

**BEFORE THE SELWYN DISTRICT COUNCIL**

<b>UNDER</b>	the Resource Management Act 1991
<b>IN THE MATTER OF</b>	Lodgement of Private Plan Change 74 with Selwyn District Council to rezone approximately 20.687ha of Rural Inner Plains to Living West Melton.
<b>BETWEEN</b>	Hughes Development 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**

**15 March 2023**

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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 PC74 since November 2022 and I prepared the Transportation Hearing Report, dated 24 November 2022, 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 8 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 nine) including Plan Change 74 (PC74), 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) Simon De Verteuil (Traffic), dated 13 March 2023.

#### **Transport efficiency effects on the SH73/Halkett Road intersection**

- 3.2 In paragraphs 25 to 26 of his evidence, Mr De Verteuil discusses traffic modelling of the SH73/Halkett Road intersection, and he concludes that this intersection will operate with an acceptable LOS both with and without the right turn lane facility on SH73. I agree with the analysis undertaken by Mr De Verteuil and consider that the transport efficiency effects of the Plan Change on the SH73/Halkett Road intersection are acceptable.

#### **Transport safety effects on the SH73/Halkett Road intersection**

- 3.3 In paragraphs 27 to 28 of his evidence, Mr De Verteuil has responded to my concerns about the potential transport safety effects of the Plan Change on the SH73/Halkett Road. He suggests that a detailed road safety audit of the SH73/Halkett Road intersection can be conducted as part of the subdivision consent process to identify any improvements or upgrades necessary. He recommends that this will be done in consultation with Waka Kotahi and Selwyn Council, and that any recommendations of the audit should be delivered prior to the issue of 224 certificates for the Site.
- 3.4 I agree with Mr De Verteuil and recommend that a planning mechanism (such as the ODP narrative) is included which requires the Applicant to undertake a road safety audit in consultation with Waka Kotahi and Selwyn Council, and implement any recommendations of the audit, prior to the issue of any 224 certificate for the site.

### **Rossington Drive connection**

- 3.5 Mr De Verteuil supports my recommendation for a roading connection to Rossington Drive.
- 3.6 I note that this connection will require Lot 105 / 36 Rossington Drive (Lot 2 DP 557426) within the Halkett Grove subdivision to be vested to Council. I understand that Lot 105 is owned by the Applicant.
- 3.7 I recommend that the Commissioner consider whether the ODP narrative provides sufficient confidence that the road link will be provided, and that Lot 2 DP 557426 would not be onsold.

### **Halkett Road Shared Path**

- 3.8 Mr De Verteuil agrees with my recommendation that a shared use path should be provided beyond the site boundary with Halkett Road, as far as Rossington Drive.
- 3.9 He recommends that this connects to the existing footpath on the western side of Rossington Drive. I support Mr De Verteuil's recommendation.

### **Eastern Roding Connections and central reserve walkway**

- 3.10 Mr De Verteuil supports my recommendations for amendments to the transport network within the site, and these are shown in the updated OPD, provided in Appendix A of Mr Brown's (Planning) evidence.

### **Traffic calming**

- 3.11 Mr De Verteuil states that traffic calming along the north-south primary road can be addressed through the future subdivision review process. I agree with Mr De Verteuil.

## **4 SUMMARY OF RECOMMENDATIONS AND MATTERS IN CONTENTION**

- 4.1 Transport safety effects on the SH73/Halkett Road intersection: Mr De Verteuil and I agree that the potential safety effects at this intersection can be assessed during future subdivision. I recommend that a planning mechanism (such as the ODP narrative) is included which requires the Applicant to undertake a road safety audit of the SH73/Halkett Road intersection, in consultation with Waka Kotahi and Selwyn Council, and implement any recommendations of the audit, prior to the issue of any 224 certificate for the site.

4.2 Roothing connection to Rossington Drive: Mr De Verteuil and I agree on the need for a roading connection to Rossington Drive. As this will require the Applicant to vest an existing residential lot to Council, I recommend that the Commissioner consider whether the ODP narrative provides sufficient confidence that the road link will be provided, and that Lot 2 DP 557426 would not be onsold.

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

**Mat Collins**  
**15 March 2023**