

**BEFORE THE COMMISSIONERS APPOINTED BY THE CENTRAL OTAGO  
DISTRICT COUNCIL**

**UNDER** the Resource Management Act 1991

**IN THE MATTER** of RC230179 an application for a 33-lot  
subdivision at Rocky Point on Tarras-  
Cromwell Road (SH8)

**BY** **TKO PROPERTIES LIMITED**

Applicant

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**SUMMARY STATEMENT OF EVIDENCE OF ANDREW DAVID CARR**

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Dated: 18 November 2024

**TODD & WALKER** law  
LAWYERS | NOTARY PUBLIC

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## Summary Statement of evidence of Andrew David Carr

- [1] My full name is Andrew (“Andy”) David Carr, and I am a director of Carriageway Consulting Limited, a specialist traffic engineering and transport planning consultancy which I founded at the start of 2014. I have over 35 years’ experience in traffic engineering. My experience and qualifications are set out in full in my Evidence in Chief (**EiC**).
- [2] I have been asked by TKO Properties Limited (**the Applicant**) to give expert traffic evidence in respect of RC230179, being an application for a 33-lot subdivision at Rocky Point on Tarras-Cromwell Road (SH8).
- [3] I initially provided advice regarding the appropriate formation of the State Highway 8 / Bendigo Loop Road intersection (my letter dated 24 October 2023) and participated in discussions with the New Zealand Transport Agency (**NZTA**) in respect of the manner in which the intersection could be addressed though this consent. As a result of my assessments, I consider that the proposed development can be accommodated provided that the State Highway 8 / Bendigo Loop Road intersection is upgraded to a ‘Diagram E’ layout. I have liaised with NZTA in this regard and a condition of consent is proposed to ensure that this design outcome is achieved.
- [4] A number of traffic matters are set out in the s 42A report and Addendum report of Mr Vincent. As he requests, I confirm that I am able to support a gradient of 15% on the internal roading network, as this gradient is permitted under the 2010 version of Standard NZS4404 for the number of houses proposed. Matters of signage, railings and safety measures are typically deal with when engineering approvals are sought but there are no constraints to providing these.
- [5] I concur with Mr Vincent that the increase in traffic arising from the proposal means that Bendigo Loop Road should be sealed between the highway and site access.
- [6] Several conditions of consent refer to roading designs being expected to meet Council’s Addendum to the 2004 version of NZS4404. However the 2004 version of this Standard was withdrawn and replaced in 2010,

and the Council is presently reviewing the Addendum with a view to producing a new document based on the 2010 version of the Standard. In effect there are two different design standards currently applicable – the Council’s Addendum (based on a withdrawn Standard and which is being updated), and the 2010 version of the Standard, which reflects more current thinking but differs to the Addendum.

- [7] Consequently I consider that conditions of consent that explicitly refer to the Council’s Addendum should be reworded to allow for a degree of flexibility as to the design guide or standard that is applied. This will avoid a scenario where a condition of consent inadvertently imposes the use of an obsolete guide.
- [8] Although not mentioned in my EiC, for completeness I note that I have reviewed the internal roading layout within the site. I do not consider that there are any inherent design deficiencies present which would preclude a suitable detailed design from being produced and confirmed through engineering approval processes. In my experience this approach to assessing the details of the design is common for subdivision consent applications (and is secured through standard conditions of consent).
- [9] Mr Vincent has also raised the matter that the inclusion of visitor accommodation may change the traffic generation of the site. I agree that the traffic generation will change, but I have worked through these traffic generation characteristics and find that a Diagram E arrangement, without any auxiliary turning lanes, remains the appropriate layout.
- [10] Consequently, having reviewed the transportation-related aspects of the proposal and subject to the conditions of consent noted above, I am able to support the proposal from a transportation perspective.

Andy Carr

18 November 2024