

**UNDER** the Resource Management Act,  
1991 and

**IN THE MATTER** of an application by Evo  
Lands, Ltd to subdivide the land at 420  
Three Mile Bush Road to create thirty-  
eight development lots.

## **STATEMENT OF EVIDENCE OF DEAN R SCANLEN (TRAFFIC AND TRANSPORTATION ENGINEER)**

### **Introduction**

1. My name is Dean Scanlen and I am a consultant transportation and environmental engineer and the owner and principal of the firm *Engineering Outcomes Ltd*. I hold a Bachelor of Engineering degree with First Class Honours from Auckland University, which I obtained in 1985. I have been working full time in the civil and traffic engineering field ever since. I am a Chartered Professional Engineer and am on the International Professional Engineers Register. I am also a member of the IPENZ Transportation Group and Sustainability Society, Engineers for Social Responsibility and the Cycling Advocate's Network.
2. I have previously been employed as a consultant to central Government and private civil engineering consultancy firms. I have been self-employed for more than 21 years. During my career, I have provided advice to various clients in the public and private sectors on matters of transportation, roading and traffic management and environmental engineering. That work has covered planning, investigations, assessments of effects, resource consent applications, design and construction supervision.
3. I regularly give advice to clients on transportation planning and road traffic effects assessments including traffic impact assessments, transport economics, traffic conflict, safety, capacity, parking, off-road ("alternative") transport and road upgrading. During my career, I have been involved with the planning, investigation, design and observation

of construction for numerous roading projects with values up to \$7 million as well as the roading and access associated with subdivision and development projects with values up to \$100 million.

4. I was instructed by Evo Lands Limited in August 2017 to assess the traffic impact of the proposal. I am familiar with the area to which the application for resource consent relates. I visited the site and existing access road in August 2017. My report is entitled "Proposed Subdivision, Karanui, Three Mile Bush, Whangarei, Stages 4, 5 And 6. Traffic Impact Assessment" and is dated 25 August 2017. I refer to this as my traffic report.
5. I record that I have read the Code of Conduct for Expert Witnesses (Environment Court of New Zealand). In that regard I confirm that this evidence is within my area of expertise, that I have considered all material facts known to me that might alter or detract from the opinions I express and that I have qualified my opinions or conclusions wherever there is uncertainty in the basis for them
6. The proposal is fully described in the application and Council reporting officer's ("s42A") report and I refer the reader to both of those documents for details of the proposal. My traffic report is reproduced in the s42A report.

### **Scope**

7. My evidence is concerned with the traffic effects of the proposal. In my traffic report, I concluded that, provided a small (20 square metre) area of land is covenanted along the Three Mile Bush Road frontage to ensure adequate sight distances from the entrances to Lots 3 and 4 (as shown in Figure 2 page 8 of my traffic report, a copy of which is **attached** hereto), then the effects of the traffic generation and parking demand associated with the proposal will be well within accepted limits. Vesting of that land in Council would achieve the same objective.
8. I agree with all but one of the comments and conclusions of the s42A report that relate to traffic and parking effects and my reports. I restrict this evidence to the following statement in paragraph 6.8.1 the s42A report:

*"Council engineers have ... concluded that a Type 2 intersection will be required."*

9. A number of submissions refer to traffic issues, but only one – that of Joseph Henehan of Reyburn and Bryant on behalf of Rod and Louise McGregor, raises concerns that have not already been addressed in my original traffic report.
10. I am advised that the concerns of Rod and Louise McGregor relating to sight distance from their entrance have been addressed to their satisfaction.
11. As such, I do not respond to any submissions in this evidence.

#### **Section 42A (RMA) Report**

12. The “Type 2” intersection referred to in paragraph 6.8.1 of the s42A report is described in Sheet 21 of Whangarei District Council’s *Environmental Engineering Standards*. It consists of widening carried out on the main road at a T intersection and is intended to provide space for vehicles that are not turning to pass vehicles that are decelerating or waiting to turn into the side road. Type 2 widening has separate components on each side of the road for each direction of turn. Widening on the same side of the road as the side road, to the right when looking from the side road, is for left-turn entries. Widening on the opposite side of the road, in both directions, is for right-turn entries.
13. For left-turn entries, I conclude that Type 3 widening is triggered. Type 3 widening is similar to Type 2 only somewhat larger. It is already in place for the Karanui Road intersection for left-turn entries, so no additional widening is necessary in relation to them.
14. For right-turn entries, I disagree that the component of Type 2 widening opposite the intersection, which is for right-turn entries, is triggered by the proposal. The proposal will increase the number of lots in the catchment of Karanui Road to 110 lots, which will generate total traffic in the range 1050 to 1,100 movements per day. Monitoring I carried out of turning traffic from existing developments in this location, in 2013, showed that 91% of traffic travels to and from the east. On this basis, the proposal will increase right-turn entries to no more than:

$$1,100 \times 0.09 \times 0.5 = 50 \text{ per day}$$

15. At this frequency of turns, for Type 2 widening to be triggered, the (non-turning) traffic on Three Mile Bush Road would have to be 1,700 movements per day annual average (AADT)<sup>1</sup>.
16. At the time of the 2013 monitoring, there was only 1,300 movements per day on this part of Three Mile Bush Road on a weekday. Weekday traffic is highly likely to be higher than the AADT, so it is very unlikely that traffic will have reached the level that would trigger Type 2 widening for right-turn entries.

### **Conclusion**

17. Overall, I have seen nothing in either submissions or the section 42A report that changes my original conclusion. That is that, provided the covenant is placed on the area of land shown in Figure 2 Page 8 of my original traffic effects assessment, then that the risks associated with the access arrangements proposed for the subdivision will be well within acceptable limits and Type 2 widening for right-turn entries will not be warranted. Vesting of that land in Council would achieve the same objective.

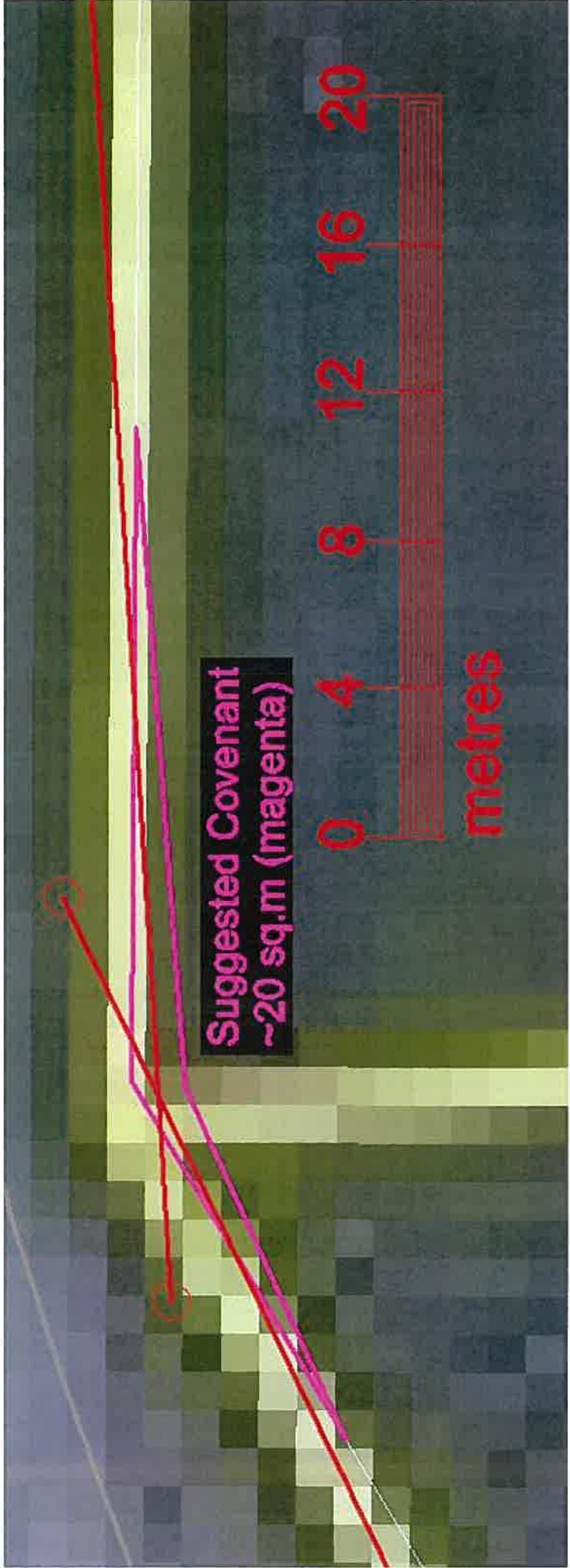


**Dean R Scanlen**  
BE(Hons)(Civil), CPEng, IntPE(INZ)

30 November 2017

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<sup>1</sup> Environmental Engineering Standards (2010) Figure 1.



**Suggested Covenant  
~20 sq.m (magenta)**

0 4 8 12 16 20  
metres