

**BEFORE THE INDEPENDENT HEARINGS PANEL APPOINTED BY THE
WESTERN BAY OF PLENTY DISTRICT COUNCIL**

IN THE MATTER of the Resource Management Act
1991 (**RMA**)

AND

IN THE MATTER of Proposed Private Plan Change
95 to the Western Bay of Plenty
District Plan First Review –
Pencarrow Estate, Pongakawa

**SUMMARY STATEMENT OF EVIDENCE OF SAMANTHA PRENDERGAST
ON BEHALF OF WESTERN BAY OF PLENTY DISTRICT COUNCIL -
(TRANSPORTATION)**

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INTRODUCTION

1. My name is Samantha (Sam) France Prendergast. I am the Project Engineer in the Transportation Team at Western Bay of Plenty District Council (WBOPDC).
2. I hold a Bachelor of Engineering Technology (Civil Engineering) degree from Unitec Institute of Technology. I have over 7 years' experience in the civil engineering (roading) industry. I have been employed by WBOPDC in the transportation team for 16 months and during this time I have become familiar with the WBOPDC Development Code and District Plan transportation requirements as well as the operational and maintenance needs of the WBOPDC roading network.
3. My experience includes the review of numerous resource consent application from a transportation perspective on behalf of WBOPDC. I have also worked in previous roles as a Traffic Safety Engineer and in Road Operations and Maintenance.
4. I have read the Expert Witness Code of Conduct set out in the Environment Court's Practice Note 2023 and I agree to comply with it. I confirm that the issues addressed in this statement of evidence are within my area of expertise, except where I state I am relying on the specified evidence of another person. I have not omitted to consider material facts known to me that might alter or detract from my expressed opinion.

SCOPE OF STATEMENT

5. I have reviewed the following statements of evidence in relation to the proposed Private Plan Change 95 (PPC95):
 - (a) Bruce Harrison - Statement of Evidence – Traffic
 - (b) Vincent Murphy – Statement of Evidence – Planning
 - (c) Richard Coles – Statement of Evidence – Planning
 - (d) BOPRC – Lucy Holden – Submitter Written Evidence – Planning
 - (e) NZTA – Submitter Written Evidence – Planning
6. My statement responds to matters raised in that evidence to assist the Panel in relation to the WBOPDC road corridor including Arawa Road and the proposed internal roads in the PPC95 development.

7. My statement does not cover the intersection between SH2 and Arawa Road as this sits within the jurisdiction of the NZ Transport Agency Waka Kotahi (NZTA). It is recommended and my understanding that NZTA wish to be involved with the detailed design of the intersection, for the detailed design to undergo a Road Safety Audit and for the final design and method for ensuring ghost line markings are avoided to be approved by NZTA.
8. In general, I am not opposed to Plan Change 95 from a transportation perspective with respect to Arawa Road and the internal roads that will be created if the proposed development is to proceed. However, there is a lack of detail on some elements which are explained in this statement. I consider these elements can be provided through further design details and resolved within the future subdivision and resource consent stages.

ARAWA ROAD

9. In paragraph 17 of Mr Harrison's evidence, Arawa Road is to be widened to 8.5m carriageway width. I agree with this, as this is to allow for one 3m traffic lane in each direction and a 2.5m wide parking lane on one side of the road. A Safe System Audit was undertaken and identified that a wider road could lead to increased speeds and recommended the road be narrowed to between 6.5 and 7m or that threshold treatments be put in place to encourage lower speeds.
10. The '*Arawa Road Pongakawa Intersection reconfiguration with offset left turn lane*' concept drawing dated 15/03/2024 completed by Harrison Transportation shows a 6.5m wide, 40m long, section of carriageway located north of the intersection with SH2. There are 10m sections at either end of this to cater for changing road widths resulting in the 8.5m carriageway width starting approximately 60m from the back of the intersection with SH2. My understanding is that this is intended to act as the threshold treatment to slow vehicles down through this section, however, could create a confusing feel to the road and is inconsistent with other developments across the district.
11. I consider that the Arawa Road carriageway should be widened to 8.5m between the SH2 intersection and the intersection with the proposed subdivision road and I recommend that threshold treatments such as (but not limited to) side islands, kerb build outs, line marking, landscaping and parking be used to change driver's perceptions of the carriageway width

and encourage them to slow down. This will provide a more consistent feel to the road and align with what you see in other urban areas around the district. I consider this can be provided through further design details and resolved within the future subdivision and resource consent stages.

12. In section DS4 – Transportation of the WBOPDC Development Code, Section 4.9 states that urban footpaths are required on both sides of the road where household equivalents are over 30. Point 38 of Mr Harrison’s evidence statement mentions a footpath will be provided adjacent to the commercial site. It is recommended that a footpath be provided from the intersection with SH2 to the entrance of the development to ensure connectivity through the development.
13. Further to the footpath installation, safe pedestrian crossing facilities may need to be provided for to connect the existing subdivision on Penelope Place and the new facilities and development. This will be particularly important if the bus stop is moved to within the development. It will also be important if it is not moved as the new development will need access to the existing bus shelter. Details around this can be considered during the next phase of design.

INTERNAL SUBDIVISION ROADS

14. The subdivision internal roads have been developed with 17m and 20m wide road reserves. This is in accordance with Rule 12.4.4.2 of the WBOPDC District Plan.
15. Details on the internal subdivision roads and the intersection between Arawa Road and the subdivision entrance are still required. Factors to consider include the following (but not limited to):
 - (a) Design of the internal roads and intersection.
 - (b) Parking provisions provided this will still be a vehicle reliant community.
 - (c) Turning movements around the subdivision catering for rubbish trucks and emergency vehicles.
 - (d) Vehicle crossings and property access points.

(e) Walking and cycling through the development and the need for pedestrian crossings.

16. Point 35 of Mr Harrison's evidence talks about the internal roads and intersection between the development and Arawa Road not being precisely known and the design to be considered as part of the subdivision consent as the next stage of the process. I am comfortable with this recommendation.

Samantha (Sam) Frances Prendergast
13 November 2024