

IN THE MATTER

of the Resource Management Act 1991

AND

IN THE MATTER

**of the Proposed Plan Change 5 ("PC5") to the
Hamilton City Operative District Plan**

SPEAKING NOTES

DON MCKENZIE ON BEHALF OF WOOLWORTHS NEW ZEALAND LIMITED

TRANSPORT

29 SEPTEMBER 2022

1. INTRODUCTION

- 1.1 My full name is Donald John McKenzie and I am the Private Sector Leader (Transportation) – Auckland for Stantec New Zealand. My background and experience in relation to the transportation matters I am about to discuss are as set out in my primary statement of evidence dated 16 September 2022.
- 1.2 I have been engaged by Woolworths New Zealand to consider the transportation implications of the proposed relief sought by them associated with inclusion of its site in the south-western quadrant of the intersection of Pecoakes Road and Whatukooruru Road within the Local Centre Zone. This site was previously included within the Local Centre Zone as part of the earlier stages of the Plan Change 5 zoning process.

2. ASSESSMENT SUMMARY

- 2.1 As part of my assessment of the Woolworths proposal and the relief it seeks, I reviewed the Council's Section 42A Hearing Report dated 2 September 2022, the Joint Witness Statement in relation to Planning, Retail Economics and Urban Design (Local Centre) dated 25 August 2022 as well as the evidence and statements of the Council's transport expert Mr Black, and that of Mr Tony Penny – the transportation engineering expert engaged by Adare.
- 2.2 As I discussed in my primary statement, the general positioning of the Local Centre potentially including the Woolworths site, fits well within the anticipated transport network set out in Plan Change 5. In my view, the Plan Change 5 network is readily capable of efficiently serving the anticipated transport and access needs of future customers and servicing movements associated with a modern supermarket. The specific positioning of the Woolworths land has the potential to reduce the number of customer and servicing vehicles passing through the intersection of Peacoakes Road and Whatukooruru Road and access the site via anticipated local roads to the both the west and south of the site.
- 2.3 While I appreciate the comments made by Mr Penny in his rebuttal statement regarding the use of a planned local road (Bridge Street) along the southern side of the Local Centre Zone to the east of Peacoakes Road, there is in my opinion a notable proportion of future customers (to the indicative supermarket on the eastern side of the intersection) that would pass through the

Whatukooruru Road intersection and also potentially pass along the "Main Street" east of the traffic lights.

- 2.4 I consider that the location at the intersection of two minor arterials supported by traffic signal control and with dedicated pedestrian facilities across each arm of the intersection, will be appropriate and consistent with the expectations of providing a safe and effective transportation environment in this part of the Plan Change land. The minor arterial hierarchy classification afforded to these two roads indicates an expectation that they will provide more "movement" function and a comparatively lesser "place" function. In my opinion however, the positioning of Local Centre Zoning on either side of a minor arterial road which is expected to operate at a 50 km/h speed limit and supported by a range of pedestrian related facilities such as the pedestrian crossings within the traffic signal controls as well as footpaths on each side of both intersecting roads, is broadly consistent with a Local Centre Zone.
- 2.5 I have considered the transportation benefits likely to be associated with the inclusion of the Woolworths land within the Local Centre under three broad headings:
- (a) Pedestrian Safety and Activity Connections
 - (b) Reduction of heavy traffic movements through the intersection
 - (c) Enhanced connectivity to surrounding local road network

Pedestrian Safety and Activity Connections

- 2.6 The potential for future retail and complementary activity in this quadrant of the Local Centre Zone will contribute to the mix and variety of uses anticipated from such Local Centre including the expectations of a Ministry of Education school site in the north-west quadrant. In my experience, I have found that a well-functioning Local Centre includes a range of activities dispersed spatially within the centre, meaning that vehicle travel can be minimised, and served appropriately in the manner anticipated at this location including bus stops, footpaths and pedestrian phases at the traffic signals.
- 2.7 The JWS prepared as part of the expert conferencing on this matter identified concerns that a minor arterial road passing through a Local Centre would provide a "barrier" to movement (especially by pedestrians). I do not agree with this. There are numerous examples elsewhere around Hamilton and across New Zealand where local centres are deliberately located at an intersection point. I agree with Mr Black that there are no adverse safety effects for pedestrians or cyclists crossing at the intersection which would

suggest a supermarket should not be developed on the western side of Peacockes Road.

Reduction of heavy traffic movements through the intersection

- 2.8 The development of a major food retailer such as a supermarket within the Local Centre Zone as indicated in the Concept Plan would at least be likely to attract customers vehicle movements through the signalised intersection and potentially through the "Main Street". The Woolworths site has the ability to minimise the intensity of truck and other servicing vehicles (by such deliveries accessing from the west and south). The relief sought by Woolworths would avoid the need for supermarket-related trips by heavy vehicles to use the "Main Street", and was agreed upon by Mr Black in his rebuttal evidence.
- 2.9 While Mr Black considers that the relief would have only a small reduction in heavy traffic at the intersection, it is my evidence that by reducing the overall number of customer and servicing vehicles "having" to pass through the Peacockes/Whatukooruru intersection would potentially have numerous flow on effects such as, reduced queuing, delays and vehicle emissions. The ease of access could encourage customers to use the Local Centre and to otherwise have more heavy vehicles passing through the intersection would not be in keeping with the high quality and convenience of pedestrian and non-motorised users expected to use the Main Street.

Enhanced connectivity to surrounding local road network

- 2.10 I consider that the proposed inclusion of the Woolworths land within the Local Centre Zone maximises the ability of any future development to connect to the secondary road network including anticipated local road connections along the western and southern boundaries of the Woolworths site. Such opportunities are more limited for a supermarket located within the Local Centre Zone to the east of Peacockes Road. I appreciate Mr Penny's view that the Bridge Street link to the south of the Local Centre Zone on the eastern side of Peacockes Road provides the opportunity to make use of local roading connections, however access to Bridge Street for future residents to the north and west of the Peacockes/Whatukooruru intersection would still necessitate them passing through that intersection.

Overall

- 2.11 In terms of an overall assessment of the Woolworths relief sought, I consider that development of a supermarket within this south-western quadrant of the intersection and its ability to connect into future indicative local roading

connections promotes an appropriate level of connectivity and network function in this western part of the Plan Change 5 area. It could also lessen the number heavy vehicle and customer vehicle movements through this intersection compared with a supermarket on the eastern side of Peacockes Road.

- 2.12 I consider that the location of a major supermarket on the Woolworths site would be a key component of integrated land-use activity within the Peacocke area. It will enable the essential food shopping activities to be undertaken within the Peacocke area rather than having residents travel outside the area, will reduce the overall extent of travel generated by those residents, and will give the opportunity for alternative travel modes for both customers and staff.
- 2.13 In my opinion, the fact that there is a road passing through a local centre is not intrinsically associated with a "barrier" to movement. There are numerous examples elsewhere around Hamilton and across New Zealand where local centres are deliberately located at an intersection point – these have been the traditional points of interaction that have led to the development of commerce. I do not see any major concern with the positioning of the Local Centre zone on both sides of a minor arterial.
- 2.14 From an overall roading network connection point of view and building upon my earlier comments around supermarket-generated heavy vehicle movements along the "main street" east of the traffic signals, I remain of the view that the location of the supermarket shown in the Concept Plan will generate more customer and vehicle movements through the intersection of Peacockes Road and Whatakooruru Road compared to the alternative of a supermarket on the Woolworths site.
- 2.15 In summary, there is nothing from a transportation point of view that would in my opinion indicate there being any significant transportation strategy, operational or safety issue with the relief sought by Woolworths.

Don McKenzie
29 September 2022