Hearing 17 Tangata Whenua Matters

S407 Tapuaetahi Incorporation evidence review (Transport)

Prepared for	Far North District Council
Project number	FNDC-J014
Revision	A
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Prepared by	Mat Collins, Associate Transportation Engineer

1. Introduction

My name is Mathew (Mat) Ross Collins. I am an Associate Transport Planner at Abley Limited. I have been in this position since September 2023. 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 ten years of experience as a transportation planner and engineer in public and private sector land development projects, which includes experience with master planning, district plan reviews, plan changes, resource consenting, notices of requirement, and outline plans of work.

I have been working with the Far North District Council (Council) on the PDP since September 2024, including Hearing 11, Hearing 15C, and Hearing 15D. I have been asked to provide evidence in relation to transport, to support the evaluation report prepared under s 42A of the RMA for Hearing 17 of the Proposed District Plan (PDP) – specifically relating to Submission 407.005 from Tapuaetahi Incorporation which seeks to amend MPZ-R5 to include reference to a new Tapuaetahi Papakāinga Development Area. I have read the evidence prepared on behalf of S407 in support of its submission.

I have read and am familiar with the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023. I have complied with the Code of Conduct in preparing my evidence and will continue to comply with it while giving oral evidence before the Hearings Panel. I confirm that my evidence is within my area of expertise except where I state that I am relying on the evidence of another person. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in my evidence.

2. Scope of evidence

I have reviewed the following documents:

- Assessment of Traffic Effects, prepared by Engineering Outcomes Ltd, dated 9 April 2025
- Site Suitability Report, prepared by Vision Consulting Engineers, dated 25 September 2025 (transport matters only)
- Peer Review of Vision Consulting Engineers High Level Civil Engineering Assessment, prepared by Haigh Workman Ltd on behalf of Council, dated 14 May 2025 (transport matters only).

The proposed Tapuaetahi Papakāinga Development site plan is shown in Figure 2.1.

My evidence will cover the following matters:

- Haigh Workman peer review comments
- Proposed vehicle crossings
- Proposed internal accessways
- TRAN-R5 matters.

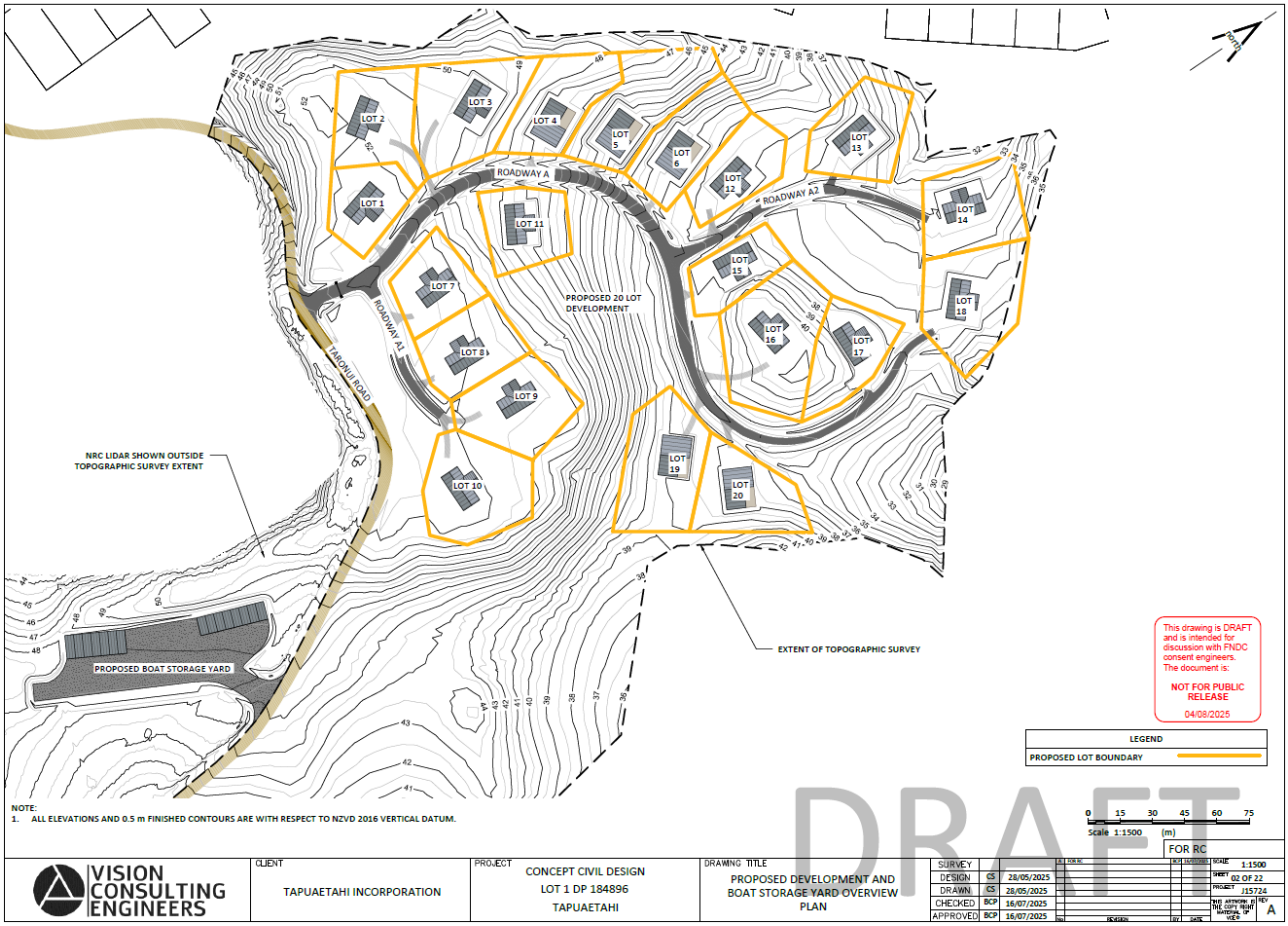

Figure 2.1 Tapuaetahi Papakāinga Development site plan (Source: Site Suitability Report)

3. Summary of evidence

I consider the transport aspects of the Tapuaetahi Papakāinga Development Area can be managed through the future resource consent and engineering plan approval stage, at which stage I recommend the following matters are considered:

- Safe sight lines at the Papakāinga vehicle crossing, which can be achieved by benching, traffic calming, or a combination of both
- Provision of a footpath within the Papakāinga accessways, where more than 2 dwellings are served.

4. Haigh Workman peer review comments

In their peer review, Haigh Workman made the following comments/recommendations. I have provided my comments in italics under each item:

- Taronui Road would likely need to have a carriageway of at least 5.5m wide, per FNDC Engineering Standards Table 3-16 Minimum Width Requirements – Private Access[1].

  My comment: Taronui Road has a sealed carriageway with traffic calming devices. The carriageway width is reported to be between 4.8m – 5.5m wide. Where the carriageway is less than 5.5m, there is likely to be sufficient discretion to allow development of the Papakāinga given the low traffic volume and low traffic speeds that are likely on Taronui Road. This can be assessed through future resource consent processes.
- An Integrated Transport Assessment is required to determine any safety issues and upgrade requirements for the development, however it is likely that safe access is able created to support future development.

  My comment: Proposed rule TRAN-R5 requires an ITA for developments of 20+ residential dwellings. A Transport Assessment has been provided by the applicant. I have provided comments on matters relevant to TRAN-R5 in Section 7 of this memo.
- Internal accessways may require some additional width to comply with the Proposed District Plan and 2023 Engineering Standards. Due to the gradient and number of lots served the accessway will likely need to be sealed.

  My comment: I discuss this matter in Section 6.
- The proposed vehicle crossing location may not provide adequate sight distance to the north and repositioning may be required. A more suitable location may be available 90 m to the south of the currently drawn position.

  My comment: I discuss this matter in Section 5.

5. Proposed vehicle crossings

Vehicle crossings are reported to be designed in accordance with FNDC/S/6B from the FNDC ES 2009. I note that Council has recently updated its engineering standards (May 2023). I have not assessed the vehicle crossing formation, as I consider this can be assessed during future resource consent / engineering plan approval applications.

The Assessment of Traffic Effects report has considered the sight lines from both proposed vehicle crossings. He concludes that these meet or exceed safe stopping distance, although he identifies that benching is required for the Papakāinga vehicle crossing. The Assessment of Traffic Effects report does not specify the actual sight distance that is achieved.

TRAN-Table 8 identifies that 60m sight distance is required for vehicle crossings onto access and low volume roads with a posted speed limit of 50 km/hr. It appears this may be achieved, provided benching is provided for the Papakāinga vehicle crossing. Vision Consulting Engineers state that this benching has been incorporated into their design.

I consider this can be further addressed during resource consent, and I note that as Taronui Road is a private road, Tapuaetahi Incorporation could incorporate additional traffic calming measures near both proposed vehicle crossings to reduce vehicle speeds – which would reduce the sight line requirement.

I therefore consider that the vehicle crossing locations for the Papakāinga and the boat yard can be designed to be acceptable, and the detail of these crossings can be considered through future resource consent / engineering plan approval applications.

[1] Peer Review of Vision Consulting Engineers High Level Civil Engineering Assessment, Haigh Workman Ltd "Site access"

6. Proposed private accessway cross sections

Five accessway cross sections are proposed within the Papakāinga development. The carriageway widths is 5.5 m over the initial 252 m of Roadway A, reducing to 3.0 m where accessways serve fewer than three lots.

No footpaths are proposed. For an accessway serving up to 8 dwellings, FNDC Engineering Code of Practice Table 3-16 requires footpaths in urban areas but not in rural areas. While the site is zoned as Māori Purpose – Rural, given the proposed intensity of the development (in terms of lot sizes and number of dwellings), I consider it is more akin to an urban typology. I therefore recommend that a minimum of 1 x 0.95m footpath is provided where the accessway serves more than 2 dwellings. This can be considered through future resource consent / engineering plan approval applications.

I consider the proposed accessway for the boat yard is acceptable.

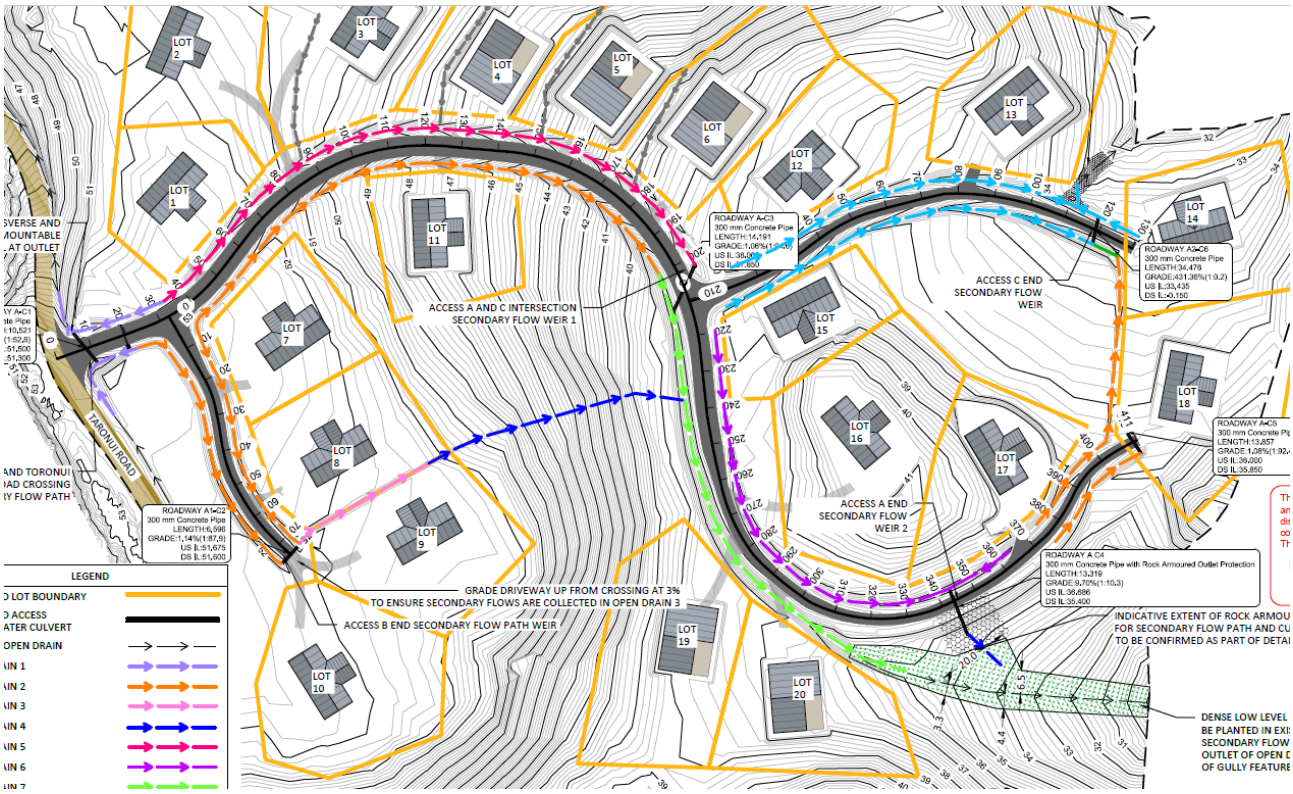

Figure 6.1 Papakāinga accessways (Source: Site Suitability Report)

7. TRAN-R5 matters

As 20 dwellings are proposed, TRAN-R5 Trip Generation applies per the s42a version of the Transport Chapter[2]. The relevant matters of discretion, and my commentary, are provided in Table 7.1.

Table 7.1 TRAN-R5 assessment

TRAN-R5 matters of discretion	
a. Any recommendations in an Integrated Transport Assessment a transport assessment approved by a suitably qualified and experienced transport professional	NZTA RR422[3] provides guidance on ITA content. I consider that a "Simple" to "Moderate" ITA, per Table 6.1 of RR422, provides the appropriate scope for considering the Papakāinga development. Referencing Table 6.1 of RR422 I consider the following potential scope for an ITA for the development: - Trip generation effects - Access and parking - Safety and accessibility effects - Any required mitigations - Methods to encourage/support non-car based travel modes I address these matters in my review, including comments below.
b. whether the use or development compromises the safety and efficiency of the transport network, including future transport connections and the impact of parking demand on the road corridor	Refer to my discussion in Section 5 regarding sight distances for the Papakāinga development. As the Papakāinga is located within a single land parcel zoned Māori Purpose – Rural, future transport connections are not anticipated. Parking is not expected to impact the road corridor.
c. the extent to which vehicle access, parking and manoeuvring areas associated with the activity are provided	These matters are appropriately discussed in the Assessment of Traffic Effects report.
d. the nature of the activity and compatibility with the function and purpose of the underlying zone	I consider the Papakāinga and boat yard are compatible with the existing transport network.
e. the extent to which the design and layout of the site maximise opportunities for alternative transport modes	Given the location, opportunities for alternate transport modes are relatively limited. However, speed calming devices are provided on Taronui Road, which may make cycling more comfortable for some people. To provide for resident safety, I recommend that a minimum of 1 x 0.95m footpath is provided where the Papakāinga accessways serve more than 2 dwellings.
f. whether utilising alternative transport modes can reduce trip generation and mitigate potential impacts on the transport network	Given the location, opportunities for alternate transport modes are relatively limited. Vehicle trip generation is estimated by Engineering Outcomes Ltd to be 90 veh/day. This is a low level of traffic, and mitigation measures for the transport network are not required.

[2] https://www.fndc.govt.nz/__data/assets/pdf_file/0023/39191/APPEND~2.PDF
[3] https://www.nzta.govt.nz/assets/resources/research/reports/422/docs/422.pdf

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