IN THE MATTER	**of the Resource Management Act 1991**
AND	
IN THE MATTER	**of Plan Change 93 (Te Puna Springs) to the Western Bay of Plenty District Plan**

STATEMENT OF EVIDENCE OF ANN FOSBERRY ON BEHALF OF TE PUNA SPRINGS ESTATE LIMITED (SUBMITTER 04) 23 JUNE 2022

aurecon

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1. QUALIFICATIONS AND EXPERIENCE

1.1 My full name is Ann Fosberry.

1.2 I am a Traffic and Road Safety Consultant employed by Aurecon NZ Ltd. My qualifications are BE (Civil) from the University of Auckland (1981), and I am a graduate of the Traffic Management and Planning short course of the University of New South Wales. I am a Chartered Member of Engineering NZ (formerly IPENZ) and a member of the Transportation Group of Engineering NZ.

1.3 I have over 40 years engineering experience, more than 30 of which has been in transport, traffic engineering and road safety. My experience includes highway design, construction and maintenance, together with investigation and reporting, strategy studies, scheme assessment, safety management systems, safety audit, integrated transport assessment and safe systems for developers, local authorities and Waka Kotahi NZ Transport Agency. I have previously prepared and presented evidence at planning hearings and in the Environment Court.

1.4 I have been engaged by Te Puna Springs Estate Limited to prepare evidence in relation to this resource consent application.

1.5 I am familiar with the site and surrounding road network having worked for both Western Bay of Plenty District and Waka Kotahi NZ Transport Agency on various projects within Te Puna.

1.6 I confirm that I have read the Expert Witness Code of Conduct set out in the Environment Court's Practice Note 2014. I have complied with the Code of Conduct in preparing this evidence and I agree to comply with it while giving oral evidence before the Hearings Panel. Except where I state that I am relying on the evidence of another person, this written evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in this evidence.

2. SCOPE OF EVIDENCE

2.1 My evidence is set out as follows:

(a) Background

(b) Surrounding Road Network

(c) Internal Road Network

(d) Road Network Changes

(e) Traffic Generation and potential effects

(f) Officers Report

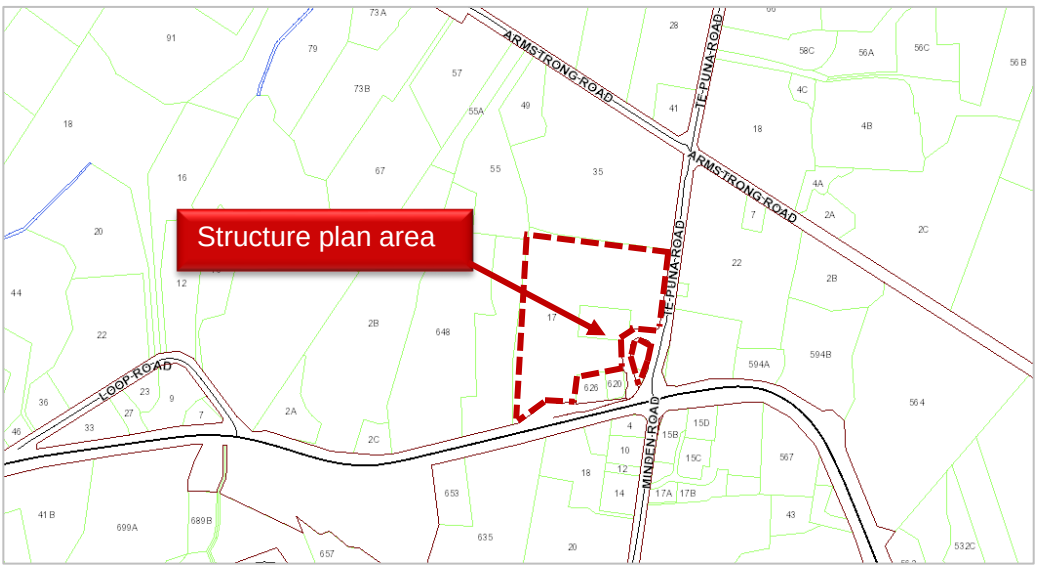
(g) Submissions

(h) Conclusion

3. BACKGROUND

3.1 The Te Puna Springs commercial plan change area is located on the northwest corner at the intersection of SH2 and Te Puna Road, behind the existing BP Service Station and Four Square. A structure plan has been prepared which includes the area shown in Figure 1 below:

3.2 **Figure 1 – Locality Plan (WBOPDC Mapi)**

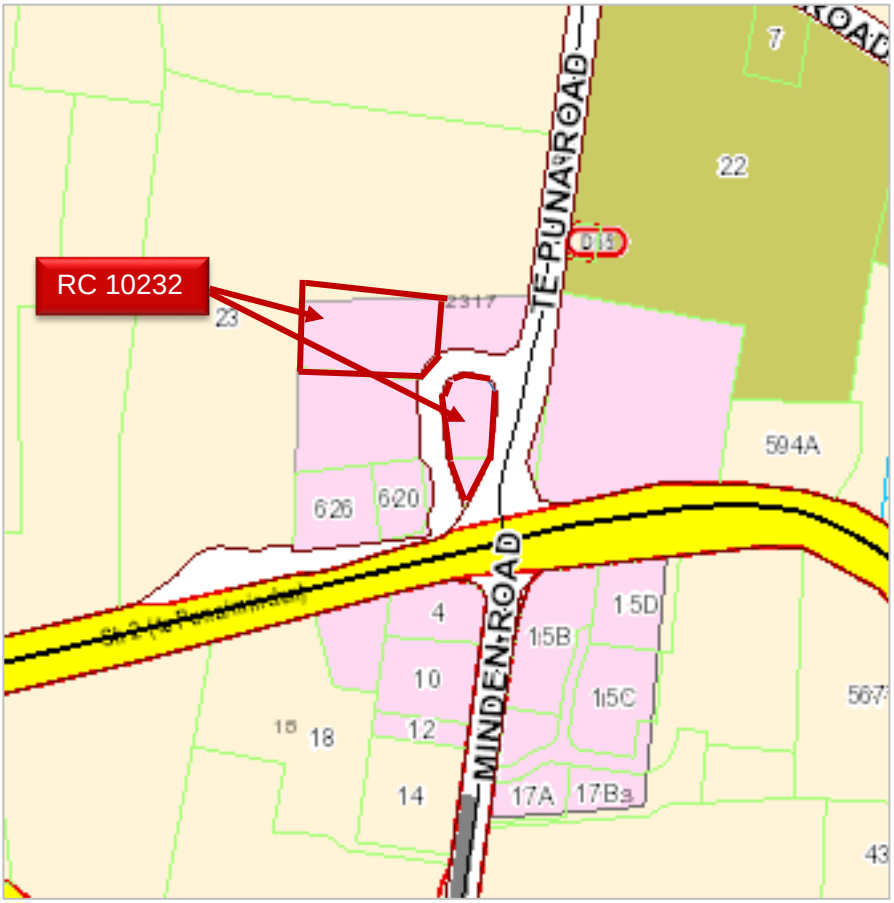


3.3 When Waka Kotahi NZ Transport Agency (Waka Kotahi) upgraded the intersection of SH 2/Minden Road/Te Puna Road, a new Te Puna Community Hall was built on an already commercially consented Council owned land, to replace the hall that was within the intersection upgrade area.

3.4 **Figure 2 – Site aerial (WBOPDC Mapi**)

3.5 Consent for the commercial land on which the community hall is located was granted in December 2016. (Council reference 10232). The current zoning is shown in Figure 3 below. Pink is commercial zone, green is Horticultural Post Harvest (DMS Packhouse), beige is Rural.

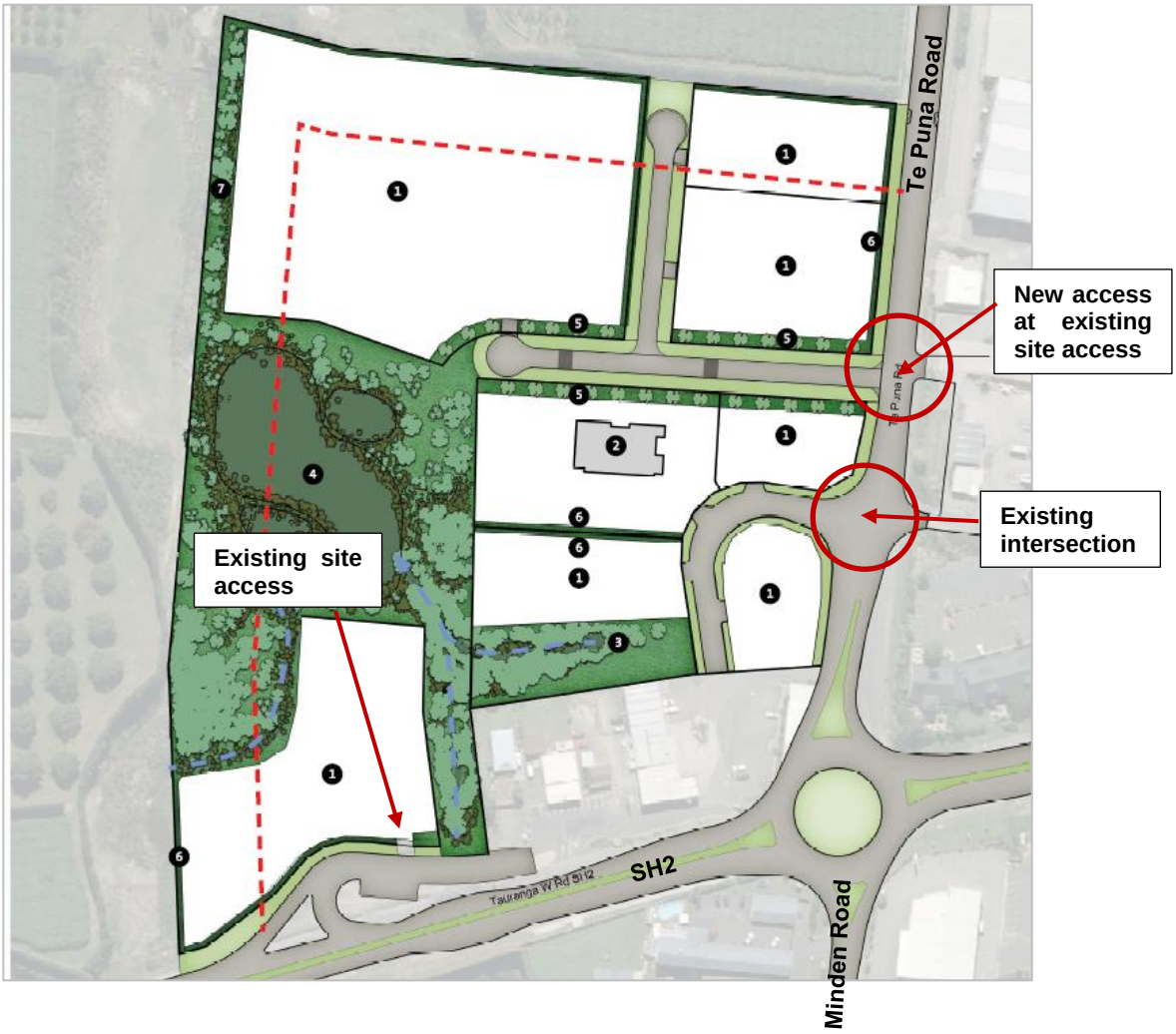
3.6 **Figure 3 – District Plan Zoning**



3.7 RC10232 consented the lots highlighted above in Figure 3 for a service station and vehicle machinery sales premises. The effects were assessed as “no more than minor”.

3.8 The proposed Structure Plan covers the area shown in Figure 4 below and includes part of the already zoned commercial area.

3.10 **Figure 4 – Revised Structure Plan**



4. INTERNAL ROAD NETWORK

4.1 The Structure Plan in Figure 4 above was revised following submissions received on the original plan. The main change from a transport perspective being the internal Structure Plan road no longer connects from the slip road in the south, to Te Puna Road. The existing slip road between SH 2 and Te Puna Road remains unchanged to that constructed by Waka Kotahi in conjunction with the SH 2/Minden Road/Te Puna Road intersection upgrade.

4.2 There is existing access to the lot on the southwest corner of the Structure Plan from the slip road and slip road access to the commercially zone land north of the BP site. The slip road intersection on SH 2 is left in, left out and has recessed parking behind the SH 2 bus stop. Right turns in and out are prohibited.

4.3 A private access (as per the original Structure Plan) is proposed as shown in Figure 4 above, opposite DMS Gate 2 (exit only). The private access is located where the current site access is to the existing site operations.

4.4 The slip road from SH 2 to Te Puna Road is used by commuters during peak times, when traffic on SH2 towards Tauranga is queued through the roundabout. Drivers divert to Te Puna Road and then onto Te Puna Station Road to jump the SH 2 queue. Signs for a temporary 30km/h speed limit are in place on the slip road.

5. SURROUNDING ROAD NETWORK

5.1 SH 2 runs east-west to the south of the development and is heavily congested during peak times. Minden Road and Te Puna Road intersect with SH 2 at the roundabout. Refer Figure 1 above.

5.2 SH 2 Te Puna is one of the pick-up and drop off locations for the Baybus commuter service and for the inter-regional Intercity service. Bus bays are located on SH 2 west of the roundabout and east of the slip road.

5.3 Pedestrian let downs are to the east of the recessed bus stop on SH 2 with a central median refuge to assist pedestrians in crossing SH2. A similar facility is located north of the SH 2 roundabout on Te Puna Road.

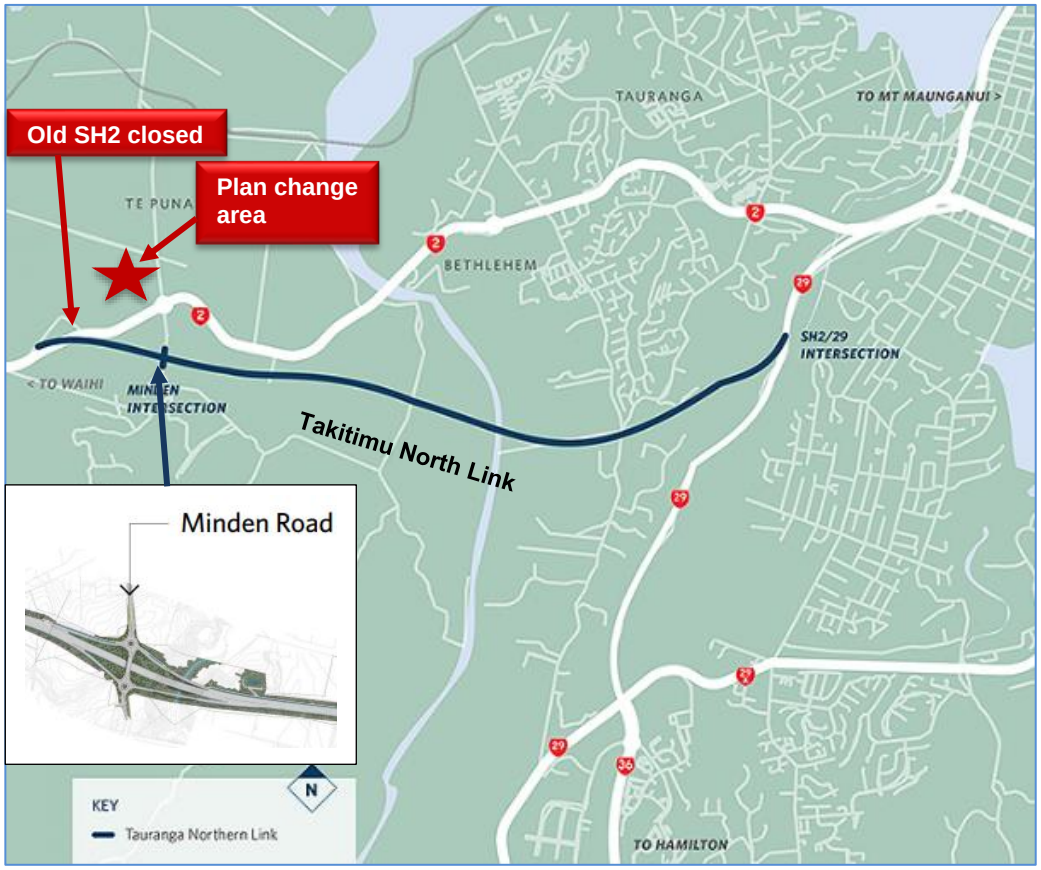
5.4 Footpaths are provided on both sides of Minden Road within the commercial zone and on the western side of the SH2 roundabout. The footpath continues on the eastern side of Te Puna Road connecting to the Omokoroa to Wairoa Bridge shared use path.

5.5 The posted speed limit in Te Puna is 60km/h. This reduces to 50km/h on Minden Road, 80km/h on SH2 west of Te Puna, 90km/h on SH 2 east of Te Puna and 80km/h on Te Puna Station Road at the slip road intersection.

6. ROAD NETWORK CHANGES

6.1 Takitimu North Link is under construction with the completion date expected by the end of 2026. Takitimu North Link commences at Takitimu Drive (toll road) in Tauranga City, and terminates north of Loop Road. Refer Figure 5.

6.2 **Figure 5 – Takitimu North Link**



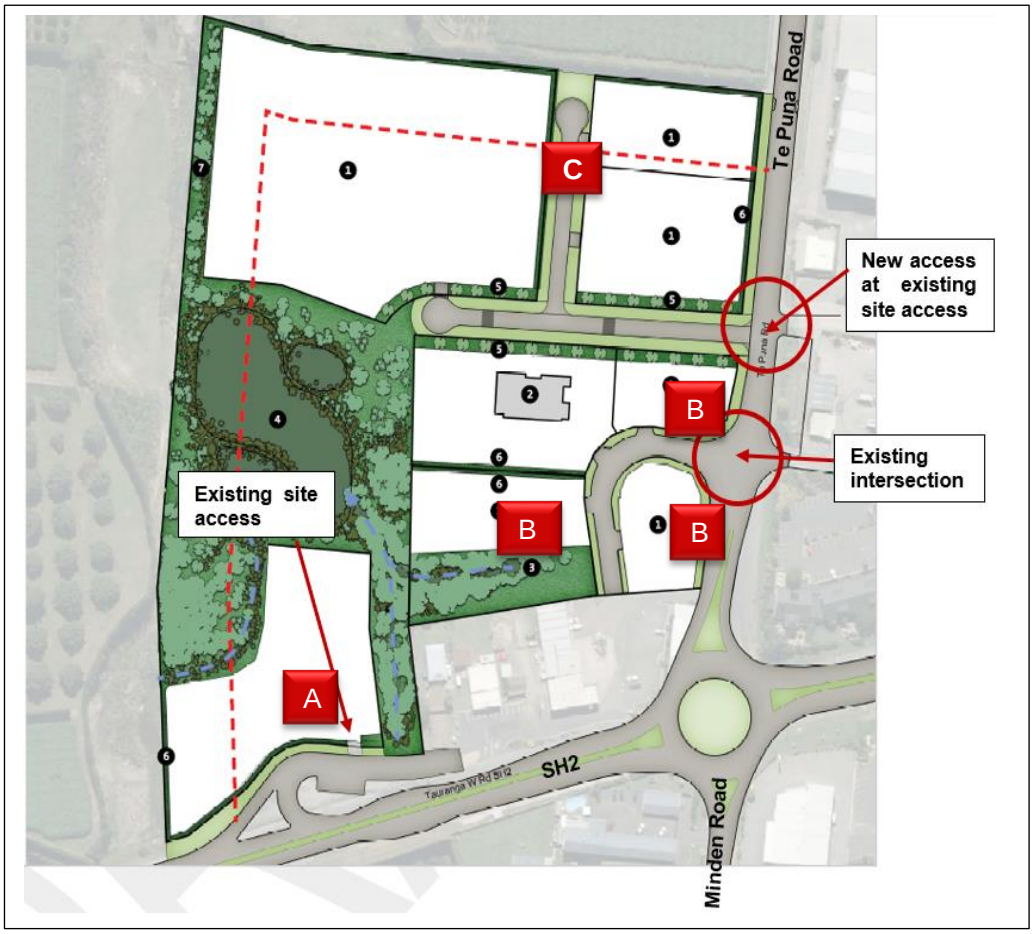
6.3 Once operational, the current SH2 will stop west of Loop Road and traffic between Loop Road and Te Puna Road will reduce significantly as there will no longer be through traffic in this section.

6.4 A full interchange will be constructed on Minden Road. The current rat run issue through the slip road will cease and Te Puna Road traffic volumes will also reduce.

7. TRAFFIC GENERATION AND POTENTIAL EFFECTS

7.1 Traffic generation for the commercial zoning on the slip road north of the BP service station (labelled 'B' on Figure 6 below) has already been assessed when the zoning changed. In addition, when Waka Kotahi undertook the roundabout improvements, the impacts of building the new hall on the slip road north of BP were also assessed by Waka Kotahi's consultants.

7.2 **Figure 6 – Structure Plan**



7.3 The area labelled 'A' on Figure 6 above, is a commercial lot within the area to be rezoned as part of the plan change. It has an existing access from the slip road. This lot will be the last to be developed by the applicant and from a staging perspective is unlikely to generate traffic until after Takitimu North Link is operating and slip road traffic is minimal. The applicant will

develop this as the final stage so there is unlikely to be commercial trade traffic until after Takitimu North Link is operating.

7.4 As such, a further provision is proposed and is addressed in Mr Collier's evidence. "No access to and from the site via SH2 shall be permitted until such time as the SH2 Takitimu North Link is operational".

7.5 The area labelled 'C' in Figure 6 above will access Te Puna Road via a private access at the same location as the existing site access. Area C is approximately 21,550m^2 and we have made the following assumptions:

(a) Traffic Generation rates from "TRR 45 - Trips and Parking Related to Land use"

(b) Activity is large format retail, home improvement (or similar)

(c) Building coverage is assumed at 30% (allows for access, manoeuvring, parking loading etc) = 6465 m^2

(d) 20% generated from Te Puna north of the site, 40% from Bethlehem via the current SH2 and 40% from Takitimu North Link and Minden via Minden Road.

7.6 Based on the above, the expected traffic generation is provided in table 1 below :

7.7 **Table 1 – expected traffic generation at the new intersection**

Activity	Generation rate	Daily (2 way flow)	Hourly (2 way flow)	Peak
Large Format Retail **6465m^2**	design peak hour trips, 5.6vph/100m^2 GFA; design daily trips 45 vpd/100m^2 GFA	2910vpd (1455 in 1455 out)	362vph (181 in 181 out)	Saturday 11-12 Thursday week day 4.30 to 5.30pm

7.8 Retail peak flows do not coincide with the morning commuter peak or afternoon school peak. Thursday evening peak and late Saturday morning are predominantly the peak flow time for retail activities.

7.9 The assumed splits in 7.5 (d) would result in an hourly peak flow in and out of the new access of:

(a) 18 right turn entries (on average 0.3 per minute)

(b) 18 left turn exits (on average 0.3 per vehicles per minute)

(c) 145 left entries (on average 2.4 vehicles per minute)

(d) 145 right turn exits (on average 2.4 vehicles per minute)

7.10 These assessed traffic movements are not all additional to the network as there is an existing access and commercial activities operating from the site currently.

7.11 The new access is opposite Gate 2 of the DMS pack house. The DMS exit is a low volume and exit only. The main ingress and egress for the DMS pack house being on Armstrong Road east.

7.12 WBOPDC RAMM data available on MobileRoads provides a 2020 estimate of 2815 vehicles per day on Te Puna Road through the new intersection location. In 2018 Aurecon collected traffic volume data for another project where the recorded weekday average northbound was 2045vpd and southbound was 1715vpd. A total weekday average of 3760vpd. Assuming a 2% growth weekday daily traffic is more likely to be in the order of 4000vpd.

7.13 With the reduced traffic flows in the future resulting from Takitimu North Link and considering that the access location is currently a commercial access for Supermac, the traffic from a new development within the plan change area “C” is not expected to result in turning flows that cannot be through the inclusion of turning bays. Proposed improvements will depend on the activities that establish within area “C” and these will require Council Engineering Approval at the time of resource consent.

8. OFFICERS REPORT

8.1 I have read the officers report and concur with the findings and recommendations.

9. SUBMISSIONS

9.1 Submission 8.7 from Te Puna Heartlands – requests improvement to multi-modal transport links and that the private road be built to public road standards.

9.2 WBOPDC and the Regional Council, will have opportunity to develop Multi modal options once Takitimu North Link is operational as there will be less traffic in Te Puna and the needs of the community for multi modal facilities can be determined.

9.3 The private road will be designed and built to service the needs of the activities that establish within the area “C”.

9.4 Submission 9.2 BP Oil New Zealand– Does not agree with the use of the slip lane from SH 2 to access the site and the lack of analysis of the traffic effects from the use of the slip lane including the current use by BP vehicles including tanker deliveries and heavy vehicle movements.

9.5 This submission has been addressed by removing the internal Structure Plan road that connected slip lane through the development to Te Puna Road. As discussed above, area “B” is already zoned commercial and area A will not be developed until Takitimu North Link is operational and the traffic on the slip road will significantly reduce.

9.6 Submission 12.3 Te Puna Memorial Hall Committee– Requests a solid 2m high fence or similar along the northern boundary to mitigate impacts from traffic, plus a landscape strip along the western boundary. Requests the private road is built to public road standards and in smooth asphalt to reduce traffic noise.

9.7 The private access formation is addressed in 9.3 above. Depending on the activities that establish in area “C” a noise wall may be appropriate on the northern boundary of the Community Hall site.

10. CONCLUSION

10.1 The updated Structure Plan addresses the concerns relating to additional traffic on the slip road between SH 2 and Te Puna Road.

10.2 Restricting traffic generation from area “A” until Takitimu North Link is operational, further addresses concerns about additional traffic on the slip road. Once Takitimu North Link opens there will be minimal traffic on the slip road.

10.3 The design and formation of the private access will be fit for purpose and will depend on what activities establish within area “C”. This will be determined at resource consent and comply with Council requirements.

10.4 Area “B” is already zoned commercial and the design of the slip lane accounted for the traffic effects from these existing commercial lots at the time.

Ann Fosberry

Annexure A