

**BEFORE THE COMMISSIONERS APPOINTED ON BEHALF OF TIMARU  
DISTRICT COUNCIL**

**Under**                    The Resource Management Act  
1991 (the **Act**)

**In the Matter**        Resource Consent Application  
RC 101.2025.119.1

**Between**                **YEDO INVESTMENTS  
LIMITED**  
**Applicant**

**And**                      **TIMARU DISTRICT COUNCIL**  
**Respondent**

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**BRIEF OF EVIDENCE OF LOGAN PAUL COPLAND (TRANSPORT)**

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## **BRIEF OF EVIDENCE OF LOGAN COPLAND (TRANSPORT)**

### **Introduction**

1. My full name is Logan Paul Copland. I am a Principal Transportation Planner at Abley Limited (“Abley”), a transportation, spatial and data intelligence professional services company. I am also the Business Delivery Manager for Abley's Land Development team, where we focus on providing specialist traffic and transport advice relating to land development projects.
2. I hold a Master of Planning degree with distinction from the University of Otago, New Zealand. I have been a Full Member of the New Zealand Planning Institute since October 2024.
3. I have eight years' experience as a transportation professional, having worked as a Transport Planner / Engineer in both the public and private sectors since 2018.
4. In the first four years of my career, I was employed by the Dunedin City Council as a Transport Planner / Engineer. In this role, I was regularly tasked with evaluating the effects of land development projects on the transportation network and providing transport advice on resource consent applications, plan changes and Notices of Requirement.
5. I have worked at Abley since 2022, initially as a Senior Transportation Planner and from December 2024 as a Principal Transportation Planner. During my time at Abley, my work has primarily been focused on land development and transport design projects of varying types and scales. I provide advice to a range of public and private sector clients and have prepared numerous transportation assessments and undertaken resource consent reviews on behalf of many local authorities throughout New Zealand.

### **Code of Conduct**

6. I have been given a copy of the Environment Court's code of conduct for expert witnesses. I have reviewed that document and confirm that this evidence has been prepared in accordance with it and that all opinions that I offer in this evidence are within my expertise. I have not omitted to refer to any relevant document or evidence except as expressly stated.

### **Involvement in the Project**

7. Abley was engaged by Yedo Investments Limited in 2022 to provide transport advice for the proposed subdivision at 44 Gresham Street in Geraldine. I have been the project lead on behalf of Abley.
8. I am also the principal author of the Abley Integrated Transport Assessment (ITA), dated 31 August 2025.
9. I visited the site on 6 April 2026.

### **Scope of Evidence**

10. In preparing this evidence I have read and familiarised myself with:
  - (a) Integrated Transport Assessment, prepared by Abley, dated 31 August 2025.
  - (b) Submissions received by Timaru District Council (Council) insofar as they relate to transportation matters.
  - (c) Section 42A (S42A) report, prepared by Mr Patrick O'Toole, the reporting officer for Council.
11. The scope of my evidence is limited to assessing the traffic and transportation aspects of the proposed subdivision at 44 Gresham Street, Geraldine, in the Timaru District.
12. My evidence will address the following matters:
  - (a) Description of the existing transport environment
  - (b) Summary of existing road safety performance in the vicinity of the site

- (c) Description of the proposed development and site access provisions
  - (d) Summary of development traffic generation and associated network effects
  - (e) Review of construction traffic impacts
  - (f) Response to transportation related submissions on the subdivision
  - (g) Response to the Council S42A report
  - (h) Review of draft conditions
13. I do not intend to repeat all of the information that has been lodged with the resource consent application, but instead to provide a summary of my transport assessment as well as the key recommendations.

#### **Description of the Existing Transport Environment**

14. The site is located on the western side of Gresham Street, approximately 400 metres west of State Highway 79 and is adjacent to existing residential development. The site is zoned Rural 4A under the operative Timaru District Plan (District Plan), although it adjoins residential zoned (and developed) land to the north and east.
15. Gresham Street is a local street with very low traffic volumes (Average Daily Traffic volume (ADT) <250 veh/day<sup>1</sup>), a 50 km/h speed limit, and a footpath on the western side.
16. Huffey Street connects Gresham Street to SH79 and carries low traffic volumes (ADT <1,000 veh/day<sup>2</sup>). There is a footpath on the northern (school) side of the road. There are no dedicated cycling facilities.

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<sup>1</sup> <https://mobileroad.org/desktop.aspx>

<sup>2</sup> <https://mobileroad.org/desktop.aspx>

17. Geraldine has no public transport services.
18. The site is within an approximate 10-minute walk of Geraldine Primary School, located on Huffey Street.

### **Road Safety**

19. I have reviewed the reported crash records contained in the New Zealand Transport Agency (NZTA) Crash Analysis System to determine if there are any existing crash trends in the vicinity of the site in the last 10 years. My analysis has identified one non-injury crash at the Huffey Street / SH79 intersection, unrelated to the site frontage. No injury crashes were recorded, and there is no evidence of existing road safety deficiencies affecting vehicles, pedestrians, or school-related movements.
20. On this basis, I consider the existing transport network is operating safely at present, and there is no evidence to suggest that the subdivision, subject to appropriate design, would lead to deterioration in road safety performance.

### **Proposed Development and Access**

21. The proposal involves:
  - (a) Subdivision of 44 Gresham Street, Geraldine, so as to create 24 new residential sites (25 total, including the existing dwelling)
  - (b) Construction of a new public road, to be vested in Council. It will link Gresham Street with Huffey Street. Alongside this, the applicant proposes to upgrade Huffey Street to a public road standard as part of Stage 2, between the new subdivision road intersection and Gresham Street.

### **Traffic Generation and Network Effects**

22. My ITA report assessed traffic generation using survey data contained within NZTA Research Report 453 *Trips and parking*

*related to land use*<sup>3</sup> (NZTA RR453). Applying 85<sup>th</sup> percentile survey data for an outer-suburban dwelling, I estimate the subdivision will generate the following new traffic on the transport network

- (a) In the order of 22 two-way vehicle trips in the morning and evening peak hour (0.9\*24)
  - (b) In the order of 197 two-way vehicle trips per day (8.2\*24).
23. While this represents an increase to the existing very low baseline daily traffic flows, particularly on Gresham Street, the increase equates to approximately one additional vehicle every three minutes in the peak hour. Therefore, although in percentage terms the increase is notable, the overall resulting traffic flow on the road network remains very low such that I do not anticipate any capacity or safety issues to arise because of the subdivision.

#### **Construction Traffic Effects**

24. Temporary effects during subdivision works and subsequent dwelling construction are anticipated. Given proximity to Geraldine Primary School, I recommend that a Construction Traffic Management Plan (CTMP) be required as a condition of consent to manage heavy vehicle movements with a particular focus on avoiding heavy vehicle movements past the school during pick up and drop off times, and supporting safe driving behaviour, particularly past the school.

#### **Response to Transport-Related Submissions**

25. I have reviewed the submissions made on the application<sup>4</sup>. A total of nine submissions were received by Council<sup>5</sup>, with three of these being relevant to transport matters. These are (and refer Table 1):
- (a) Submission 1 / Peter Johnston

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<sup>3</sup> Refer to Table C.1 of NZTA RR453

<sup>4</sup> <https://www.timaru.govt.nz/services/planning/resource-consents/notified-applications-and-decisions/current-resource-consents-publicly-notified/101102.2025.119.1-resource-consent-for-subdivision-and-land-use>

<sup>5</sup> Including one late submission.

(b) Submission 4 / Joanne Drake

(c) Submission 5 / Fire and Emergency New Zealand (FENZ)

**Table 1 Submission summary – Transportation**

Submitter # / Name	Property Address	Support / Oppose / Neutral	Summary
1 / Peter Johnston	1 Huffey Street	Support	Notes that during construction, the existing shingle access on unformed Huffey Street may be temporarily closed. Short-term alternative access via the submitter's land to the Huffey/Gresham Street corner may be possible, with a request that any longer-term temporary access to be reinstated to pasture once works are complete.
4 / Joanne Drake	6B Gresham Street	Oppose	The submitter considers the Gresham Street / Huffey Street intersection to be unsafe, particularly due to the blind corner and access to their driveway. They are concerned that increased subdivision traffic could increase waiting times and rear-end collision risk, and request measures to maintain safe access at blind corners and driveway entries.
5 / FENZ	N/A	Neutral	The submitter is concerned that the ROW to Lots 2-4 may not be appropriately designed to ensure adequate emergency access, potentially requiring firefighting appliances to operate from the main road and, in some cases, exceeding hose run limits. They request that the ROW serving Lots 2-4 be designed to meet the Emergency Vehicle Access Guide F5-O2, or alternatively that a final ROW design be provided to FENZ for review prior to consent determination.

#### **Submitter 4 Joanne Drake**

26. This is the only submitter that raises specific transportation concerns with the subdivision. There are two primary concerns raised in this submission, summarised as follows

- (a) Considers the Gresham Street / Huffey Street intersection is “already dangerous” and considers this will be exacerbated by the subdivision due to increased traffic flows.
- (b) Concerns about being able to turn into their driveway at 6B Gresham Street

27. In response to the comments that the Gresham Street / Huffey Street intersection is “already dangerous”, I note that Section 3.2 of my ITA set out my review of NZTA’s Crash Analysis System (CAS). My analysis confirmed that no crashes have been reported at this intersection between 2015-2025. I have re-done this analysis to include the rest of 2025 and 2026, which again returns no reported crashes at the intersection. In my opinion, there is no evidence to substantiate the claim that the intersection is “already dangerous”.
28. However, Section 4.1 of my ITA report considers safety effects at this intersection, noting that the western Huffey Street approach will be upgraded to become one of two access points into the subdivision. Currently, Huffey Street transitions into Gresham Street via a tight radius horizontal curve. Vegetation on the inside of the curve, much of which appears to be within the road reserve<sup>6</sup>, potentially affects two key movements.
- (a) The first is forward visibility for vehicles travelling from west to south around the curve, which could increase the likelihood of a rear end collision should a driver be waiting in the middle of the road to turn into 2, 6 or 8 Gresham Street, refer Figure 1.

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<sup>6</sup> Based on aerial imagery from Canterbury Maps  
<https://mapviewer.canterburymaps.govt.nz/>



Figure 1 – sight line to a vehicle turning right into 2 Gresham Street

- (b) Secondly, depending on the final intersection design, it is also possible that that same vegetation could obstruct sight distances for drivers wishing to continue west along Huffey Street (i.e., into the northern subdivision access), refer Figure 2.

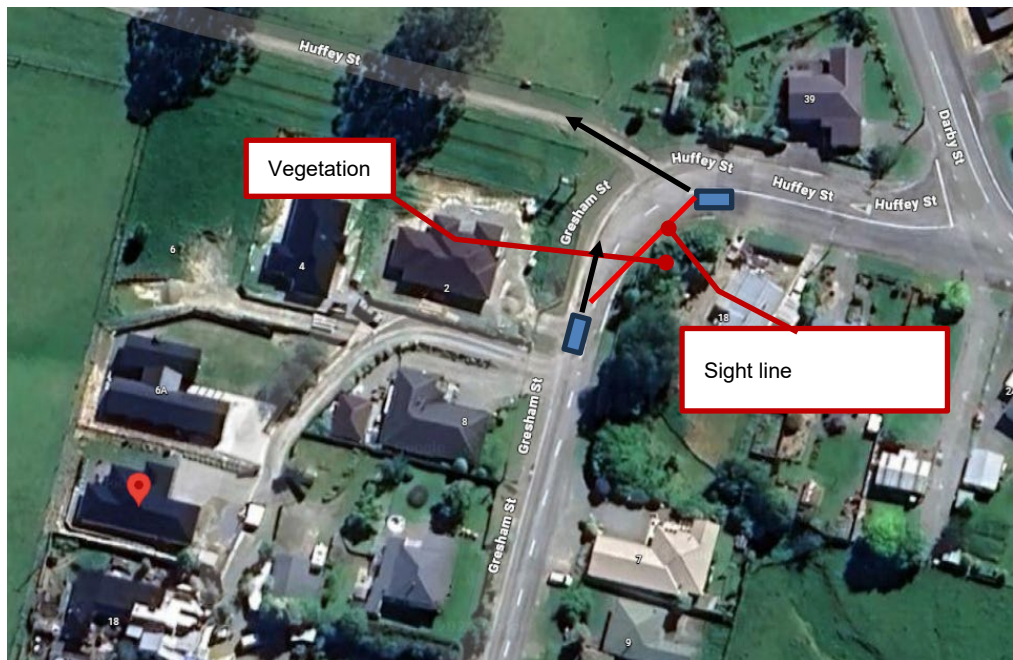


Figure 2 – sight line for vehicle travelling west along Huffey Street, into northern subdivision access

29. In response to the potential for a rear end collision (Item a / Figure 1 above), the forward sight line to a vehicle stopped waiting to turn right into 2 Gresham Street is approximately 26m.
30. I have used the Stopping Sight Distance (SSD)<sup>7</sup> calculation to check if the available sight distance is adequate for the above worst-case scenario. The SSD formula is shown below. I have applied a reaction time of 2 seconds, an operating speed of 30km/h, a coefficient of deceleration of 0.36 and a flat grade. Based on these parameters, the SSD is 27m, which is met.

$$SSD = \frac{R_T V}{3.6} + \frac{V^2}{254(d + 0.01a)}$$

where

$R_T$	=	reaction time (sec)
$V$	=	operating speed (km/h)
$d$	=	coefficient of deceleration (longitudinal friction factor)
$a$	=	longitudinal grade (% , + for upgrades and – for downgrades)

31. Although the above assessment suggests the available sight distance is sufficient, I consider that trimming / removing vegetation on the inside of the curve would improve safety by increasing sight lines and therefore giving a driver more time to react. This would reduce the potential for a rear end crash occurring as described by the submitter. I do note, however, that this is an existing situation (and one that will continue to exist irrespective of whether the subdivision is approved) and it would therefore be appropriate for Council to arrange for the vegetation to be trimmed / removed as part of its operational management of the road network. In other words, I do not consider the subdivision is contingent on this being done.
32. Regarding the potential for a vehicle continuing west along Huffey Street (into the northern subdivision access) colliding with a northbound vehicle on the curve, due to sight lines being obstructed by the vegetation (item b / Figure 2 above), Section 4.1 of my ITA

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<sup>7</sup> SSD is defined in Austroads Guide to Road Design Part 3 as the distance required to enable a normally alert driver, travelling at the design speed on wet pavement, to perceive, react and brake to a stop before reaching a hazard on the road ahead.

report recommended that priority at this intersection is changed, so that traffic approaching the intersection from Gresham Street (from the south) is required to give way to east-west traffic travelling along Huffey Street, a concept of this was provided in Figure 4.4 of my ITA and for ease of reference I have reproduced that layout in Figure 3 below.



Figure 3 Recommended intersection priority to address sight line issue

33. Other solutions are available to address this, such as removal / trimming of the vegetation on the inside of the curve to increase forward sight lines for vehicles wishing to continue west along Huffey Street into the subdivision. This would also have wider safety benefits (i.e., reducing the potential for rear end crashes as described above) and should be done regardless of what intersection design is chosen.
34. In my opinion, the intersection design is a detailed design matter, and I consider that there are several options available to achieve a safe intersection design within the current legal road boundaries.

#### **Submitter 5 FENZ**

35. FENZ has requested the ROW serving Lots 2-4 be designed in accordance with *Designers' guide to Firefighting Operations: Emergency Vehicle Access Guide F5-O2*. The submission states that the final design of the ROW including maximum length and gradient, and the minimum width, are currently unknown.

36. I note that Table 6.1 of my ITA report confirms that the ROW serving Lots 2-4 could be at least 6m wide (whereas the Figure 2 of the FENZ standard requires a minimum width of 4m). I note that the revised scheme plan<sup>8</sup> shows a minimum legal width in the order of 9m, which confirms there is adequate space to fit a compliant formed access width arrangement.
37. Scaling off the same scheme plan, the length of the ROW is in the order of 100m. I would describe the horizontal geometry of the ROW as “gentle”. When combined with the generous legal width of the ROW, I consider an appropriate design outcome is achievable such that it will be able accommodate the swept-path of a fire truck. Furthermore, given the size of the lots, I consider there is likely to be ample space within each site for a fire truck to be able to turn around on the site at which they are responding to.
38. However, I agree with the submitter that longitudinal gradient details for the ROW are currently unknown. In this regard, I defer to the applicant’s civil engineer, Mr Selwyn Chang, although I understand that he has investigated gradients for the ROW design and that there are no insurmountable issues in this respect.

### **Response to Section 42A Report**

39. I have reviewed the S42A report prepared by the Council’s Reporting Officer, Mr O’Toole. Mr O’Toole notes that although aspects of the proposed new road do not comply with certain District Plan standards, he acknowledges that my assessment has considered the operational traffic effects, access arrangements and safety outcomes and have concluded that these were acceptable subject to conditions.
40. On this basis, I understand that Council is supportive of the proposed subdivision from a transport perspective, and I have not identified any areas of disagreement between myself and the reporting officer.

### **Recommended Conditions**

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<sup>8</sup> [https://www.timaru.govt.nz/\\_data/assets/pdf\\_file/0005/1082786/44-Gresham-Street,-Geraldine-RFI-Response-Revised-Scheme-Plan.pdf](https://www.timaru.govt.nz/_data/assets/pdf_file/0005/1082786/44-Gresham-Street,-Geraldine-RFI-Response-Revised-Scheme-Plan.pdf)

41. I have reviewed the draft condition set as contained in the Section 42A report. The Land Transport conditions for Stages 1 and 2 are generally reflective of what is proposed and are therefore supported overall. I have commented on Conditions as they relate to my area of expertise in the following paragraphs.
42. Condition 3 requires a Construction Management Plan (CMP) to manage construction activities associated with development of the subdivision. I recommend that this condition should be expanded to include
  - (a) Avoidance of heavy vehicle movements past Geraldine Primary School between the hours of 8:15-8:50am and 2:40-3pm on school days.
43. Condition 3(j) requires Lot entrance features to be limited to 1.5m in height and up to 15m either side of the driveway. This would appear to create a potential conflict with Condition 29, which requires 2m x 5m visibility splays either side of all future vehicle crossings connecting to the new road. The requirement for visibility splays is illustrated in Figure 4 below. I consider that it is still appropriate for planting, fencing, or similar low-level structures to be established within the visibility splay area, so long as it does not exceed a height of 800mm. Below this height, inter-visibility between drivers exiting the driveway and pedestrians walking along the footpath will not be affected.

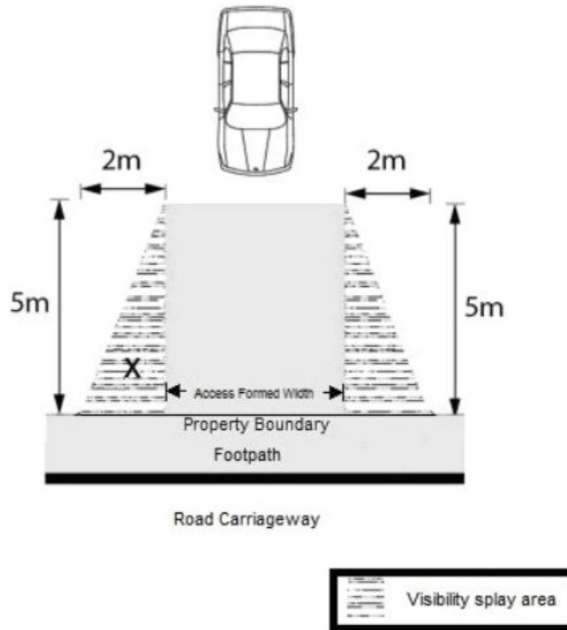


Figure 4 Visibility splay requirement<sup>9</sup>

44. Condition 28 relates to the design of the ROW servicing Lots 2-4, and requires it to be constructed in accordance with Council requirements, in particular NZS4404:2010 and as required by Timaru District Plan Part D 6.6 Table 6.6.2(5). I consider that the condition should be made more explicit, to avoid ambiguity in its implementation. Table 6.6.2(5) requires a ROW in the rural zone serving up to 7 lots/units to have:

- (a) Reserve width of 8.0m, within which the following is required
  - (i) Formed carriageway width of 3.0m
  - (ii) Combined footpath/berm width of 5.0m (2.5m each side)

45. Having regard to the above, as well as the FENZ submission, I recommend that the formed carriageway width for the ROW be a minimum 4.0m and have a max gradient of 20% with suitably designed transitions at summit and sag grade change points.

## Conclusion

<sup>9</sup> Refer TRAN-S12 of the Proposed Timaru District Plan

46. In summary, with the recommendations set out in my evidence, I consider the proposal will not adversely affect the transport network, and therefore, I am able to support the proposal from a traffic and transport perspective. My recommendations are summarised as follows:

- (a) That Council trims / removes vegetation on the inside of the curve at Huffey Street / Gresham Street horizontal curve, to improve forward sight lines. This should be done by Council as a matter of course, as opposed to this being required to facilitate the subdivision.
- (b) That the detailed design of the Huffey Street / Gresham Street intersection considers altering the priority at the intersection
- (c) That minor changes are made to the draft condition set as detailed above. In this regard, Mr Mark Geddes (Planner for the applicant) has provided me with a tracked change version of the draft conditions on 2 April 2026. I have reviewed that document and am comfortable that his recommended changes appropriately capture my transport-related recommendations.

Date: 7 April 2026



L Copland