

**UNDER THE**

Resource Management Act 1991

**IN THE MATTER OF**

the submissions of B & A Stokes on the Proposed Waimakariri District Plan (#214) and Variation 1 (#29)

**AND**

Hearing Stream 12E: Rangiora, Kaiapoi, Woodend; Variation 1

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**SUMMARY STATEMENT OF EVIDENCE OF CHRIS ROSSITER**

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**1 INTRODUCTION**

- 1.1 My full name is Michael Christopher Rossiter. I hold the position of Principal Transportation Engineer at Stantec New Zealand Limited (**Stantec**).
- 1.2 I have prepared two statements of evidence on behalf of B & A Stokes in relation to their submissions on the Waimakariri Proposed District Plan (**PDP**) and Variation 1 to the PDP. The first was a primary statement of evidence addressing the transport aspects of the Stokes' proposal to rezone their land to the north of Ravenswood (**Site**) to General Residential / Medium Density Residential zone (**Proposal**), subject to an Outline Development Plan (**ODP**). I then prepared supplementary evidence that responded to transport matters raised in the Section 42A report with respect to the Proposal.

**2 MY EVIDENCE**

- 2.1 Based on my investigation, I concluded that the Proposal:
- (a) will contribute to a well-functioning urban environment from a transport perspective because of its proximity to the Ravenswood Key Activity Centre (**KAC**) (see **Tab 8** of Graphic Set) and due to ease of access to the wider strategic road network;
  - (b) will not result in adverse effects to the safe and efficient operation of the existing transport network that cannot be addressed by the upgrades to SH1 planned by NZTA which are outlined in Section 7 of my primary evidence.

- 2.2 In the Section 42A report, Mr Binder commented on the cycle network and the internal road alignment (in particular, the intersection with Gressons Road opposite Macdonalds Lane) within the proposed ODP (see **Tab 9** of Graphic Set).
- 2.3 In response to his comments on the internal road alignment, the ODP has been updated to create a staggered T-intersection with the Macdonalds Lane intersection on Gressons Road.
- 2.4 Mr Binder also recommended the inclusion of cycleway connections along the Site's State Highway 1 (**SH1**) and Gressons Road frontages. Since the ODP already includes a north-south offroad cycle facility that connects Waikuku to Ravenswood, I do not consider that it is necessary to provide a further, separate facility on SH1. In my opinion, the residential activity enabled by the Proposal will not generate any demand for a separate SH1 facility. The proposed internal cycleway is both more convenient and will have a higher level of amenity than a route along SH1.
- 2.5 The Council's current cycle network plans do not include a route along Gressons Road (see **Tab 7** of Graphic Set). In my opinion, this represents a potential gap in the future network and a new path would provide a safe facility for travel between Waikuku and Rangiora. However, I consider that a new cycle path along the Site frontage on Gressons Road will not attract any usage unless there is also a commitment by Council to extend the facility through to Rangiora Woodend Road. I therefore do not support inclusion of that cycle path in the updated ODP at this stage.
- 2.6 In my primary evidence, I assessed the transport effects of a development yield of 1,500 households. In my supplementary evidence, I have considered increasing the anticipated yield to 1,900 households, as recommended by the Section 42A report, to achieve a residential development density of 15 households per hectare.
- 2.7 The primary effect of higher density is an increase in travel demands during peak periods, which will contribute to higher delays at the roundabouts on Bob Robertson Drive (see **Tab 6** of Graphic Set). The forecast average delays in 2048 represent 'Level of Service (**LOS**) D' conditions at the Bob Robertson Drive / SH1 roundabout, which represents an environment where vehicle movements are constrained by other traffic.
- 2.8 In my opinion, this is typical of peak period conditions at major intersections in urban areas. Additionally, there are long term plans to improve public transport services in

the area before 2048 which will contribute to reducing the private vehicle mode share and will mitigate some of the forecast delays.

- 2.9 In summary I consider that, given the Site's proximity to the Ravenswood KAC and the ease of access to the wider strategic road network, the Proposal will contribute to a well-functioning urban environment. There are no transport related reasons to decline the Proposal and, accordingly, it can be supported from a transport perspective.

**Chris Rossiter**

21 August 2024