**BEFORE THE INDEPENDENT HEARINGS PANEL**

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

AND

IN THE MATTER Resource consent applications by Te Puna Industrial Limited in relation to 297 Te Puna Station Road

## My full name is Brett Harries, and I am a director of Harries Transportation Engineers Limited. I have the qualifications and experience as outlined in Section 2 of my evidence in chief.

## I was engaged by Te Puna Industrial Limited in August 2023 to undertake a peer review of traffic engineering work undertaken to date by Bruce Harrison of Harrison Transportation in relation to the proposal. My traffic peer review, and the focus of my evidence, is on five key traffic engineering matters, each of which is briefly summarised as follows:

### **Trip generation**. In my view, Mr Harrison’s assessments of the trip generating potential of the proposal have been robustly and conservatively derived, which given that trip generation feeds into all traffic engineering design elements related to the proposal, is appropriate.

### **The future base intersection traffic demands**. My review of how the base traffic demands were redistributed (as a consequence of the closure of the southern end of Te Puna Station Road) to enable assessments of intersection capacities and performances confirmed that the resultant base traffic demands were appropriately derived.

### **The Te Puna Station Road / SH2 intersection**. Should the southern end of Te Puna Station Road remain fully or partially closed to southbound traffic, I agree with Mr Harrison’s determination that no improvements to the Te Puna Station Road intersection with SH2 are required. I also agree with Mr Harrison that regardless, heavy vehicles should be prevented from accessing the Site by left turn from Te Puna Station Road, given the uncertainty regarding the future operation of the southern end of Te Puna Station Road.

### **The Te Puna Station Road / Te Puna Road intersection**. Irrespective of whether the Application is granted, there appears to be a consensus that for capacity and safety reasons, the Te Puna Station Road / Te Puna Road intersection should be upgraded, principally by way of the addition of a right turn bay as is now proposed as part of this Application. I have reviewed Mr Harrison’s design of the upgraded intersection, with particular attention given to the achievement of acceptable sight distances (which the existing intersection does not). In my opinion, and notwithstanding the geometric constraints of the intersection location, the upgraded intersection design as proposed achieves the objective of safely and effectively incorporating a new right turn bay from Te Puna Road into Te Puna Station Road. Further, it is my opinion that in addition to fully accommodating the traffic demands likely to be generated by the proposal, the enhanced capacity and improved sight distances that the upgraded intersection will provide will achieve safety and efficiency benefits for all its users, and in this regard represents a significant positive effect of the Application.

### **The proposed site access intersection**. Having reviewed Mr Harrison’s design of the proposed access intersection that will serve the site, it is my opinion that it represents a best-practice layout that: will be appropriate for the nature and volumes of traffic that are expected to use the access; will be located to achieve optimum sight distances; and will achieve acceptable separations from existing driveways to the east and west. Further in relation to the latter point, I agree with Mr Harrison that the relationship between the existing driveway serving 288A and 288B Te Puna Station Road, and the design and location of the Site access intersection as proposed, will produce a negligible, if not nil, potential for adverse road safety interactions.

## Overall, I am able to confirm my support for Mr Harrison’s analyses, designs, and conclusions regarding the traffic engineering effects of the proposal, and I confirm my own opinion as provided in my evidence in chief that with the intersection designs and mitigation measures that are proposed, there are no traffic engineering reasons that should preclude acceptance of the proposal.

## **Brett Harries**

## 9 July 2024