

**BEFORE THE HEARING PANEL
APPOINTED BY KAPITI COAST DISTRICT COUNCIL**

IN THE MATTER OF | I TE TAKE O the Resource Management Act 1991
AND | ME

IN THE MATTER OF | I TE TAKE O Proposed Plan Change 5 (Private):
100 and 110 Te Moana Road,
Waikanae, Kāpiti Coast District

**SUMMARY STATEMENT OF LUKE BENNER
ON BEHALF OF ERIC, VINCE AND RAECHEL OSBORNE**

Dated 21 September 2026

Introduction

1. My full name is Luke Michael Benner.
2. I have prepared a Statement of Evidence regarding Private Plan Change 5 (**PC5**) to the Kāpiti Coast District Plan, in relation to the transportation and traffic engineering matters associated with the proposal. My qualifications and experience and a summary of the work completed are as set out in that statement.
3. The initial Transport Assessment I prepared in 2024 identified the need for a new intersection fronting Te Moana Road to provide vehicle, pedestrian and cycle access to and from the PC 5 site, with the assumption being that this intersection would provide for all movements on and off Te Moana Road. The need for future pedestrian connections both along and across Te Moana Road was identified with the expectation being that the design of a future intersection, incorporation of footpaths along Te Moana Road and potentially a crossing point would be considered in the detail through future resource consenting processes, should PC 5 be confirmed.
4. Upon the draft plan change being lodged with Kapiti Coast District Council in December 2024, initial review comments were received from the Council's Access and Transport team and their consultant Mr Colin Sheilds in early 2025, seeking that SIDRA modelling analysis be carried out of the nearby interchange taking into account the cumulative traffic effects of consented development within Ngārara Farm as well unconsented but enabled (rezoned) land from within this same area.
5. The following scenarios were therefore modelled utilising the available data and inputs from WTOC as well as the traffic generation rates agreed with the Council associated with Ngārara Farm and for the PC 5 site.
 - Existing Te Moana Rd/SH1 Interchange (AM & PM Peaks)
 - Existing Te Moana Rd/SH1 Interchange + Ngārara Farm (AM & PM Peaks)
 - Existing Te Moana Rd/SH1 Interchange + Ngārara Farm + Plan Change Site (AM & PM Peaks)
6. The results of the modelling were included with the Transport Assessment filed with the PC 5 request (dated 18 April 2025). They showed that the interchange currently operates at a level of service D during the AM and PM peak hour periods, with the level of service remaining at this level upon adding the additional traffic from Ngārara Farm albeit with significantly longer delays and queuing along Te Moana Rd and on the northbound expressway offramp,

particularly in the AM peak hour (refer Attachment 1 to the Transport Assessment).

7. Upon adding the additional traffic flows associated with the PC 5 site on top of Ngārara Farm, this was projected to increase queuing slightly and delays on the eastbound approach along Te Moana Rd during the AM peak, noting the level of service for the interchange was projected to remain at D. The reverse was projected to occur in the PM peak with queuing and delays increasing on the westbound Te Moana Rd approaches as well as the northbound expressway offramp, and the level of service for the interchange was projected to drop to E.

Independent Review (Modelling)

8. After receiving a further information request from NZTA (as a submitter to PC5), it was decided to engage an independent suitably qualified and experienced expert to undertake a (yet further) review of the SIDRA modelling carried out to date. Mr Don Wignall of Transport Futures Ltd was engaged to undertake this review, noting his extensive experience in using SIDRA and other modelling packages including SATURN and AIMSUN. Mr Wignall has been also involved in producing the Council's Kapiti Traffic Model, Version 4 (**KTM4**).
9. The Transport Futures review investigated six scenarios across both AM and PM peak hours. Within the six scenarios, three new options to those included in the Transport Assessment were tested as follows:
 1. Existing plus 'plan change' traffic, assuming 150 dwellings @ 1.3 peak hour trips per dwelling (195 Passenger Car Units (**PCU**) in the am and pm peak hours).
 2. Existing plus consented future development (including retirement units) at the Ngārara Farm development, (481 dwelling equivalents, i.e. 626 PCU).
 3. Existing plus consented future development (including retirement units) at the Ngārara Farm development (626 PCU) plus 'plan change' traffic (195 PCU in the am and pm peak hours).
10. The results of the updated SIDRA modelling runs show that during the AM peak hour the interchange currently operates at a level of service C and will continue to do so under the Existing + Plan Change scenario with no approaches or movements operating a level of service F.
11. Under the Existing + Ngārara Consented scenario the interchange would operate at a level of service D during the AM peak. Under the Existing + Ngārara Consented + Plan Change scenario the level of service is projected to also be

a level of service D with the right turn from Te Moana Rd onto the expressway onramp projected to operate at level of service F.

12. For the theoretical scenarios of Existing + Ngārara Farm at 900 dwellings and Existing + Ngārara farm at 900 dwellings + Plan Change, the level of service would drop to E in the AM peak. Under both scenarios the right turn from Te Moana Rd onto the expressway onramp is projected to operate at level of service F. The scenario that includes the PC5 site would also result in the left turn lane off the northbound expressway offramp operating a level of service F with queueing into the right turn lane.
13. In terms of the PM peak the interchange currently operates at level of service C, while for the Existing + Plan Change scenario the level of service would be projected to drop to D which is driven by side road delays for vehicles turning out of the plan change site. For the Existing + Ngārara Consented scenario the level of service is projected to be a C, noting the PC 5 site is not included so there would be reduced side road delays. For the Existing + Ngārara Consented + Plan Change scenario the level of service is projected to reduce to D. No one movement is projected to operate at level of service F.
14. For the theoretical scenarios of Existing + Ngārara Farm at 900 dwellings and Existing + Ngārara Farm at 900 dwellings + Plan Change the level of service would be D. No one movement is project to operate at level of service F.

Section 42A Report

15. I agree with Mr Sheilds that further SIDRA modelling should be required to cover future and cumulative effects, and that this can be done at the relevant time (i.e. when resource consent applications to develop the PC5 site are lodged). However, the starting point for any future SIDRA modelling should be based on the existing baseline “as consented” environment then in place and not be required to consider other large sites that are residentially zoned but not consented.
16. I also agree with Mr Sheilds (paragraph 54) in that future development of the PC5 site should include the provision of a right turn bay that incorporates and integrates the existing on road cycle lanes and traffic lane arrangements.
17. Similarly, I agree with Mr Sheilds recommendation (paragraph 54) that the design and provision of sustainable transport measures as identified in Figure 12 of the Transport Assessment along Te Moana Road should be required as part of the future consenting process.

18. I have considered and discussed the issues raised in submissions on PC5, and in the s 42A report (including the supporting technical evidence of Mr Shields), in my statement of evidence. For the reasons stated in my evidence, my opinion remains as summarised above.

Luke Benner

21 September 2026