

BEFORE THE HEARING PANEL

UNDER the Resource Management Act 1991 (RMA)

IN THE MATTER the Proposed Far North District Plan (PDP)

STATEMENT OF EVIDENCE OF ADRIAN ELLIS TONKS ON BEHALF OF FAR NORTH HOLDINGS  
LIMITED

4<sup>TH</sup> OF JUNE 2024

1. INTRODUCTION

1.1 My full name is Adrian Ellis Tonks.

1.2 I am currently the General Manager of Engineering at Far North Holdings Limited (FNHL)

Qualifications and Experience

1.3 I hold a Bachelor of Engineering BE(ESc) Degree from the University of Auckland.

1.4 Prior to my role at FNHL I was a Senior Civil and Environmental Engineer at Cook Costello (CCL 2015 Limited). During my 14 years in consultancy practice at Cook Costello I undertook a wide range of land development projects including the resource consenting and detailed design lead for the Ngawha Innovation and Enterprise Park.

1.5 I am a member of the Institute of Professional Engineers MEngNZ. I am member of a number of technical special interest groups, and I am a member of Water New Zealand.

Purpose and scope of evidence

1.6 This evidence is to provide context to the FNHL submission on the Far North District Council's PDP Special Purpose Zone NIEP-S7 Traffic Movements

2. NIEP-S7 Traffic Movements

2.1 A body of work establishing the NIEP intersection capacities has been completed. This work was undertaken by Traffic Planning Consultants with their memo 19121 dated 26th August 2021 included with the Far North Holdings Ltd NIEP SPZ submission. This identifies the NIEP Innovation &

Enterprise and Wallis Road intersections capacities, both before and after the upgrade of the Wallis Road intersection.

- 2.2 Prior to the Wallis Road intersection upgrade these thresholds are 541 afternoon weekday peak hour movements across the NIEP zone, with a maximum of 30 peak hour movements via Wallis Road.
- 2.3 Following upgrade of the Wallis Road intersection these thresholds are 620 afternoon weekday peak hour vehicle movements across the NIEP zone, with a maximum of 95 peak hour movements via Wallis Road.
- 2.4 The proposed NIEP-S7 would require this body of work to be revisited for each new activity at the Park. It is unlikely the intersection capacity thresholds will be reached based on the NIEP anticipated fully developed Full Time Equivalent employment/occupant numbers and the correlation between FTE and traffic movements. Revisiting the intersection capacity impact with each application would be an inefficient use of resources.
- 2.5 The submission proposal sought to defer revisiting the intersection capacity impact until such time as an activity may cause the thresholds to be reached. The implementation proposed to achieve this was to undertake annual traffic surveys, with traffic management assessments for each new application not being required until 80% of the capacity has been reached. The benefit of this alternative proposal is to put resources into recording traffic movement counts and to provide ongoing annual reporting.
- 2.6 The submission also sought to remove the Lot and DP reference from activities generating heavy vehicle movements on Wallis Road. The primary issue is the number of traffic movements generated. Prior to the Wallis Road intersection being upgraded the volume of movements from NIEP has been mitigated by restricting this to heavy vehicles only. Restricting movements from underlying parcels within NIEP is unnecessary as the maximum number of movements has been established, and it is unclear how this restriction could be implemented in a practical manner.

### 3 Conclusion

The submission rewording of NIEP-S7, reproduced below, is correct and is proposed as a suitable replacement.

1. Prior to reaching 80% of the traffic movement thresholds set out below an annual traffic movement survey of the NIEP zone and Wallis Road entrance shall be undertaken to confirm movements are within the stated limits. Until Wallis Road is sealed, this shall include restricting the use of Wallis Road to heavy vehicles (trucks, including provision for emergency vehicles).
2. Exceeding 80% of the movement thresholds a traffic management assessment shall be prepared by a suitably qualified person which outlines traffic generation and movements from the activity.
3. Traffic movements do not exceed the following thresholds:

- i. 541 afternoon weekday peak hour vehicle movements (equivalent to approximately 1379 FTE) across the NIEP zone; and
  - ii. a maximum of 30 peak hour vehicle movements via Wallis Road.
4. Following confirmation being provided by Waka Kotahi NZ Transport Agency that the Wallis Road/State Highway 12 intersection has been upgraded, the related traffic movements across the NIEP zone do not exceed:
  - i. 620 afternoon weekday peak hour vehicle movements (equivalent to approximately 1599 FTE) across the NIEP zone; and
  - ii. a maximum of 95 peak hour vehicle movements via Wallis Road.

Adrian Ellis Tonks

Date: 4 June 2024