence of Mathew Collins in response to Officer Report on behalf of Bellgrove dated 2 August July 2024



39 In summary, I consider that the Bellgrove ODP proposes an internal transport network is appropriate and has been informed by the constraints and requirements of the Site.

## **CONCLUSION**

40 I have reviewed the transport related matters raised in the Officer Report respect of the Bellgrove Site.

41 Bellgrove has provided an updated SER-ODP for the SER DA. I support the updated SER-ODP and consider that it will provide for a safe, efficient, and connected transport network.

42 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 Bellgrove.

43 Thank you for the opportunity to present my evidence.

Mat Collins  
2 August 2024

**ATTACHMENT 1: THE NOTIFIED SER-ODP**

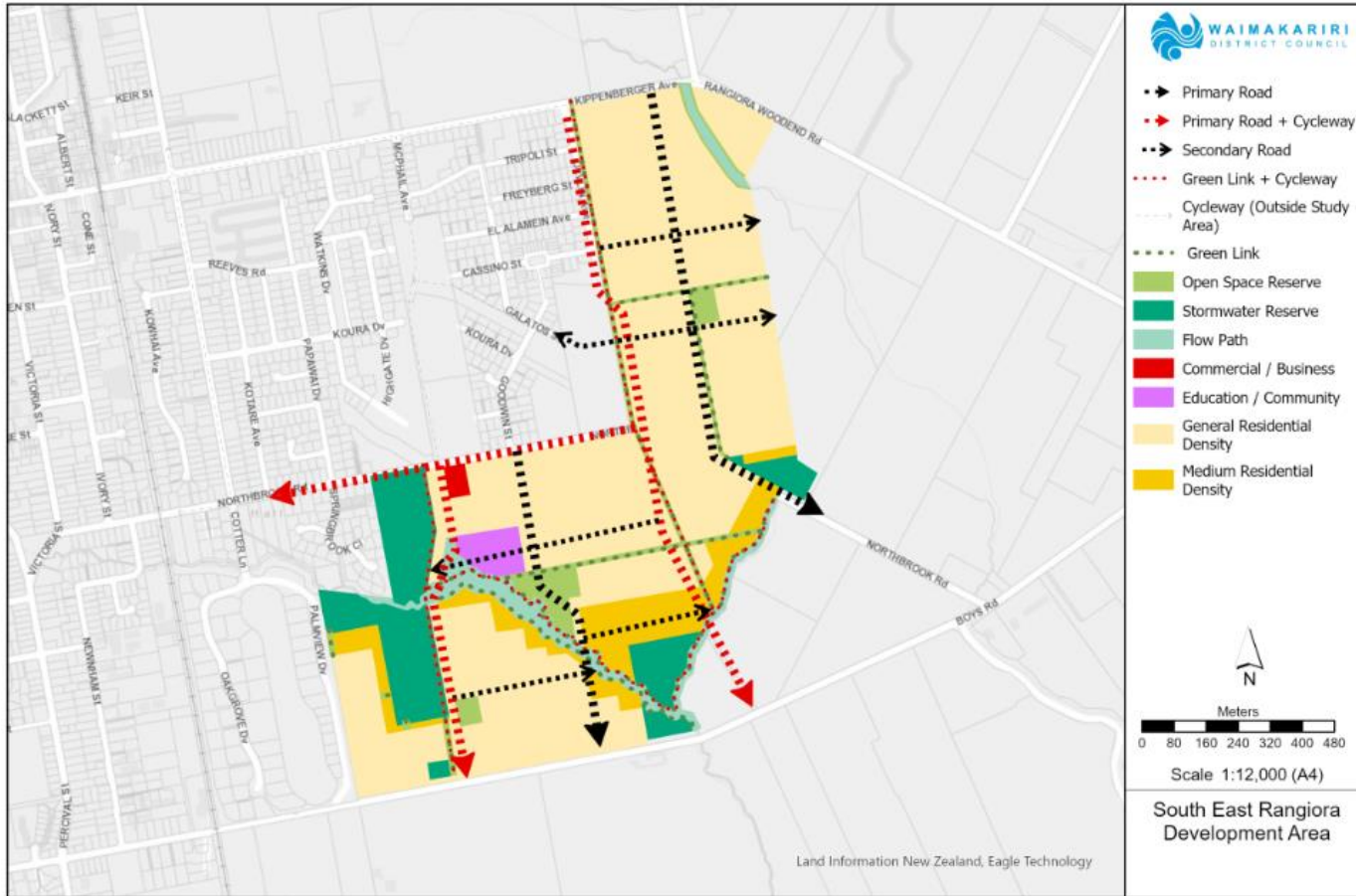


Figure 4: Notified SER-ODP

**ATTACHMENT 2: THE UPDATED SER-ODP**

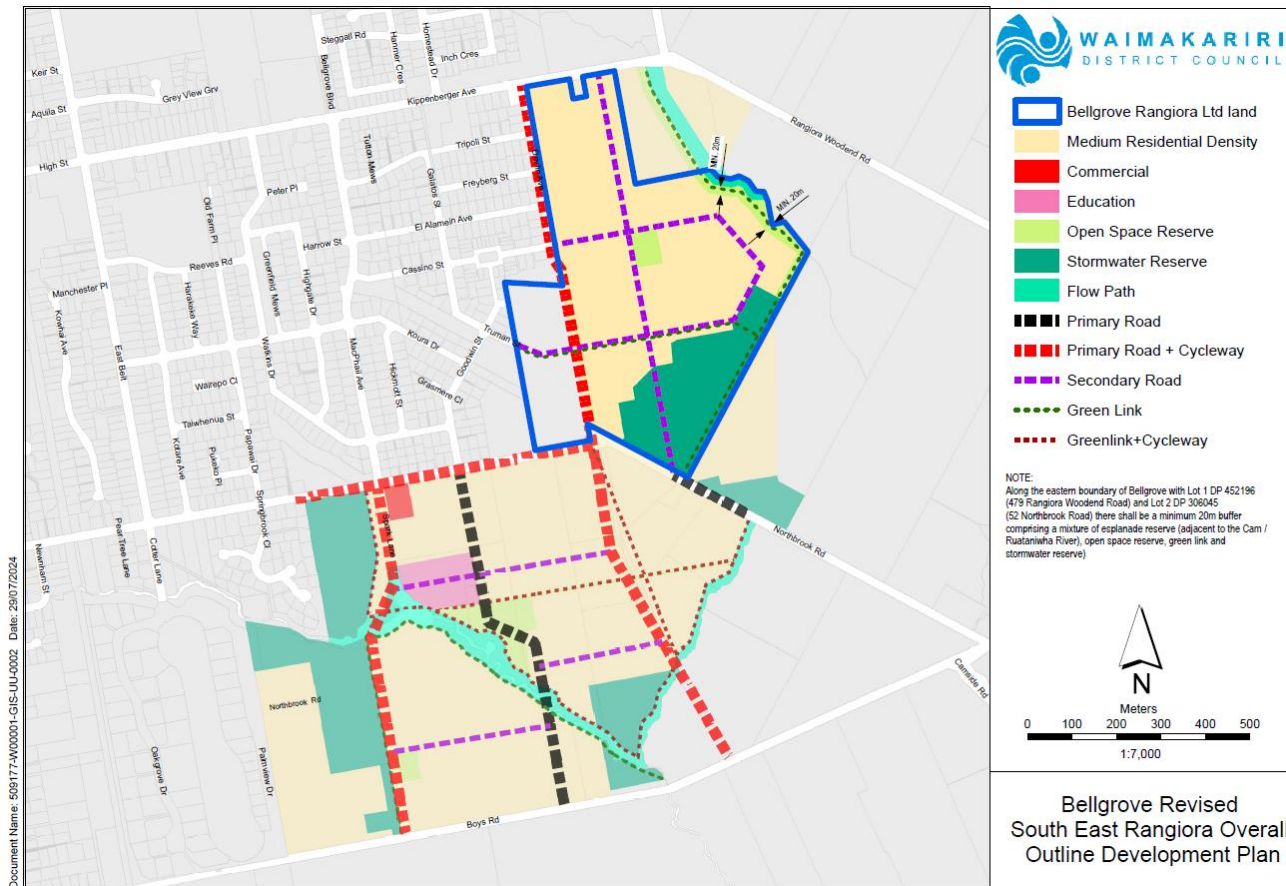


Figure 5: Bellgrove Updated SER-ODP (amended for Supplementary Evidence)

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

**ATTACHMENT 3: OFFICER REPORT ODP (FIGURE 41)**



*Figure 6: Officer Report ODP (per Figure 41)*