

**Before an Independent Hearing  
Commissioner Appointed by  
Christchurch City Council**

**In the Matter**

of the Resource Management Act  
1991

**And**

**In the Matter**

of a resource consent application to  
establish an agricultural equipment  
sales, servicing and training facility  
at 33 and 69 School Road, Yaldhurst

**Statement of Evidence of  
David Smith  
for Landpower Group**  
Dated: 17 May 2022

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## INTRODUCTION

### Qualifications and Experience

1. My full name is David John Robert Smith.
2. I hold the position of Technical Director - Transportation Planning at Abley, a transport planning and engineering consultancy. I have been in this position since 2018 and have been at Abley for ten years.
3. I hold a Bachelor of Technology (with Honours) in Industrial Operations Research and Master of Philosophy in Operations Research from Massey University. I am a Chartered Member of the Institute of Logistics and Transport (CMILT), a member of Engineering New Zealand (MEngNZ) and a member of the NZ Modelling User Group sub-group of Engineering New Zealand. I have been appointed to the NZ Transport Agency Independent Professional Advisors panel for Transportation Modelling. I am also certified as a Hearings Commissioner having completed the Making Good Decisions course in 2019.
4. My previous work experience includes 22 years of transportation planning and engineering experience. I have managed and led numerous projects related to transportation business cases, transportation research and Resource Management Act-related matters for public and private sector clients. I have recently been engaged by Auckland Council, Selwyn District Council, Queenstown-Lakes District Council, Taupo District Council, Foodstuffs South Island Limited, Ports of Auckland and Fonterra as a transportation expert witness.

### SCOPE OF EVIDENCE

5. My evidence is given on behalf of Landpower Group on traffic and transportation matters relating to establishing a new agricultural machinery sales and servicing facility at 33 and 69 School Road, Yaldhurst. I am an author of a Transportation Assessment Report (**TAR**) dated 3<sup>rd</sup> March 2021 prepared for Landpower in respect of the application. I have also engaged with Waka Kotahi and provided input to Section 92 responses.
6. My evidence discusses the following:
  - (a) I present a summary of the TAR;

- (b) Response to traffic section of the Section 42A report and Appendix 5 prepared by Mr Dore.

## **SUMMARY OF TRAFFIC ASSESSMENT**

7. The site has frontage to West Coast Road (SH 73), Hasketts Road and School Road. All frontage roads are generally of rural character, with wide grass berms and no formed kerbs and channel. Along the site frontage both Hasketts Road and School Road have a 50 km/h speed limit, whereas on SH73 the speed limit has recently been reduced to 60km/h along the site frontage (from 70/100 km/h at the time of preparing the TAR).
8. The site is proposed to have two vehicle accesses, one from SH73 and the other from Hasketts Road. The SH73 access will be the main site access and used by visitors and the office and retail facing staff. The Hasketts Road access will only be used by heavy commercial vehicles servicing the site and the maintenance team who will be using company utes. Courier vans and other small-scale deliveries will also use the main site access on SH73. For the avoidance of any doubt, no vehicle access is proposed to School Road.
9. The site is expected to generate a total of 288 vehicle trips/ day including servicing vehicles. I expect the morning commuter peak to be the busiest single hour with up to 93 vehicle trips expected per hour, and the majority of traffic will arrive from the east, accessing the site from the SH73 access.
10. The site will be serviced by a range of heavy commercial vehicles transporting machinery and parts. A comprehensive tracking assessment is presented in the TAR which demonstrates that heavy vehicles can access the site and manoeuvre within the site safely and efficiently. A key focus of the site design was to provide as much separation as possible between areas where heavy vehicles manoeuvre and more pedestrianised areas where there will be a presence of staff and visitors. I consider that separating out the access for heavy vehicles from the general public is an important aspect of the site design to ensure the safe and efficient operation of the site.
11. To avoid the trucks turning into Hasketts Road having to cross the centreline on Hasketts Road, I propose shifting the limit line on the Hasketts Road approach of the intersection back by approximately 1.5m. Localised

intersection widening as well is proposed which would likely require two power poles to be moved further back from the carriageway. This intersection upgrade and shoulder widening is captured in condition 30 in the Section 42A report.

12. I have assessed the application against the transport related rules of the Christchurch District Plan and any non-compliances have been assessed in the TAR, and the degree of noncompliance is not anticipated to result in any adverse impacts.

## **RESPONSE TO SECTION 42A REPORT**

13. I have read the traffic section of the Section 42A report and the traffic report prepared by Mr Dore included as Appendix 5 to the Section 42A report.

14. Mr Dore's summary states:

*"my overall view is that if consent is granted that:*

- *An independent safety audit is required before engineering plans are submitted and approved for changes proposed to Hasketts Rd.*
- *All work on Hasketts Rd must be designed and constructed in accordance with Christchurch City Council Construction Standard Specifications and Infrastructure Design Standards*
- *Shoulder widening is required at Hasketts Rd vehicle crossing to provide adequate sealed width for heavy goods vehicles turning into and out of the Hasketts Rd access. Shoulder widening must tie in with proposed changes to intersection of Hasketts Rd and SH73.*
- *An advice note: Applicant to submit a corridor access request to council before work commences in road'*

15. I agree with the recommendations put forward above by Mr Dore. I have also reviewed the transport conditions of consent 29-33 included in the Section 42A report which seek to address Mr Dore's comments and support these. I consider that there are no points of disagreement between Mr Dore and myself with respect to the application.

16. I further note that in addition to formal approvals from Council, the works associated with SH73 (being the formation of a new vehicle access and Hasketts Road intersection improvements) require formal approval from

Waka Kotahi as the road controlling authority, and the applicant would consult with Waka Kotahi throughout the design and construction process.

## **CONCLUSION**

17. I have prepared a traffic assessment in respect of the application and reviewed the Section 42A report prepared by the Council Officer and the transport report prepared by Mr Dore. I can confirm that I support the findings of the Officer's report including the transport conditions 29-33.
18. I conclude that the application can be supported with respect to traffic and transportation matters and see no transport-related reason why consent should not be granted.

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David Smith

17 May 2022