

BEFORE THE MASTERTON DISTRICT COUNCIL

RM210207

UNDER The Resource Management Act 1991 (the Act)

IN THE MATTER OF an application for subdivision consent to create 21 residential sized allotments, 2-lot boundary adjustment, and reserve lot to vest and for land use consent to allow certain future dwellings and accessory buildings on the allotments.

EVIDENCE OF GARY CLARK

Dated 12 May 2022

QUALIFICATIONS

1. My name is Gary Paul Clark. I am a Chartered Professional Engineer and hold a New Zealand Certificate in Civil Engineering. I meet the standards to be a Registered Engineers Associate (REA) and I am a Member of the Institution of Professional Engineers NZ (MIPENZ) and its specialist Transportation Group. I am a chartered professional engineer that specialises in traffic engineering and transportation planning.
2. I have post graduate passes and masters papers for traffic engineering, advanced traffic engineering and accident prevention and reduction. I am also a Certified Road Safety Auditor and assisted in writing the “Road Safety Audit Procedures for Projects” publication released by NZTA. I also co-published the NZTA document “The Ins and Outs of Roundabouts.” I was a certified Commissioner after completing the Making Good Decisions Commissioners Course. I chose not to be recertified due to other work commitments.
3. I have been working in the road and traffic industry since 1982. The knowledge and experience gained over 40 years includes most road and traffic related matters, and in particular elements around planning, design and safety. I have prepared transportation assessments for both small and large developments throughout New Zealand, conducted road safety audits and have been engaged in the development of strategies for road and traffic related issues. I have also reviewed and prepared designs for roads, intersections, developments, road safety schemes and town centre redevelopments.
4. I have presented evidence in Resource Consent hearings and the Environment Court for applications in my specialist area of traffic engineering, road safety, transportation planning and road design.
5. I also note that I have owned a property at Riversdale and I am very familiar with the road traffic environment in Riversdale and the roads from Masterton.
6. Over the last 40 years I have worked for the Ministry of Works, Ministry of Transport, Local Authorities and multi-national consultancies. More recently I was Transportation Manager at Tasman District Council and worked for Traffic Design Group (TDG) for which I was a Senior Associate and Branch Manager of the Nelson Office. In July 2018 I decided to return to my own consultancy which has been operating since July 2004. I am the director of that company.
7. I have no commercial or other interest in the outcome of this application, nor any conflict of interest of any kind.

CODE OF CONDUCT

8. Although not required for a consent hearing, I confirm that I have read and agree to be bound by the Environment Court Code of Conduct for Expert Witnesses and

confirm that I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express in the following evidence. The evidence I give is within my expertise.

INTRODUCTION

9. I was engaged to provide an assessment of the traffic related matters for the proposed 21 lot subdivision. The main matters that needed to be considered included capacity, safety and any potential effects.
10. I have reviewed the Section 42A Report and the traffic evidence prepared by Ms Harriet Fraser on behalf of Masterton District Council.
11. There have been a number of submissions on the proposed subdivision with the main concerns being road safety, road capacity, vehicle access on proposed walking track and parking.
12. Overall, it is my view that the potential adverse effects of the development on traffic safety and efficiency will be less than minor.

PROPOSAL

13. Information about the proposed development and other matters relating to the consent application are contained within the Assessment of Environmental Effects (AEE), submitted to Masterton District Council in the consent application as well as the Section 42A Report prepared by Council officers. I do not intend to go into detail of the proposal. It is well described in the application, the s 42A report and evidence of others.
14. The proposed 21 lot subdivision is located on Rochdale Road. Rochdale Road is a cul de sac located at the southern end of the Riversdale Beach settlement.
15. I note that there was no Section 92 Request for further information for traffic matters.

KEY FINDINGS FROM ASSESSMENT

16. There are no capacity constraints on the adjacent road network. The expected increase in traffic movements can be accommodated on Rochdale Road and Palm Parade with any effects being less than minor.
17. The expected trip generation for the new dwelling is around four movements per day per dwelling. The flows on Rochdale Road upon completion of the new homes will be around 200 vehicles per day. Ms Fraser appears to agree.

18. My assessment focused on the road capacity, as this has been the historical concerns of residents as part of the original subdivision. The crash history did not highlight any safety issues.

SUBMISSIONS RECEIVED

19. The Section 42A Report outlines the general concerns of submitters (32) which mostly related to parking, safety, road capacity and the Masterton to Riversdale Road.

SECTION 42A REPORT

20. The Reporting Planner recommends granting of the consent for the boundary adjustment and five new allotments with appropriate consent conditions. The recommendation is for fewer allotments than provided for in the consent application which sought consent for 21 allotments.
21. Transport advice has been sought by Harriet Fraser on behalf of Masterton District Council. I also note that comments from Council's Roading Manager were also provided.
22. Traffic matters are set out in various parts of the Section 42A Report, and my consideration of the matters are provided below.
23. Paragraph 68 of the Section 42A Report concludes that the transport effects can be managed, and the subdivision can be supported. I note that this is for the proposed 21 lots that were applied for and not the reduced scale as recommended by the Reporting Planner.
24. I agree with this conclusion which is consistent with my assessment of the effects of the proposed subdivision.
25. Paragraphs 87 through to 92 cover the transport discussion by the Reporting Planner for the proposed subdivision which is largely based on Ms Fraser's evidence.
26. Paragraph 88 has a missing word. I believe the statement "*I agree with Ms Fraser's assessment that the additional traffic activity associated with the proposed subdivision is (not) likely to have any discernible effects on the existing road safety*". The word "not" which I have added appears to be omitted. With that change I agree with the assessment.
27. Paragraph 89 discusses matters relating to parking pressure. The proposed development will not add to the existing parking pressure at the southern end of the beach. The Reporting Planner has suggested that the reduction in the scale of the development will help address parking concerns raised by submitters. The location of the development makes it highly unlikely that residents will drive the car down the

hill to access the beach. A walkway is provided from the development for beach access.

28. Paragraph 92 concludes with agreeing with Ms Fraser's assessment and the associated traffic effects of the proposal are no more than minor. It is assumed that the Reporting Planner also agrees with my conclusion as it is the same as Ms Fraser's.
29. Appendix 4 provides a copy of Ms Fraser's evidence for the proposed subdivision. In general, I agree with the analysis, assessment and conclusions within Ms Fraser's evidence.
30. As noted in my assessment, the new right of ways will be constructed to Council standards. I agree that consent Conditions 10 and 11 are the appropriate mechanism to achieve this. I can confirm that the available legal width and grades of the right of ways will allow the consent Condition to be met.
31. Paragraph 3.5 of Ms Fraser's evidence notes that she disagrees with my capacity analysis. The capacity analysis is a technical assessment of the potential operating capacity of the roadway based on width and other contributing factors. Ms Fraser's assessment of the road capacity is based on a threshold approach based on road type/function directly from NZS4404 Land Development and Subdivision Infrastructure standard. This approach is not a technical calculation of capacity but fitting a road type in a road classification within NZS 4404.
32. The dimensional configuration of the roads in the Riversdale Settlement would allow significantly higher flows than 1,000 vehicles per day to be carried safely and efficiently.
33. Both assessments conclude that there are no capacity constraints within the existing road network, which is also confirmed by Council's Roading Manager.

CONCLUSION

34. The proposed subdivision seeks to develop 21 allotments with access onto Rochdale Road at Riversdale Beach in Masterton District.
35. Ms Fraser's assessment of the proposed subdivision agrees with my analysis of the development with any effects being able to be managed. The capacity and safety of the network will continue to operate within the existing levels of service currently experienced by all road users.
36. Overall, it is my view that the traffic related effects of the proposed development are less than minor.
37. I am happy to answer any questions the Commissioners have.