

BEFORE THE SELWYN DISTRICT COUNCIL

UNDER	the Resource Management Act 1991
IN THE MATTER OF	Lodgement of Private Plan Change 79 with Selwyn District Council
AND	Birchs Village Ltd (The Applicant)

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

Transport

2 May 2023

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 PC79 since May 2022 and I prepared the Transportation Hearing Report, 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.
- 1.3 At the time of writing my Transportation Hearing report, I was employed by Flow Transportation Specialists where I held the position of Associate and Regional Manager at Flow Canterbury. I am currently employed by AECOM as an Associate Director and Team Lead for the Transport Advisory team (South Island).
- 1.4 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.
- 1.5 My experience includes advising Waka Kotahi, Auckland Transport and Auckland Council, Kāinga Ora, Selwyn District Council, Whangarei District Council, Kaipara District Council, and various private developers throughout New Zealand. This work has included:
 - (a) Plan Changes including Private Plan Changes 69, 70 – 73, 75, 76, 78 - 82 and the Proposed District Plan in Selwyn District, Private Plan Changes 25, 30, 32, 46, 48, 49, 50, 51, 52, 63, 64 and Plan Change 79 in Auckland, Whangarei District Plan Changes for Urban and Services and Mangawhai Central Plan Change 78.
 - (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 Notes 2014 and 2023, 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 SUMMARY OF TRANSPORT MATTERS

- 3.1 I have reviewed the following Statements of Evidence from the Applicant:
- (a) Lisa Williams (Transport), including Ms Williams Summary Statement
 - (b) Sally Elford (Planning), *Appendix A Amendments to provisions for the District Plan* only
 - (c) Nicole Lauenstein (Urban Design), *Appendix 4 ODP Narrative* only.
- 3.2 I have reviewed the following evidence from Submitters:
- (a) Christchurch City Council
 - (b) Environment Canterbury Regional Council
 - (c) Thomas Fraser
 - (d) Benjamin Love.
- 3.3 I consider that matters identified in my Transportation Hearing Report have been resolved through evidence from the Applicant's experts.
- 3.4 I discuss the recommendations of my Transportation Hearing Report in the following section of my summary statement.

4 Recommendations in my Transportation Hearing Report that are resolved through Statements of Evidence from the Applicant's experts

- 4.1 I recommended that a planning mechanism is included which specifies a 600 dwelling threshold at which an updated Integrated Transport Assessment would be required, including an assessment of Birchs Road/Hamptons Road and Birchs Road/Springs Road intersections. This has been incorporated in Rule 12.1.3.48X(b) in Ms Elford's evidence.
- 4.2 I recommended that the ODP identify that this intersection must be formed as a roundabout, and include safe crossing facilities to the Little River cycle trail. This has been incorporated in Rule 12.1.3.48(X)(c) in Ms Elford's evidence.
- 4.3 Mitigation measures, such as a speed reduction or turning restrictions, will be required to ensure the Primary Road intersection with Hamptons Road can operate safely. I recommended that the ODP narrative identify that further assessment of the safe intersection sight distance is required. This has been adopted in the revised ODP narrative, contained in Appendix 4 of Ms Lauenstein's evidence.
- 4.4 I recommended that the ODP narrative identify that the Birchs Road and Hamptons Road frontages would need to be upgraded to an urban standard. This has been adopted in the revised ODP narrative, contained in Appendix 4 of Ms Lauenstein's evidence.
- 4.5 I recommend that the ODP plan and narrative should be amended to indicate an additional north/south road. Ms Williams discusses this in paragraphs 17 and 18 of her evidence, including the revised alignment for the primary north/south road. I do not have any concerns about the amended alignment for the north/south road.
- 4.6 I recommended that road cross sections are removed from the ODP or otherwise amended to comply with Section 13 of Council's Engineering Code of Practice. In paragraph 19 of her Evidence, Ms Williams explains that the road cross sections were indicative and were not intended to replace Council's Engineering design standards.
- 4.7 I recommended that the ODP should be amended to require that walking and cycling facilities must be provided on Primary Roads, and be separated from general traffic. I am comfortable that the revised ODP plan and narrative address this matter.

5 Recommendations in my Transportation Hearing Report that are resolved through the Summary Statement of Ms Williams

Springs Road/Hamptons Road intersection upgrade

- 5.1 I recommended that the Springs Road/Hamptons Road intersection is upgraded to a roundabout prior to any development within PPC79.
- 5.2 I note that Council's Long Term Plan has this upgrade scheduled for 2023-2025. However, Council sometimes has to adjust/reallocate funding away from committed projects. Further, as funding from the project relies on a contribution from Waka Kotahi, it may be subject to changes in funding proprieties from Central Government.
- 5.3 Should the project be delayed then unconstrained development within PC79 would exacerbate growth effects that are already being experienced at the intersection.
- 5.4 Following discussions with Ms Williams, I consider that up to 100 dwellings could be constructed within PC79 prior to the intersection upgrade, without causing significant effects. In paragraph 8.(i) of her Summary Statement Ms Williams supports this approach.

Leadleys Road seal widening

- 5.5 I recommended that carriageway seal widening of Ellesmere Road and Leadleys Road was undertaken on the formation of the roundabout at the Birchs Road/Leadleys Road/Primary Road intersection.
- 5.6 Following discussions with Ms Williams, I consider that up to an additional 155 dwellings could be constructed prior to the upgrade of the Springs Road/Hamptons Road roundabout if the Leadleys Road seal widening is completed (total of 255 dwellings).
- 5.7 The formation of the Birchs Road/Leadleys Road roundabout is incorporated in Rule 12.1.3.48X(b) in Ms Elford's evidence.

Ellesmere Road seal widening

- 5.8 Council has funding to undertake carriageway seal widening on Ellesmere Road, between Edward Street and Knights Stream bridge in 2024/2025. This project is in response to increased travel demand on this corridor. I consider that my arguments and conclusions in Paragraphs 5.1 to 5.3 of this Summary Statement apply to the Ellesmere seal widening project as well.
- 5.9 I consider it appropriate to ensure staging within PC79 aligns with seal widening on Ellesmere Road. I consider that up to 100 dwellings could be constructed within PC79 prior to the Ellesmere Road seal widening between Leadleys Road and Knights Stream bridge, without causing significant effects.

5.10 I consider that up to an additional 155 dwellings could be constructed prior to the upgrade of the Springs Road/Hamptons Road roundabout if the Ellesmere Road seal widening is completed (total of 255 dwellings).

Suggested Transport Infrastructure table to be included as a Rule or within the ODP

5.11 In Table 1 I have summarised my recommended staging of transport improvements, including those already identified in Statements of Evidence from the Applicant's experts.

Table 1: Staging of transport network upgrades

Transport improvement	network	Timing or maximum number of dwellings within PC79	Comment
None		Maximum of 100 dwellings	
Birchs Road and Hamptons Road frontage upgrades		In conjunction with any development fronting respective road	ODP narrative, contained in Appendix 4 of Ms Lauenstein's evidence.
Leadleys Road/Birchs Road roundabout		Upon formation of the primary east/west road	Rule 12.1.3.48X in Ms Elford's evidence
Leadleys Road seal widening between Birches Road and Ellesmere Road; AND Ellesmere Road seal widening between Leadleys Road and Knights Stream bridge.		More than 100 dwellings, up to a maximum of 255 dwellings	Additional requirement Paragraph 5.5 to 5.10 in my Statement of Evidence
Leadleys Road seal widening between Birches Road and Ellesmere Road; AND		More than 100 dwellings, up to a maximum of 600 dwellings	

Ellesmere Road seal widening between Leadleys Road and Knights Stream bridge; AND Springs Road/Hamptons Road upgrade to single lane roundabout.		
Additional infrastructure if required (subject to a further ITA)	More than 600 dwellings	Rule 12.1.3.48X(b) in Ms Elford's evidence



Mat Collins
2 May 2023