

**BEFORE THE INDEPENDENT PANEL
OF KAPITI COAST DISTRICT COUNCIL**

IN THE MATTER of the Resource Management Act 1991 ("RMA")

AND

IN THE MATTER of Private Plan Change 4 ("PC4") to the Kāpiti Coast District Plan ("Plan") - 65 and 73 Ratanui Road, Otaihanga

**STATEMENT OF EVIDENCE OF MARK GRANT GEORGESON ON BEHALF OF
WELHOM DEVELOPMENTS LIMITED**

(TRANSPORT)

16 JANUARY 2026

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1. INTRODUCTION

- 1.1 My name is Mark Grant Georgeson. I am a Chartered Professional Engineer and hold a Bachelor of Civil Engineering degree from the University of Auckland.
- 1.2 I have 33 years professional experience as a practising traffic and transportation engineer. I am:
 - (a) a member of Engineering New Zealand and its specialist Transportation sub-group;
 - (b) an International Professional Engineer; and
 - (c) a member of the Institute of Transportation Engineers USA.

Qualifications and experience

- 1.3 For the last 33 years I have worked as a traffic engineer with Traffic Design Group Ltd and Stantec New Zealand ("Stantec"), practicing as a traffic engineering specialist throughout New Zealand. I am currently the Private Sector Market Leader for the New Zealand business.
- 1.4 My experience includes provision of transportation engineering advice for many residential and retirement village developments throughout New Zealand. That advice spans from high level master planning through to construction and operation.

Involvement in Welhom Developments Limited plan change request

- 1.5 I have been involved with the proposed Plan Change since early 2023 when I provided preliminary transport advice to the applicant. Subsequently, I oversaw the preparation of the Stantec Integrated Transport Assessment ("ITA") dated November 2024 and the transport related inputs into the Kāpiti Coast District Council ("KCDC") RFI response dated February 2025.

Code of Conduct

- 1.6 I confirm that I have read the Expert Witness Code of Conduct set out in the Environment Court's Practice Note 2023. I have complied with the Code of Conduct in preparing this evidence and will continue to comply with it while giving oral evidence before the Hearing Commissioners. Except where I state

that I am relying on the evidence of another person, this written evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed in this evidence.

2. SUMMARY OF EVIDENCE

- 2.1 My assessment has considered potential residential and retirement village development scenarios. Under either scenario, the traffic generation of a development of the Plan Change site ("Site") will be consistent with local connection to Ratanui Road.
- 2.2 The proposed structure plan identifies a location for a new Site access point on Ratanui Road. I have shown that an intersection in this location with a right turn bay and a safe pedestrian crossing point is a suitable and logical access response. It will operate safely and efficiently, with negligible effect on Ratanui Road.
- 2.3 Similarly, traffic volume increases will have negligible effects on nearby intersections, including the Mazengarb Road / Ratanui Road and Otaihanga Road / Ratanui Road intersections, and they will not noticeably alter the function of Ratanui Road.
- 2.4 Development of the Site will be able to be appropriately connected to KCDC's existing path network for walking and cycling accessibility. Future connectivity to adjacent land can be considered through subsequent consent processes, including as required under the District Plan for a "major traffic activity" (refer TR-R10).

3. SCOPE OF EVIDENCE

- 3.1 This statement of evidence:
 - (a) provides a brief summary of the transport context of the proposed Plan Change;
 - (b) summarises the key findings and recommendations from the ITA and updated analysis;
 - (c) responds to the submissions received; and.
 - (d) responds to the Council Officer's Section 42A Report.

4. CONTEXT

4.1 The Site is located on Ratanui Road, a Local Community Connector route, on the north-eastern edge of Paraparaumu.

4.2 At its western end, Ratanui Road intersects with Mazengarb Road, a Major Community Connector route, which in turn connects to the Paraparaumu town centre and Paraparaumu Beach. The Mazengarb Road / Ratanui Road intersection was upgraded to a roundabout in 2019, and functions with good safety and operating conditions.

4.3 To the east, Ratanui Road continues as Otaihanga Road, connecting to Old State Highway 1 and onto the Waikanae town centre in the north and the Paraparaumu town centre in the south. Ratanui Road and Otaihanga Road meet at a priority tee-intersection, with priority between Ratanui Road and Otaihanga Road to the east.

4.4 There is a mix of residential and rural-residential land uses along Ratanui Road. The Little Farm preschool is located close to the Site on the opposite side of Ratanui Road.

4.5 From Mazengarb Road to just west of the Site, Ratanui Road is formed with kerb and channel, two traffic lanes and kerbside shoulders, and a footpath on its southern side. It operates with a posted speed limit of 50km/h along this section.

4.6 Across the frontage of the Site, the speed limit changes to 60km/h and the form of the road changes. There is no kerb and channel, the roadside shoulders lessen, and the footpath becomes a gravel shared path on the northern side of the road.

4.7 Ratanui Road carries weekday traffic volumes of between 6,000 and 7,000 vehicles per day, showing that it has a wider-area traffic carrying function between Paraparaumu Beach and Waikanae.

4.8 The nearest bus service runs along Mazengarb Road between Paraparaumu Beach and the Paraparaumu town centre. The service runs half hourly in each direction on weekdays, with more frequent buses during peak commute times.

4.9 Crash records presented in the ITA do not suggest any significant safety concerns with Ratanui Road including its ability to accommodate additional access. The extent of injury crashes is a good indicator of road safety. Just two minor injury crashes were recorded at the Mazengarb Road / Ratanui Road

roundabout in the reported five-year period (2019 – 2023), and only one minor injury crash on Ratanui Road relating to property access, involving a rear-end crash at the entry driveway to the preschool in 2019. In my assessment, the road improvements proposed to support access to the Site will also support safer outcomes for this section of Ratanui Road.

- 4.10 A 158-lot residential subdivision north of Otaihanga Road and west of the Kapiti Expressway (the Mansell Development) was consented in 2024. The Transportation Assessment for the subdivision outlined that between 145 and 253 residential dwellings can be anticipated, and these could generate 170 to 300 vehicle movements per hour (vph) during weekday traffic peaks and 1,144 to 2,530 vehicle movements per day (vpd). The conclusion from that Transportation Assessment¹ was that the subdivision can be appropriately, safely and efficiently accommodated with very little change in traffic capacity or delays for existing users of Otaihanga Road and Ratanui Road. Subdivision works appear to be substantially advanced.
- 4.11 While a roundabout was initially considered as a possible form of control for the new intersection of the Mansell Development onto Otaihanga Road, KCDC deemed it unnecessary, instead preferring a standard tee intersection. This new intersection has yet to be formed, and I observe that it will accommodate larger traffic volumes than the access serving the Site.

5. KEY FINDINGS AND RECOMMENDATIONS

Traffic Generation

- 5.1 The ITA considers two scenarios for potential development of the Site; one a standard residential development of the Site involving 235 dwellings, and the second a retirement village development. The residential scenario was shown to have a higher potential traffic generation and therefore was adopted for assessment.
- 5.2 Traffic generation for the residential scenario could add around 160 to 190vph during peak periods and 1,760vpd to Ratanui Road. This level of traffic is consistent with a residential local road classification for a road connection to Ratanui Road and, as I have noted above, is smaller than the corresponding access volumes approved for the Mansell Development.

¹ Harriet Fraser Traffic Engineering & Transportation Planning, 117-155 Otaihanga Road, Paraparaumu – Proposed Residential Subdivision Transportation Assessment, 25 June 2024.

5.3 By comparison, I have assessed that a potential retirement village on the Site would generate 1,020vpd, such that traffic effects reported will be less for a retirement village development on the same Site.

5.4 I expect approximately two thirds of traffic generation would be to / from the west on Ratanui Road, with one third to / from the east on Otaihanga Road.

New Ratanui Road Access

5.5 The ITA presents a concept design for a new access on Ratanui Road, including a right turn bay and a pedestrian crossing point with refuge island. I repeat that concept below in Figure 1. The location of the access, as shown on the proposed Structure Plan in the Plan Change Request (Figure 2), is approximately 85m east of the preschool entry driveway and 150m west of the Ratanui Road / Killalea Place intersection.



Figure 1: Indicative Design for Access with Right Turn Bay



Figure 2: Proposed Structure Plan

5.6 The concept design shows a tee-intersection form with a right turn bay, with required road widening on the Site side of Ratanui Road. This is the form KCDC has considered acceptable, in preference to a private access that takes the form of a vehicle crossing. Appropriate diverge and merge tapers for the speed environment can be provided, without impacting the nearby preschool entry. The design will be subject to refinement post consent at subsequent engineering design stages, to the satisfaction and approval of KCDC.

5.7 The ITA presents analysis of performance during the morning peak period, which is the critical period for a residential development, when the highest volume of traffic is turning out and coinciding with higher passing volumes on Ratanui Road. I have carried out updated analysis allowing for potential traffic increases from the Mansell Development, as forecast in the Transportation Assessment for that subdivision. I have allowed for the upper potential traffic volume increase of approximately 150vph past the Site, in addition to the 30% growth on existing volumes already allowed for in the analysis presented in the ITA. Even with these generous assumptions, a very acceptable average delay of 17 seconds per vehicle for the right turn out of the Site is forecast, with queues of just two vehicles.

5.8 I conclude that a tee-intersection in the proposed location on Ratanui Road will be able to operate safely and efficiently into the future, and with negligible effect on the safety and efficiency of Ratanui Road, in the same way the same intersection form was deemed appropriate for the Mansell Development.

Mazengarb Road / Ratanui Road and Otaihanga Road / Ratanui Road Intersections

5.9 The RFI response to KCDC's information request addresses the critical PM peak period performance of the Mazengarb Road / Ratanui Road roundabout and morning peak period performance of the Otaihanga Road / Ratanui Road tee-intersection. This analysis allowed for 30% growth on all existing volumes and potential traffic generation of a residential development of the Site. As for the new access on Ratanui Road, I have carried out updated analysis for these two intersections, again conservatively allowing for the upper potential traffic generation of the Mansell Development wholly in addition to the 30% growth.

5.10 My analysis of the Mazengarb Road / Ratanui Road roundabout shows it will operate efficiently with an overall average delay of seven seconds per vehicle and an excellent Level of Service ("LoS") A on all movements in the future, allowing for 30% traffic growth plus traffic associated with the Mansell Development. With the increase in traffic associated with a residential

development of the Site, the analysis shows overall average delay increasing to just eight seconds and delays on all movements remain at an excellent LoS A. Maximum vehicle queue lengths on the critical southern Mazengarb Road approach are shown to increase from seven vehicles to nine vehicles.

- 5.11 This analysis confirms my own observations during school peak and commuter peak conditions that the roundabout functions very efficiently so that the additional traffic that could be generated by development of the Site will have a negligible effect on its operation.
- 5.12 The Otaihanga Road / Ratanui Road tee-intersection is forecast to operate similarly to the proposed new intersection on Ratanui Road, with an average delay of 17 seconds for the critical right turn out of the minor leg, again allowing for 30% traffic growth plus traffic associated with the Mansell Development. With the increase in traffic to / from the east generated by a residential development of the Site, the average delay could increase to 19 seconds. This scale of change in performance of the intersection would not be noticeable to users.

Traffic Volume Increases on Ratanui Road

- 5.13 Future traffic volumes on Ratanui Road, allowing for Mansell Development traffic increases and a generous 30% traffic growth, will be near the upper end for a Local Community Connector route.
- 5.14 Development of the Site could result in traffic volume increases on Ratanui Road to the west of the Site of approximately 680 – 1,170vpd (depending on whether the Site is developed for standard residential or retirement living purposes). These increases will not noticeably alter the function of Ratanui Road, with key intersections continuing to function safely and efficiently as I have described above.

Accessibility by Non-Car Travel

- 5.15 A new Site intersection in the proposed location on Ratanui Road will be able to contribute to a better-connected path network. As indicated in the access concept at Figure 1, a proposed crossing point and extension of the southern footpath will provide benefits to existing path users, as well as ensuring development of the Site is appropriately connected to existing infrastructure in the area.
- 5.16 Connectivity to potential future development adjacent to the Site is proposed as a matter of discretion for Council for residential development on the Site.

This will be achieved through the proposed DEV3-P2 policy direction,² which refers to providing connectivity to adjacent sites, in addition to the primary access point on Ratanui Road. A residential subdivision is proposed to have the status of a Restricted Discretionary Activity, with the matters in policy DEV3-P2 listed as a matter of discretion. I consider this provision will allow connectivity to adjacent land to be appropriately assessed at the subdivision consent stage.

- 5.17 If a retirement village is to be developed on the Site, it too will be assessed as a Restricted Discretionary Activity given its District Plan status as a "major traffic activity" (refer TR-R10). Connectivity for residents of the retirement village to surrounding areas for walking and cycling will be considered further at the resource consent stage.
- 5.18 Given the distance from the Site to the nearest existing bus stops on Mazengarb Road (approximately 700m), I consider the bus service uptake from the development of the Site will be low.
- 5.19 Public transport provision typically responds to demand and routes can be re-evaluated as part of future service reviews. If a bus route is to connect the residential areas of Paraparaumu Beach and Waikanae in the future, Ratanui Road - Otaihanga Road - Old SH1 would appear to be a logical new route.
- 5.20 For the retirement village proposal, village residents will be able to enjoy an on-demand service provided by a village shuttle, which will offer a convenience superior to a public bus service.

6. RESPONSE TO SUBMISSIONS

- 6.1 I have reviewed the submissions, with 15 of the 18 submitters raising transport-related matters. I address these by way of themes.

Traffic Volumes

- 6.2 Eleven submitters³ raise concerns with traffic volumes on Ratanui Road, expressing concerns relating to increases associated with the Mansell Development, congestion and queuing, and particularly around school start and end times given the relative proximity of Paraparaumu College on Mazengarb Road. As I have outlined, the additional traffic that could be generated by development of the Site will not noticeably change the function

² Proposed DEV3 Policies and Rules are outlined in the evidence of Mr McDonnell.

³ Submitters 1, 2, 3, 7, 8, 9, 10, 13, 15, 17 and 18.

of Ratanui Road, with key intersections able to continue to operate safely and efficiently. The width of the carriageway will remain sufficient for two-way vehicle movement, allowing for generous traffic growth considerations.

6.3 Regarding existing congestion and queuing, my views are informed by observations during both the after-school and PM peak periods on Tuesday 14 October 2025. The Mazengarb Road / Ratanui Road roundabout is well-performing, with traffic mostly free-flowing. Delays are small and queues are short and short-lived, with three or four vehicles queued at times, and one instance of seven vehicles observed on the Mazengarb Road southern approach. The roundabout has good available capacity, as also demonstrated through the traffic modelling outputs I have presented.

Road Safety

6.4 Three submitters⁴ raise concerns relating to road safety, including with respect to the Mazengarb Road / Ratanui Road roundabout and vehicle speeds on Ratanui Road. I have already commented that the roundabout is operating safely and additional traffic that could be generated by development of the Site will not noticeably change its good operation.

6.5 KCDC has provided traffic count and vehicle speed data for Ratanui Road collected in February 2025 – 85th percentile speeds are 52km/h to the west of the Site and 64km/h to the east of the Site, between Killalea Place and Otaihanga Road. I do not consider this data shows a concern with existing vehicle speeds relative to speed limits (50km/h to the west of the Site and 60km/h to the east of the Site as described in Paragraphs 4.5 and 4.6).

6.6 Submitters 7 and 13 suggest a speed limit reduction on the 60km/h section of Ratanui Road. This may be a matter to be considered further through the next land use consent phase, and KCDC may decide this is an appropriate change in the future, however for now a new intersection and pedestrian crossing point with refuge island in the location proposed is not reliant on a speed limit reduction east of the Site.

Public Transport

6.7 Five submitters⁵ raise concerns around a lack of public transport accessibility. I have addressed public transport accessibility in Paragraphs 5.18 and 5.19.

⁴ Submitters 1, 9 and 15.

⁵ Submitters 7, 9, 13, 14 and 18.

Car Parking

6.8 Effects of car parking on Ratanui Road, including both existing car parking and car parking generated by development of the Site, are raised by three submitters.⁶ Whether the concerns related to existing kerbside car parking on Ratanui Road need attention is a matter for KCDC as the road controlling authority.

6.9 I expect that car parking demand for any development of the Site, whether residential or retirement village, will be able to be accommodated within the Site, such that there will not be a need for parking to spill over onto Ratanui Road. In addition, parking is also a matter to be considered through the land use consent process for a "major traffic activity" (Restricted Discretionary Activity under TR-R10).

Non-Car Road Users

6.10 Three submitters⁷ have concerns with effects on non-car users, including pedestrians, cyclists and horse riders. As I have outlined, my view is that the additional traffic that could be generated by development of the Site will not noticeably affect the function of Ratanui Road, including for these users. The proposed pedestrian crossing point will afford an improvement for existing and future path users who need to cross Ratanui Road.

6.11 In a related way, Submitters 3 and 13 express concerns with the existing footpath network and footpath width, including for mobility scooters. The existing footpath on the southern side of Ratanui Road west of the Site is a standard urban width of 1.5m and there is no need for it to be changed in response to future development of the Site, except to be extended to the refuge crossing point as shown by the concept in Figure 1.

6.12 Submitter 6 mentions a footpath to Otaihanga Road. There is an existing gravel path to Otaihanga Road on the northern side of Ratanui Road. Development of the Site will present an option for this path to be sealed across the frontage of the Site, and for KCDC to continue that same formation to the east in the future.

6.13 Submitter 7 raises upgrades to urbanise Ratanui Road. As intended by the new Site access point and associated treatment, the Ratanui Road frontage of the Site would be urbanised, including kerb and channel, a footpath and street

⁶ Submitters 5, 13 and 18.

⁷ Submitters 2, 7 and 15.

lighting, at the time of development. This same form can be extended eastwards by KCDC in the future as they consider necessary.

Connectivity to Adjacent Land

- 6.14 Two submitters⁸ comment on a lack of connectivity to adjacent land. I consider that the proposed policy direction and rules which would apply to a residential development of the Site, as summarised in the evidence of Mr McDonnell, will allow appropriate discretion for KCDC to consider this matter.
- 6.15 For a comprehensive retirement village, public vehicle access through the village would not typically be provisioned for, however a secondary access for local area connectivity and access resilience is often desirable and can be provisioned for and enabled when adjacent land is developed. This matter can be appropriately considered at the land use consent stage in response to assessment required for a "major traffic activity" (Restricted Discretionary Activity under TR-R10).

Proximity to Preschool

- 6.16 Three submitters⁹ comment on the proximity of the proposed access relative to the preschool entry driveway. The location of the access was a key matter considered during development of the Site masterplan for a retirement village, and an earlier location closer to the preschool was discounted in favour of the proposed location. I have assessed the location as being suitably separated from the preschool entry driveway, with a suitable eastbound diverge taper able to be provided without impacting the operation of the preschool driveway.

Construction Traffic

- 6.17 Concerns with construction traffic effects are raised by Submitters 4 and 7. In my view, construction traffic will be able to be safely managed and accommodated on Ratanui Road, just as construction traffic has been for the Mansell Development. In my experience, it would be normal practice for a Construction Traffic Management Plan ("CTMP") to be prepared post consent, that sets out the details and expectations of construction activity, to the satisfaction of KCDC. This is a requirement through the Construction Environmental Management Plan conditions for the Mansell Development, as well as a consent requirement for Summerset's Waikanae village development.

⁸ Submitters 7 and 10.

⁹ Submitters 4, 7 and 15.

6.18 Submitter 3 raises concerns with the safety of pedestrians crossing Ratanui Road at the proposed crossing point (with refuge island). The industry-recognised NZTA Pedestrian Network Guidance reports pedestrian levels of service for a range of pedestrian crossing facility forms and traffic volumes. A crossing point with a refuge island on a road carrying up to 1,000vph with uninterrupted flow affords a "very good" level of service for pedestrians. As such, the new crossing point with refuge island is an anticipated outcome and will provide an improved crossing point in a location that currently does not have a facility. The concept design included earlier in Figure 1 has been accepted by KCDC as a safe and appropriate crossing form in this urban speed environment.

Other Matters

6.19 Submitter 13 provides a number of suggestions for the wider transport network which I do not consider relevant for the current proposal, including with respect to pavement condition at the Otaihanga Road railway crossing, the Expressway cycleway crossing over Otaihanga Road, the naming of Otaihanga Road east of Ratanui Road, the Otaihanga Road / Ratanui Road intersection form and a roading connection to the Expressway. I recommend these are matters for further consideration by KCDC, independent of this application.

6.20 Submitter 14 questions the appropriateness of the location including for accessibility by non-car travel. While other witnesses address the appropriateness of development in this location, I advise that the Site, as an extension of the existing urban area, can be appropriately connected to the existing path network, with improvements including in the form of a safe crossing point that will benefit existing and future users.

7. RESPONSE TO S42A REPORT

7.1 I have reviewed the Section 42A report and the statement of evidence of Mr Colin Shields addressing transport matters and effects.

7.2 In his conclusion, Mr Shields agrees with the findings provided in the ITA and the RFI response. He confirms that the proposed site access and the adjacent road network can safely and efficiently accommodate the predicted traffic flows from the Site, and notes that a safe crossing location is proposed on Ratanui Road. He considers the Plan Change provisions coupled with the existing District Plan provisions are appropriate to address any transport matters at resource consent stage.

7.3 The Section 42A report author accepts and adopts Mr Shields' advice, conclusions and recommendations.

7.4 Mr Shields addresses potential access to the land to the west of the Site should it be rezoned in the future.¹⁰ He presents three options, being access via the Site, access directly from Ratanui Road and access via a private accessway off Mazengarb Road. He concludes that there are potential options that can be considered further subject to detailed design and investigations to confirm if any of these options are deliverable.

7.5 In the event the Site is developed for standard residential purposes, the need to provide future connectivity to the western boundary can be considered at the subdivision consent stage. This would be unlikely under a retirement village scenario where safety and security for village residents are fundamental to village living.

7.6 I expect that access directly to Ratanui Road would be achievable and preferably located towards the western end of the frontage to maximise separation to the proposed access location for the Site.

7.7 The shared accessway from Mazengarb Road does not currently provide legal access to this block of land however, if it is to be developed in conjunction with other lifestyle blocks to the west, the 20m width of the private accessway would be suitable for a public local road.

7.8 As such, I agree that there are connectivity options that can be advanced by potential developers to confirm feasible access arrangements, at the time rezoning considerations are advanced for the land.

8. CONCLUSION

8.1 Based on my assessment, and with both the proposed structure plan and the District Plan transport provisions requiring further assessment for resource consent, I find that the proposed Plan Change is acceptable from a transportation engineering perspective.

Mark Grant Georgeson

16 January 2026

¹⁰ Statement of evidence of Colin Robert Shields on behalf of Kāpiti Coasts District Council (Effects on Transport) at [22]-[28].