

## SUMMARY OF EVIDENCE

### John Michael Burgess

1. My primary statement of evidence provides a summary of the roading standards proposed within the TCSP, describes the work that has been undertaken in terms of the proposed changes to the intersection of Taiwawe Lane and Hot Water Beach Road, and assesses the ability of the road network to accommodate all of the traffic that will be generated from the TCSP area and surrounding activities.
2. My supplementary statement responds to matters that were raised in the Supplementary Section 42A Hearing Report (undated) received at the start of the initial hearing on 15 March 2021, and in particular:
  - (a) provides further detail of modelling to confirm that the proposed intersection will continue to function well within capacity across a range of scenarios, including a greater level of development than provided for under the Structure Plan (i.e. up to the level of traffic for the original 45 lots);
  - (b) addresses a concern about pedestrian and cyclist access;
  - (c) clarifies the entry vehicle swept path shown on the proposed intersection layout design (Structure Plan Diagram B, Figure 5 in my original evidence); and
  - (d) comments on the intersection design, and the matter of a design safety audit of the proposed intersection design.
3. The roads and right of ways within the property can be established in compliance with the standards and requirements of both the District Plan and the Council's Code of Practice for Subdivision and Development, with the exception of part of the eastern perimeter road which is to have a carriageway width of 5 to 5.5m, which in my opinion is acceptable and appropriate for slow-speed two-way traffic flow.
4. The traffic that could potentially be generated by development of the TCSP area can be accommodated on the road network with less than a minor impact on the transport environment, including the wider strategic road network.
5. The TCSP gains access from an existing intersection on Hot Water Beach Road. As I discussed in my primary and supplementary statements, there are currently two options for the intersection layout, one that was approved as part of the Campground resource consent (which we modified as per Structure Plan Diagram B, Figure 5 in my original evidence, to include Te Puia Place from the Hot Developments subdivision), and one that has actually been constructed to provide Te Puia Place as the link with priority over Taiwawe Lane (the current layout, as shown in Figure 4 in my original evidence). The former layout was chosen for the TCSP proposal following early discussions with Council officers, but the latter option (i.e. intersection as currently in place) would in my opinion also operate satisfactorily.

6. The Council decided to commission a design safety audit in order to finally determine the preferred layout option for the intersection and, at the time of preparing this Summary, I have seen no information from the Council in terms of the outcome of that safety audit.
7. I conclude that the proposed TCSP is acceptable from an overall transportation point of view, whichever intersection layout is finally chosen by the Council.

A handwritten signature in black ink, appearing to read 'John Burgess', with a stylized, cursive script.

John Burgess

6 September 2021