

**BEFORE THE INDEPENDENT HEARING COMMISSIONERS
IN CHRISTCHURCH**

TE MAHERE Ā-ROHE I TŪTOHUA MŌ TE TĀONE O ŌTAUTAHI

IN THE MATTER OF Resource Management Act 1991

AND

IN THE MATTER a hearing on submissions on the proposed Waimakariri
District Plan

Hearing Stream 12E: Residential Rezoning

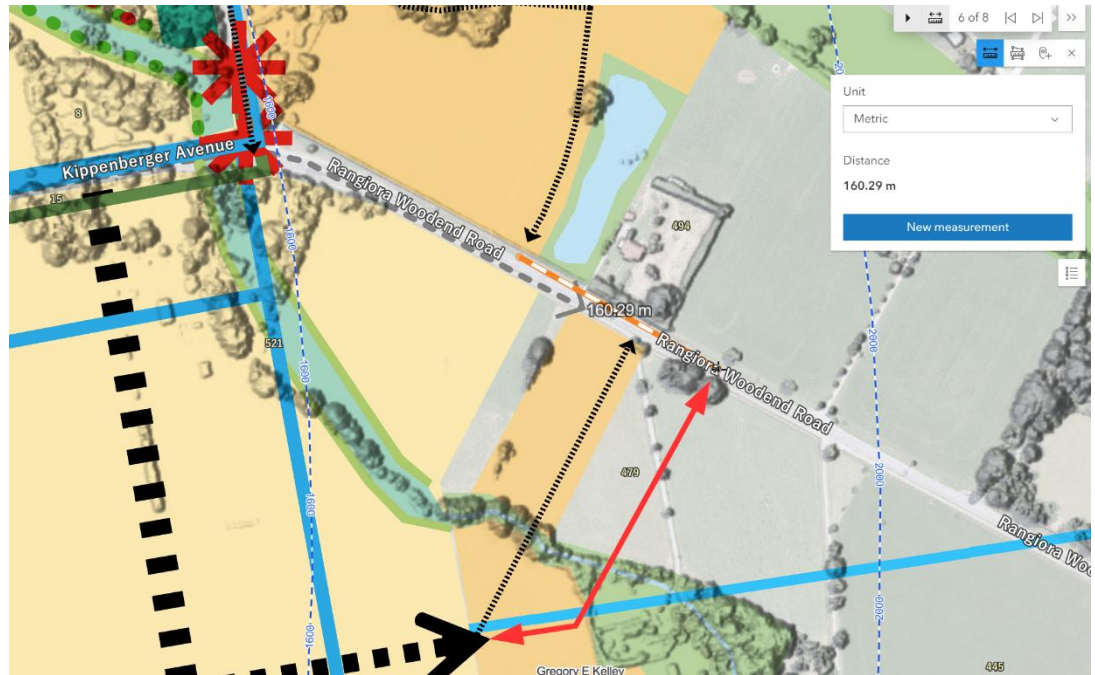
29 November 2024

INTRODUCTION

1. This statement relates to conferencing on the topic of **Access and connectivity**.
 - (a) **Bryan McGillan (Eliot Sinclair), Jade McFarlane (Eliot Sinclair), Andrew Leckie (Stantec)**
 - (b) for **Rachel Claire Hobson and Bernard Whimp. Submission: 179 / Further submission: 90**

PURPOSE

2. The purpose is to identify, **Access and connectivity** issues relevant to **Hearing Stream 12E: Residential Rezoning**
3. The statement has been informed by the following commentary provided by Jade McFarlane (Eliot Sinclair Urban Designer) and Andrew Leckie (Stantec Traffic Engineer).
4. Intersection Spacing Mr Leckie advised that this was addressed in his supplementary evidence (**Annexure B**) paragraphs 17 – 24. Mr McFarlane provided the following to inform the conferencing:
5. See below screenshot which shows our proposed ODP location for the T intersection into the site, and the proposed road location in the plan produced by Mr Jolly for the Kelley submission block.
6. I have since checked with the Traffic Engineer Andrew Leckie, and he has suggested a 60kph design speed and therefore 160m is more appropriate between intersections as per District plan requirements (see email below).
7. Stantec and WDC traffic engineers have agreed with this through supplementary evidence, and again reiterated the need for our location to be where it is due to being a safe distance from the Golflinks Rd corner intersection.
8. For these reasons we therefore suggest that the access into the Kelley submission block should be 160m from our intersection where it connects to Rangiora Woodend Road, shown as the dashed orange line and measurement, which places the road in the location of the 'Red arrow' on the image below.



9. Wider Connections These are provided in the Outline Development plan, via the black dashed through-roads as illustrated in the below image, with these local roads extending to external land parcels (red arrows), and enabling appropriate levels of off-road pedestrian connectivity (pink arrows).
10. There are no adjoining parcels that cannot be accessed from these ODP roads except the rural residential properties to the northwest, which we have kept as pedestrian connectivity only through the reserve as this will still allow for an appropriate walkable block perimeter of 800m for any future development on those land holdings.



11. I therefore propose we keep the ODP as it provides the level of detail required to control an appropriate connectivity and access outcome for the site.
12. **Annexure A** records the issues and the reasons, along with any reservations.
13. This statement has been read and confirmed by Jade McFarlane (Eliot Sinclair Urban Designer) and Andrew Leckie (Stantec Traffic Engineer)

Date: 29 November 2024

BJ McGillan

Bryan McGillan (Eliot Sinclair)

A handwritten signature in blue ink, appearing to read 'Peter Wilson', with a period at the end.

Peter Wilson (Waimakariri District Council)

ANNEXURE A – CONFERENCING ON [TOPIC]

Participants: Bryan McGillan, Jade McFarlane, Andrew Leckie

Issue	Agreed Position
<u>1. Access. Is the proposed access considered feasible noting that the lowering of a speed limit is not an RMA process.</u>	Eliot Sinclair (ES) have reviewed the relevant information from both urban design and traffic engineers. It is considered feasible to proceed with the intersection as proposed in the Outline Development plan for the site and acknowledge exact location of other access onto this road can be decided at subdivision consent stage and still be in general accordance with the proposed Outline Development Plan for the site. This is the case also for the neighbouring proposed rezonings to the south across Rangiora Woodend Road, with exact location of roading and changes to the speed limit a consideration at that future subdivision consent stage for all rezoned sites.
<u>2. Wider connections. Does the proposed ODP ensure adequate connectivity to the wider areas to the north and east as identified in the Waimakariri District Council District Development Strategy – Our District, Our Future – Waimakariri 2048.</u>	Eliot Sinclair (ES) have reviewed District Development Strategy and the proposed ODP. It is considered that the proposed ODP does provide for and will enable an appropriate level of connectivity, future proofing future development of areas to the north and east for anticipated residential activity.

