

Before the Independent Commissioners appointed by the Waimakariri District Council

In the matter of the Resource Management Act 1991 (**the Act**)

and

In the matter of Proposed Waimakariri District Plan: Ohoka Rezonings
(Hearing Stream 12D)

and

In the matter of Further submission by the Oxford Ohoka Community Board
[submitter 62] to the Rolleston Industrial Developments
Limited [submitter 160] and Carter Group Property Ltd
[submitter 237] submissions to Rezone land at Ohoka

**Summary Brief of evidence of Andrew Metherell on behalf of Oxford Ohoka
Community Board (as Further Submitter) - Transport**

Dated: 2 July 2024

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Summary Evidence of Andrew Metherell:

1. My name is Andrew Metherell. I am a transportation engineer, employed by Stantec New Zealand. I prepared an expert transportation engineering brief of evidence for the Oxford Ohoka Community Board as a further submitter dated 13 June 2024. My qualifications and experience as a transportation engineer were set out in that evidence. In that evidence I referenced the Code of Conduct for Expert Witnesses, which I continue to confirm I have complied with in preparing this summary statement.
2. I have an overall concern with the ability of development of the scale proposed at this location to achieve good transport outcomes consistent with a well-functioning urban environment.
3. The location of the site remote from the existing main urban centres means that Ohoka is currently not planned to be well serviced by public transport, or by cycling infrastructure for connections between urban areas. Pedestrian infrastructure is and will be very limited to the immediate site surrounds.
4. I have identified that the proposed rezoning site is likely to lead to higher average travel distances by private vehicle than in and adjacent to other urban residential areas in Waimakariri District. This is reflective of the expected low self-sufficiency of housing in Ohoka with respect to access to employment and community services.
5. The location of the site in a predominantly rural environment places a reliance on using rural roads for most trips. Traffic to and from the site will access and make use of high-speed rural roads.
6. I consider that the existing and Council planned level of road infrastructure will be insufficient in this area to safely or efficiently support the step change in traffic that will be generated.
7. At a network wide level, I consider there is a higher likelihood of adverse road safety outcomes with the proposed rezoning scenario compared with growth areas being located closer to the existing Waimakariri District urban areas. This is particularly reflective of the need to use the high-speed rural roads for most trips.
8. The ODP references some road improvement projects to be considered in a subdivision application. My reading of the ODP text proposed by

the submitter indicates there is ambiguity around the requirement for and timing of road upgrades, availability of suitable public transport, and active modes networks to connect the site to the main towns.

9. Most of the projects will be newly required or brought forward in time because of rezoning. I consider there is an absence of a transport infrastructure funding plan to service development of this scale. If rezoning was approved, I consider certainty is required in the ODP and rules package around the necessary consideration and funding of infrastructure upgrades to support development. Those are required for safe and efficient functioning of the road network at acceptable levels of service.
10. I consider that certainty in this case should be achieved by requiring upgrades to be in place ahead of development. That will enable suitable assessment as part of planning for subdivision to assess the ability of upgrades to be delivered in a timely manner. That also enables feasibility of the major intersection upgrades to be assessed noting they are likely to require third party land which adds further complications to delivery of necessary improvements.
11. Whilst the submitter proposes a bus service can be initially funded by the developer, I have noted that it provides indirect access by bus to Rangiora, a key travel destination for the site. The long-term funding and availability of a bus service is less certain, and may rely on reprioritisation of funding by ECan.
12. Mr Milner provided additional evidence that there remains flexibility to connect Ohoka and Rangiora with a bus service, although at this stage that has not been set out in the detail provided for an Ohoka - Kaiapoi service. The efficiency of a connected Kaiapoi – Ohoka – Rangiora route appears to be challenging to achieve and some duplication of service along Mill Road and Threlkelds Road is likely necessary.
13. I understand that the future rural cycle network currently planned by Council is unfunded, and in my opinion will not provide the level of service required to support cycling as a mode of travel to Kaiapoi and Rangiora. Instead, a higher sealed grade of route and separated from traffic lanes surface would most likely be necessary given the long distances involved.
14. I have concluded the site is not well located for a large urban development to achieve efficient and good multimodal transport

outcomes for the District. The separation from existing and planned employment and community services centres of the Waimakariri District is a key impediment to achieving that outcome.

15. Nevertheless, I provided some transport engineering review of the ODP layout. I remain of the view that there are transport engineering considerations that are likely to require changes to the indicative layout during subdivision. For example, in the case of the new Whites Road intersection adjacent to an existing bridge, Mr Fuller advised the bridge would be widened as necessary to address the need for safe intersections. This response may be achievable but doesn't reflect the typical desire to plan new infrastructure efficiently. In this case, I would have expected a more considered approach in a rural road environment would be to plan for separating wide intersections from existing bridges.
16. If the rezoning is approved, I support the proposed amendment to include Whites Road as a Collector Road in response to my comments on road function.

Date: 2 July 2024

Andrew Metherell