

BEFORE THE WAIMAKARIRI DISTRICT PLAN REVIEW HEARINGS PANEL

IN THE MATTER OF the Resource Management Act 1991

AND

IN THE MATTER OF the hearing of submissions and further submissions on the Proposed Waimakariri District Plan

AND

hearing of submissions and further submissions on Variations 1 and 2 to the Proposed Waimakariri District Plan

Hearing Stream 12E: Rezoning Requests

JOINT WITNESS STATEMENT – TRANSPORT– SPECIFIC TO RICHARD AND GEOFF SPARK (PDP SUBMITTER 183 / VARIATION 1 SUBMITTER 61) OUTLINE DEVELOPMENT PLAN

Dated 9 October 2024

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JOINT WITNESS STATEMENT - TRANSPORT

1. This joint witness statement relates to Hearing Stream 12E: Rezoning Requests of the proposed Waimakariri District Plan review.
2. The conference attendees were:
 - (a) Ms Lisa Williams for Richard and Geoff Spark (PDP Submitter 183 / Variation 1 Submitter 61); and
 - (b) Mr Mark Gregory for Waimakariri District Council.
3. This joint statement has been prepared in accordance with section 9.5 of the Environment Court Practice Note 2023.
4. Both witnesses have read and agree to comply with the code of conduct for expert witnesses in the Environment Court Practice Note 2023.
5. This joint witness statement sets out all matters agreed and not agreed by the relevant experts, with an outline of the reasons for disagreement provided where appropriate.
6. A meeting between was held on 26 August 2023, and further discussions and / or email exchanges have been held since. This JWS has resulted from the meeting, discussions, and email exchanges.
7. The conferencing focused on the outstanding transport related matters in contention raised in the s42A report and responded to in the Supplementary Evidence, and to finalise the ODP. Agreement has been reached on all matters as summarised below:
 - (a) The location of the local centre in Block A is appropriate for a café type activity with vehicle access to a local road, not directly accessed from the REL. This is shown on the ODP.
 - (b) A possible future local centre in the corner of Block B fronting Boys Road and the REL is also acceptable with access to local roads as shown on the ODP. The location has good proximity to the residential areas of Block A and Block B. It also provides maximum walking and cycling connectivity locally and for future connections further afield, for example, via the Passchendaele Cycle way. This supports local and sustainable transport objectives.
 - (c) Property access to the REL is generally appropriate for Block A noting there is residential use on both sides and access will encourage dwellings to overlook the street improving security. Property access to the REL also improves integration

and connectivity for residential areas on both sides of the REL. The proposed District Plan transport rules have sufficient controls to limit access in areas where it would be inappropriate, based on the future classification of the road. For example, proposed rules requiring safe setbacks from intersections. No ODP changes are needed in this respect.

- (d) A future option to provide a second East-West road over the Northbrook Stream is shown on the ODP. A walking and cycling connection will be provided but this allows flexibility to also provide a road connection, if needed in the future and if construction / environmental effects can be appropriately managed.
 - (e) No property access is proposed to the REL for Block B, as outlined in the narrative, as there is an overland flowpath (indicated on the ODP) along the western side of the REL, which would make property access impractical.
 - (f) Two Road Intersections with the REL are to be included on the ODP for Block B. This will provide options for the appropriate intersection design and controls to be considered, in detail, as part of the Subdivision Consent (including a Road Safety Audit). Consideration at subdivision stage is appropriate noting that there are no spatial constraints on intersection design and there is ample capacity for primary use of intersections with Boys Road, if needed to manage transport effects. The ODP shows the location of these roads.
 - (g) Agreement that Block C is appropriate for low intensity non-residential activity, such as warehousing, with appropriate planning mechanisms in place to allow a transport assessment to be undertaken at the time of development. This will enable consideration of access arrangements and that road network effects are addressed noting existing constraints at the Marsh Road Rail Level Crossing and adjacent intersection with Railway Road and Station Road. It is agreed that the approach and proposed rule prepared by and set out in the planning Joint Witness Statement achieves this.
8. The agreed provisions for Block C are provided in Annexure 1 to the Planning Joint Witness Statement and the final Narrative and ODP for Blocks A and B are attached as Annexure 3 to the Planning Joint Witness Statement.

Dated 9 October 2024



Lisa Williams



Mark Gregory