**BEFORE THE SELWYN DISTRICT COUNCIL**

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| **UNDER** | the Resource Management Act 1991 |
| **IN THE MATTER OF** | Private Plan Change 81 and Private Plan Change 82 to the Selwyn District Council Plan |
| **AND** | Rolleston Industrial Developments Limited and Brookside Road Residential Limited (The Applicant) |

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

**Transport**

**13 September 2022**

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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 PC81 and PC82 since August 2021 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. I have been employed by Flow Transportation Specialists since February 2019, where I hold the position of Associate and Regional Manager at Flow Canterbury.

1.3 I have 7 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 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 in Northland.

(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 SUMMARY OF TRANSPORT MATTERS

3.1 I have reviewed the following Statements of Evidence and Summaries of Evidence from the Applicant:

(a) Nick Fuller (Transport)

(b) Chris Blackmore (Traffic modelling)

(c) Jeremy Phillips (Planning)

(d) Dave Compton Moen (Urban Design and Landscape)

(e) Nicole Lauenstein (Urban Design).

3.2 I have reviewed the following evidence from Submitters:

(a) Olivia Whyte (Waka Kotahi)

(b) Marcus Langman (Canterbury Regional Council and Christchurch City Council).

3.3 Unless otherwise discussed below, I consider that matters identified in my Transportation Hearing Report have been resolved through evidence from the Applicant's experts.

3.4 In the following sections, I comment on the following matters:

(a) Additional traffic modelling information, included in the evidence of Mr Blackmore

(b) The representation of the indicative realignment of Selwyn Road and the Selwyn Road/Goulds Road intersection, as shown on the Outline Development Plan (ODP) for PPC81

(c) Submitter evidence

(d) Transport related queries from the first day of the hearing.

## 4 Additional traffic modelling information

4.1 In his evidence Mr Blackmore provides a further assessment of the SH1/Dunns Crossing Road intersection, in response to comments in Section 6 of my hearing report highlighting differences between the PPC81/PPC82 and New Zealand Upgrade Programme (NZUP) Paramics traffic models.

4.2 Regarding the difference in overall travel demand between the PPC81/82 Paramics models and the NZUP Paramics model

(a) Mr Blackmore notes that the PPC81/82 Paramics models are showing higher travel demand than the NZUP Paramics model, as the PPC81/82 models are based on the full development within urban zoned residential areas in Rolleston by 2033.

(b) Mr Blackmore considers that, based on forecast population growth for Selwyn, it is unlikely that full development will occur within urban zoned residential areas by 2033. I agree with Mr Blackmore.

(c) In summary, the PPC81/82 Paramics models are likely to be overpredicting the congestion effects at the SH1/Dunns Crossing Road intersection in 2033. I agree with Mr Blackmore that these models are more likely to represent a 2048+ scenario.

4.3 Regarding the updated assessment for SH1/Dunns Crossing Road, discussed in paragraph 15 of Mr Blackmore's evidence

(a) I understand that this includes all Private Plan Changes up to PPC82 as well as the updated NZUP design, including a left in/left out arrangement at the SH1/Rolleston Drive intersection

(b) The modelling is demonstrating poor performance on the Dunns Crossing Road (average delay of 97 sec) and Walkers Road (average delay of 68 sec) approaches in the AM peak and PM peak respectively

(c) The modelling results contained in the PPC81 ITA indicated an average delay of 37 seconds on the Dunns Crossing Road approach during the AM peak and 14 seconds on the Walkers Road approach during the PM peak

(d) The modelling results contained in the PPC82 ITA an average delay of 53 seconds on the Dunns Crossing Road approach during the AM peak and 15 seconds on the Walkers Road approach during the PM peak.

4.4 The updated modelling included in Mr Blackmore's evidence does indicate greater delays at the SH1/Dunns Crossing Road intersection, compared with the PPC81 and PPC82 ITAs. However, as I note above, I agree with Mr Blackmore that the various versions of Paramics models used in the three assessments are likely to be overpredicting congestion effects for 2033, and more likely represent a 2048+ scenario.

4.5 In paragraphs 17 – 20 of his evidence, Mr Blackmore discusses the effect of allowing full access at the SH1/Rolleston Drive intersection, via a double lane roundabout, instead of restricting access to a left in/left out arrangement as proposed by Waka Kotahi as part of NZUP

(a) His modelling results indicate that performance at the SH1/Dunns Crossing Road intersection improves considerably.

(b) The Dunns Crossing Road average delay reduces to 61 seconds in the AM peak, and the Walkers Road average delay reduces to 33 seconds in the PM peak.

4.6 In paragraphs 21 – 23 of his evidence, Mr Blackmore discusses an alternative form for the SH1/Dunns Crossing Road, being a multi-laned traffic signal intersection. In my view, while useful information, consideration of the type of intersection form sits with Waka Kotahi.

4.7 In summary, I consider that the proposed dual lane roundabout at SH1/Dunns Crossing Road is sufficient to support traffic from the PPC81 and PPC82 sites. I note that maintaining full access at the SH1/Rolleston Drive intersection via a double lane roundabout, instead of the left in/left out arrangement proposed by Waka Kotahi, could be implemented to improve peak hour performance at the SH1/Dunns Crossing Road intersection.

## 5 Setback to allow for the indicative realignment of Selwyn Road and the Dunns Crossing Road/Selwyn Road/Goulds Road intersection

5.1 In Section 7.6 of my technical review (s42a report Appendix G, page 31) I recommended that the ODP for PPC81 indicate the realignment of the Dunns Crossing Road/Selwyn Road/Goulds Road intersection. The concept design for this

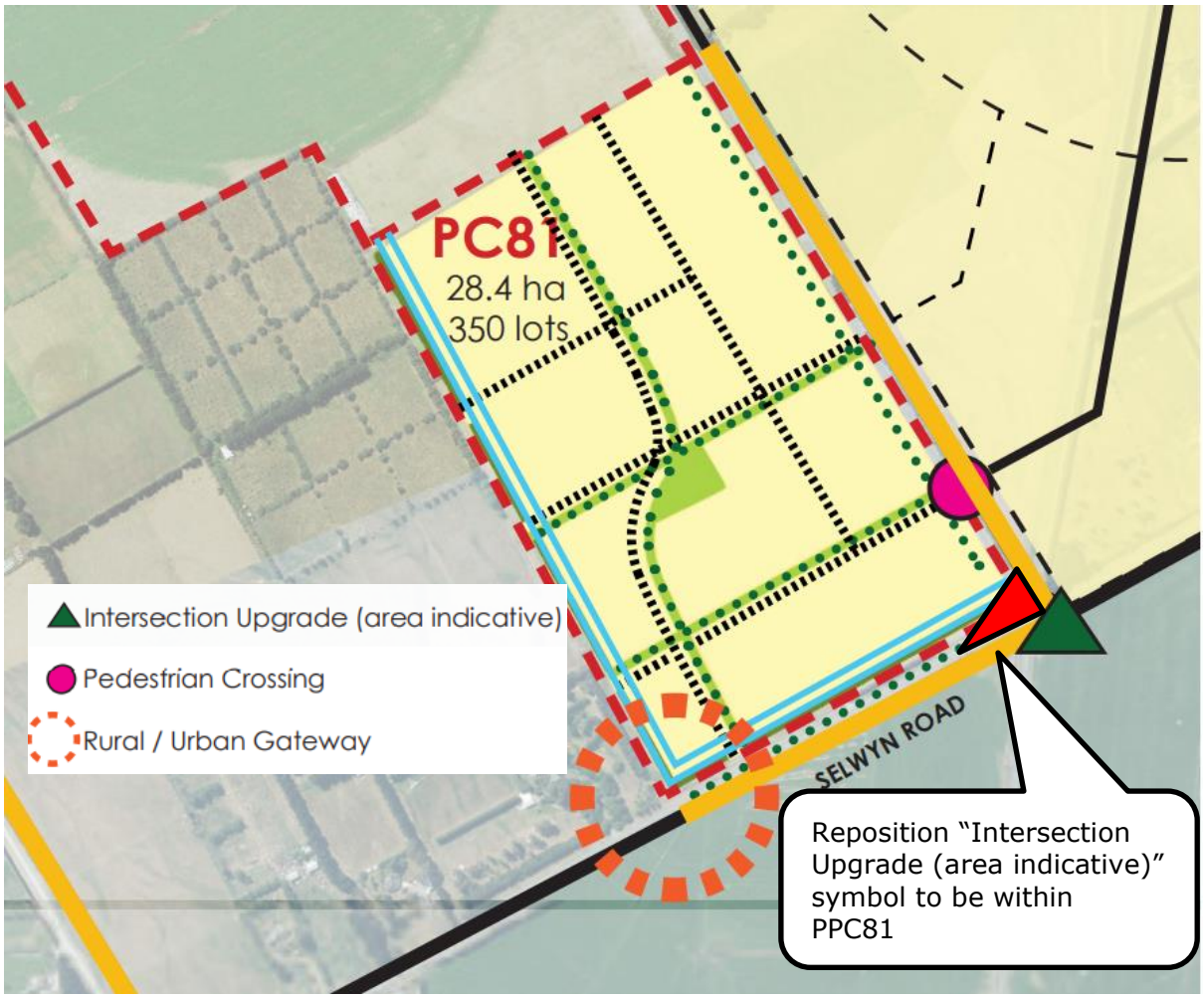
realignment, along with land within PPC81 that will need to be vested as legal road, is shown in Figure 1.

*Figure 1: Concept design for the realignment of the Dunns Crossing Road/Selwyn Road/Goulds Road intersection*

5.2 Figure 2 shows a snip of the revised PPC81 OPD provided within the applicant's evidence. The ODP includes a green triangle at the Dunns Crossing Road/Selwyn Road/Goulds Road intersection, representing "*Intersection Upgrade (area indicative)*". This sits somewhat to the south east of the existing intersection.

5.3 To avoid confusion or misinterpretation, I recommend that it is clearly shown on the ODP that the realignment/upgrade of the intersection is anticipated to sit partially within PPC81, refer to the red triangle that I have marked in Figure 2.

*Figure 2: ODP81 with my recommended amendment to the intersection upgrade area*




## 6 Submitter evidence

6.1 Ms Whyte's evidence confirms that Waka Kotahi is generally comfortable that amendments to the ODP and the proposed amendments to the District Plan have addressed its concerns. In paragraph 8.2 of her evidence, Ms Whyte notes that there is no corresponding rule for the requirement to delay development until the completion of the SH1/Dunns Crossing Road upgrade.

6.2 However, I understand that a rule is proposed. Attachment 2B to Mr Phillips' evidence includes proposed rule 12.1.3.50.(c)(ii) which states

*"No development (including earthworks or construction related activities) shall occur prior to the commencement of the upgrade of the SH1/Dunns Crossing Road/ Walkers Road intersection"*

6.3 In paragraphs 132 – 134 of his evidence, Mr Langman expresses his concerns about the cumulative effects on the wider transport network from the multiple Private Plan Changes within Rolleston, and that the transport modelling has not taken into account the housing densities enabled by the Living MD Zone.

6.4 I confirm that the traffic modelling used for PPC81 and PPC82 does not include the maximum density enabled by the Living MD Zone. However, it is typical for traffic modelling to assume a realistic or probable yield, rather than a "worst case" scenario.

6.5 As discussed in Section 4 of my evidence, based on forecast growth for Selwyn District, the modelling included in Mr Blackmore's evidence likely represents a 2048+ scenario. Should Selwyn District grow at a faster rate than predicted (e.g. through additional density enabled by the Living MD Zone), this shortens the horizon year for the traffic modelling results.

## 7 Transport related queries from the first day of the hearing

7.1 During the first day of the hearing, Commissioner Thomas posed several questions to Mr Blackmore and Mr Fuller. I felt I might be able to shed some light on the matter of Development Agreements as a mechanism to deliver transport infrastructure upgrades, as indicated in Table 1 and Table 2 of Mr Fullers evidence.

7.2 In my experience Council staff are very proactive at entering into Developer Agreements with larger scale developments. I am currently assisting Council's Transportation Manager with the calculation of the effect that two development areas within Rolleston have on the need to upgrade a nearby intersection. This information will be used as the basis for negotiating a Developer Agreement, and is similar to the information that I presented in Table 3 of my Transportation Technical Report (Appendix G to the s42A report).

7.3 I understand from Council's Transportation Manager that Council has negotiated multiple successful Development Agreements, and that he is comfortable it is an appropriate funding mechanism to deliver transport infrastructure upgrades where there are wider beneficiaries beyond just the Plan Change site.

**Mat Collins**
**13 September 2022**