

**BEFORE THE SELWYN DISTRICT COUNCIL**

<b>UNDER</b>	the Resource Management Act 1991
<b>IN THE MATTER OF</b>	Lodgement of Private Plan Change 73 with Selwyn District Council to rezone approximately 160.2ha of Living 3 Zone land to Living Z Zone and Business 1 Zone at West Rolleston
<b>BETWEEN</b>	Rolleston West Residential Limited
<b>AND</b>	Selwyn District Council

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**SUMMARY STATEMENT OF MATHEW (MAT) ROSS COLLINS  
ON BEHALF OF SELWYN DISTRICT COUNCIL**

**Transport**

**30 September 2021**

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## **1 INTRODUCTION**

- 1.1 My full name is Mathew (Mat) Ross Collins. I have been engaged by Selwyn District Council (Council) as its transport expert for PC73 since August 2021 and I prepared the Transportation Hearing Report, dated 2 September 2021, and attached to Council's s42a report. As that report did not set out my qualifications and experience, I have set these out below.
- 1.2 I hold a Bachelor of Engineering (Hons) from the University of Auckland and have a post-graduate certificate in transportation and land use planning from Simon Fraser University in Vancouver, Canada. I have been employed by Flow Transportation Specialists since February 2019, where I hold the position of Associate at Flow Canterbury.
- 1.3 I have over 6 years of experience as a transportation planner and engineer in public and private sector land development projects, which includes experience with strategic land use and transport planning, plan changes, Integrated Transport Assessments, development consenting, and notices of requirement.
- 1.4 My experience includes acting for Waka Kotahi NZ Transport Agency, Auckland Transport and Auckland Council, Kāinga Ora, Whangarei District Council, Kaipara District Council, and various private developers throughout New Zealand. This work has involved:
  - (a) Plan change applications including Selwyn Private Plan Changes (total eight) including Plan Change 73 (PC73), Drury East, Drury West, Warkworth North, the Whangarei District Plan Changes for Urban and Services, Mangawhai Central, Avondale Jockey Club, and Pukekohe Raceway.
  - (b) Resource consent applications including large precincts: Drury South Industrial, Drury Residential, Redhills, Silverdale 3, Drury 1, Waiata Shores, and Crown Lynn Yards.
  - (c) Designation, Outline Plan of Works, and resource consent applications for major infrastructure including Healthy Waters St Marys Bay Stormwater Water Quality Programme, Watercare Huia Water Treatment Plant replacement, Watercare Huia 1. Watermain replacement, and several Ministry of Education Schools.

## **2 CODE OF CONDUCT**

- 2.1 I have read and am familiar with the Environment Court's Code of Conduct for Expert Witnesses, contained in the Environment Court Practice Note 2014, and agree to comply with it. My qualifications as an expert are set out above.
- 2.2 Other than where I state that I am relying on the advice of another person, I confirm that the issues addressed in this summary statement are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

### **3 APPLICANT EVIDENCE**

- 3.1 I have reviewed the following evidence from the applicant:
- (a) Nick Fuller (Traffic).
  - (b) Jeremy Phillips (Planning).
- 3.2 Mr Fuller details proposed amendments to the Outline Development Plan (ODP) for the Holmes Block and Skellerup Block, following feedback from Waka Kotahi and his review of Council's s42a report. I support his proposed amendments to the ODPs.
- 3.3 Mr Phillips proposes to enable 148 dwellings on the Skellerup Block and zero dwellings on the Holmes Block, prior to the completion of several intersection upgrades, through Rule 12.1.3.50(a) and (b). This differs from my recommendation of 51 dwellings for the Holmes Block and 97 dwellings for the Skellerup Block. I consider that the wider transport effects of this change will be negligible and I support Mr Phillips' amendments.
- 3.4 Mr Phillips proposed amendment to Rule 4.9.37(i) to include reference to a setback from the Burnham School Road and Dunns Crossing Road carriageway. I recommend that the legal road boundary be used as the reference point rather than the carriageway edge, as the edge of the carriageway can change along the corridor (through changes in the road cross section) as well as over time (through maintenance works or road upgrades), whereas the legal road boundary tends to be consistent.
- 3.5 In summary, I confirm that the evidence of Mr Fuller and Mr Phillips has satisfactorily addressed all matters that I identified in my Transportation Hearing Report, relevant to the immediate effects of PC73 and the proposed ODPs (as bulleted in the executive summary of my report).

### **4 SUBMITTER EVIDENCE**

- 4.1 I have reviewed submitter evidence relevant to transport matters, which includes
- (a) Ivan Thomson (A Smith, D Boyd, J Blanchard)
  - (b) Ivan Thomson (Gallina Nominees Ltd and Heinz-Wattie Ltd Pension Plan)
  - (c) Keith Tallentire (Canterbury Regional Council and Christchurch City Council)
  - (d) Sarah White (Waka Kotahi).

#### **Evidence of Ivan Thomson**

- 4.2 Mr Thomson provides evidence to support submissions from A Smith, D Boyd, J Blanchard, and Gallina Nominees Ltd and Heinz-Wattie Ltd Pension Plan to rezone parcels adjacent to Skellerup Block from Living 3 zoning with a Living Z Zone.
- 4.3 My Transportation Hearing Report discusses the 2033 Rolleston Paramics traffic model, which has been commissioned by Council to understand the wider transport effects of the multiple plan changes that have been lodged in the Rolleston area. I confirm that this traffic model does not anticipate Living Z Zone for the parcels identified in Mr Thomson's evidence, therefore the wider effects on the transport network that would result from the rezoning of those parcels are not understood.
- 4.4 Mr Thomson's Summary Statement, dated 30 September 2021, has not changed my position.

#### **Evidence of Keith Tallentire**

- 4.5 In paragraphs 104 – 111 of his evidence, Mr Tallentire discusses the potential transport effects of PC73 that may occur beyond the Rolleston area. Mr Tallentire references modelling outputs from the Greater Christchurch Public Transport Business Case. I have not reviewed the Business Case as part of my review of PC73. However, I consider that the results of the traffic model sensitivity testing quoted in paragraph 109 of Mr Tallentire's evidence are consistent with my conclusion quoted in paragraph 105 of his evidence.
- 4.6 In my experience "unplanned" or "out of sequence" development, as referenced in paragraph 112 of Mr Tallentire's evidence, creates complex challenges for Councils and Road Controlling Authorities. Assessing the effects of such development on the long term planning and funding commitments associated with bulk transport infrastructure is complex and requires assessment of multiple landuse scenarios.

- 4.7 However, the wider area effects of an “unplanned” Plan Change such as PC73 may not be overly apparent in a macro scale regional traffic model. For example, Appendix C of my Transportation Hearing Report identifies that PC73 will generate some 580 vehicle movements leaving the eastern boundary of Rolleston during the AM peak hour. As these movements distribute across the transport network external to Rolleston they become a smaller and smaller percentage of vehicle movements through the network.
- 4.8 Mr Tallentire’s Summary Statement, Planning, dated 29 September 2021 has not changed my position.

### **Evidence of Sarah White**

- 4.9 Ms S. White confirms that she supports the proposed changes to the ODPs, as contained Attachment 2 of Mr Phillip’s evidence. As discussed in paragraph 3.2, I support the revised ODPs.
- 4.10 Ms S. White identifies concerns with safety and efficiency effects on the SH1/Dunns Crossing Road intersection that could occur prior to the planned upgrade of this intersection being implemented. She considers that an assessment of these effects (for the 148 dwellings enabled by proposed Rule 12.1.3.50(b)) should be provided by the applicant.
- 4.11 In paragraph 13 of his Summary Statement, Mr Fuller states that, based on the Selwyn District Council traffic model, he predicts that 148 dwellings within the Skellerup Block will generate 11 vehicles through the SH1/Dunns Crossing Road intersection in the morning peak hour, and 63 vehicles through the intersection in the evening peak hour. Mr Fuller has provided email correspondence<sup>1</sup> to me, which outlines how he has established these traffic volumes. In my view Mr Fuller’s approach to establishing these traffic volumes is reasonable.
- 4.12 In the correspondence from Mr Fuller, Mr Phillips estimates that occupation of any housing within the Skellerup Block is unlikely to occur prior to 2024, and he notes that this aligns with Waka Kotahi’s timing regarding the upgrade of the SH1/Dunns Crossing Road intersection.

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<sup>1</sup> Email from Nick Fuller to Jeremy Phillips, Subject RE: Plan Change 73 - Rolleston West Residential Limited - Waka Kotahi Evidence, sent Thursday, 23 September 2021 11:54 am

- 4.13 Safety effects are a factor of likelihood (which itself is a factor of duration of exposure) and consequence. The consequence of crashes at the SH1/Dunns Crossing Road intersection are serious or potentially fatal. However, based on the traffic volumes provided by Mr Fuller and the timing for dwelling occupation provided by Mr Phillips, I consider that the likelihood of safety effects is relatively low (due to a low number of vehicle movements, and short timeframe between occupation of dwellings and the upgrade of the SH1/Dunns Crossing Road intersection).
- 4.14 In her summary statement, Ms S White states that the minor increase in vehicle movements for a duration of up to 12 months through SH1/Dunns Crossing Road is acceptable to Waka Kotahi. I agree with Ms S White and consider that development of up to 148 dwellings within the Skellerup Block can occur prior to the upgrade of the SH1/Dunns Crossing Road intersection.

## **5 SUMMARY**

- 5.1 I confirm that the evidence of Mr Fuller and Mr Phillips has satisfactorily addressed all matters that I identified in my Transportation Hearing Report, relevant to the immediate effects of PC73 and the proposed ODPs (as bulleted in the executive summary of my report).
- 5.2 I recommend that consideration is given to the use of the “edge of carriageway” as a reference point in Rule 4.9.37(i).
- 5.3 The 2033 Rolleston Paramics traffic model that I have used to assist my assessment does not anticipate Living Z Zone for the parcels identified in Mr Thomson’s evidence, therefore the wider effects on the transport network that would result from the rezoning of those parcels are not understood.
- 5.4 I agree with Mr Tallentire that the effects of PC73 on the wider transport network have not been assessed. However, the wider area effects of an “unplanned” Plan Change such as PC73 may not be overly apparent in a macro scale regional traffic model. For example, Appendix C of my Transportation Hearing Report identifies that PC73 will generate some 580 vehicle movements leaving the eastern boundary of Rolleston during the AM peak hour. As these movements distribute across the transport network external to Rolleston they become a smaller and smaller percentage of vehicle movements through the network.
- 5.5 I have consider the information provided by Mr Fuller and Mr Phillips regarding the potential effects of 148 dwellings on the SH1/Dunns Crossing Road intersection. I

consider that up to 148 dwellings can be occupied within the Skellerup Block prior to the upgrade of the SH1/Dunns Crossing Road intersection.

A handwritten signature in black ink, appearing to read 'Mat Collins', with a stylized, cursive script.

**Mat Collins**  
**30 September 2021**