

Before the Independent Hearings Panel
At Central Otago District Council

Under the	Resource Management Act 1991 (RMA or Act)
In the matter of	an application for subdivision and land use consent to establish another 44 residential allotments in the rural resource area at 112 & 144 Ripponvale Road, Cromwell (RC250155)
And	New Zealand Cherry Corp (Leyser) LP Applicant

Evidence of Andrew David Carr - Transportation

23 July 2026

Applicant's solicitor:

Sarah Eveleigh / Tallulah Parker
Anderson Lloyd
Floor 2, The Regent Building, 33 Cathedral Square, Christchurch 8011
PO Box 13831, Christchurch 8141
DX Box WX10009 Christchurch
p +64 27 204 1479 / +64 21 703 767
sarah.eveleigh@al.nz / tallulah.parker@al.nz

**anderson
lloyd.**

Introduction

- 1 My full name is Andrew (“Andy”) David Carr.
- 2 I am a Chartered Professional Engineer and an International Professional Engineer (New Zealand section of the register). I hold a Masters degree in Transport Engineering and Operations and also a Masters degree in Business Administration.
- 3 I served on the national committee of the Resource Management Law Association between 2013-14 and 2015-17, and I am a past Chair of the Canterbury branch of the organisation. I am also a Chartered Member of Engineering New Zealand (formerly the Institution of Professional Engineers New Zealand), and an Associate Member of the New Zealand Planning Institute.
- 4 I have more than 36 years’ experience in traffic engineering, over which time I have been responsible for investigating and evaluating the traffic and transportation impacts of a wide range of land use developments, both in New Zealand and the United Kingdom.
- 5 I am presently a director of Carriageway Consulting Ltd, a specialist traffic engineering and transport planning consultancy which I founded over nine years ago. My role primarily involves undertaking and reviewing traffic analyses for both resource consent applications and proposed plan changes for a variety of different development types, for both local authorities and private organisations. I have previously been a Hearings Commissioner and acted in that role for Greater Wellington Regional Council, Ashburton District Council, Waimakariri District Council and Christchurch City Council.
- 6 Prior to forming Carriageway Consulting Ltd, I was employed by traffic engineering consultancies where I had senior roles in developing the business, undertaking technical work and supervising project teams primarily within the South Island.
- 7 I have been involved in providing advice on transportation matters for various residential developments and plan changes. Locally, I provided advice for Plan Change 12 (Wooing Tree), Plan Change 13 (River Terrace), Plan Change 14 (Shannon Farm) and Plan Change 16 (Molyneux Lifestyle Village). I also provided transportation advice for the resource consents for Prospectors Park, and various sites in Alexandra.
- 8 Slightly further afield, my experience includes various plan changes and resource consents for residential developments in Luggate, Wānaka,

Hāwea, Queenstown, Frankton and Kingston, as well as more generally around the South Island.

- 9 I have prepared this brief of evidence in relation to an application by New Zealand Cherry Corp (Leyser) LP (**Applicant**) to the Central Otago District Council (**CODC** or **Council**) for subdivision consent and land use consent (RC250155, **Application**) to establish an additional 44 residential allotments in the Rural Resource Area (5) at 112 & 144 Ripponvale Road, Cromwell (**Site**).¹
- 10 I previously visited the roading network in the vicinity of the site during May 2025, prepared a Transportation Assessment (June 2025). That assessment evaluated the transport effects of the proposed additional allotments and was submitted as part of the Application.

Code of Conduct

- 11 Although this is not an Environment Court hearing, I note that in preparing my evidence I have reviewed the Code of Conduct for Expert Witnesses contained in Part 9 of the Environment Court Practice Note 2023. I have complied with it in preparing my evidence. I confirm that the issues addressed in this statement of evidence are within my area of expertise, except where relying on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

Scope of Evidence

- 12 My evidence will address the following:
- (a) The transportation matters raised in the Section 42A Report .
- 13 In preparing this statement of evidence, I have considered the following documents:
- (a) the AEE accompanying the Application;
 - (b) submissions relevant to my area of expertise; and
 - (c) section 42A report.

¹ Legal Description(s): Section 54 Block III Cromwell Survey District, Section 26, 100 Block III Cromwell Survey District, Section 27-28, 96, 99, 102 Block III Cromwell Survey District, Lot 2 Deposited Plan 330709 and Section 4, 11, 98, 101, 103 Block III Cromwell Survey District and Part Section 5, 25 Block III Cromwell Survey District and Part Run 1201R.

- 14 In this case however, I note that only one submission has been received on the Application and this does not relate to traffic engineering matters.

Response to matters raised in the S 42A report

- 15 I have reviewed the s42A report of the Council's consultant planner **Mr Monthule-McIntosh**. Only one transportation matter is raised which relates to the matter of sight distances at driveways.
- 16 In the Transportation Assessment, I noted that it was possible that for those lots close to intersection or curves, the expected sightline for the posted speed limit would not be achieved. However, I also noted that those features would necessarily slow traffic down. As the length of a sight distance is directly proportional to actual vehicle speeds, this meant that a lower sight distance would be appropriate in these instances and would not give rise to adverse road safety outcomes.
- 17 **Mr Monthule-McIntosh** sets out that it is necessary to determine the access locations at each lot, find the vehicle speeds and assess the sight distances prior to consents being granted.
- 18 In my experience, it is common that when resource consent applications of this nature are made, the locations of driveways are not fixed. In large part this is because the driveway location is a determinant of the garage location which in turn determines the house location. However, many purchasers design homes where the house is optimally positioned and this in turn affects the position of the garage and the driveway.
- 19 In the event that a proposed driveway cannot achieve the sight-distance requirements of Rule 12.7.1(ii) of the District Plan, resource consent will be required at that time based on the design that the purchaser wishes to progress. This then allows the Council to determine the relevant effects, and if these are deemed to be more than minor, the purchaser may have to redesign their house and relocate their driveway.
- 20 As a secondary matter, I also highlight that this is a residential area where driveways will be common. Road users will anticipate encountering vehicles moving to and from lots, and will be alert for this. This expectation provides further mitigation.

21 I therefore do not consider that it is necessary at this time to specify driveway locations or to calculate sight distances for each.

Dated this 23 July 2026

Andrew David Carr