

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

AND

IN THE MATTER of an application to **HAMILTON CITY COUNCIL** for private plan change 7 to the Hamilton City District Plan by **GREEN SEED CONSULTANTS LIMITED**

JOINT WITNESS STATEMENT OF EXPERTS IN RELATION TO TRANSPORT AND PLANNING

21 SEPTEMBER 2021

Expert Witness Conferencing Topic: Transport

Held on: 21 September 2021 at 1.30pm

Venue: Via video conference

Facilitator: Marlene Oliver

Admin Support: Rebekah Hill

1. ATTENDANCE

- 1.1 The list of expert attendees is in the schedule at the end of this Statement. Their area of expertise (transport engineering (T) or planning (P)) is also indicated in that schedule.

2. BASIS OF ATTENDANCE AND ENVIRONMENT COURT PRACTICE NOTE 2014

- 2.1 All participants agree as follows:

- (a) The Environment Court Practice Note 2014 provides relevant guidance and protocols for the expert conferencing session.
- (b) They will comply with the relevant provisions of the Environment Court Practice Note 2014.
- (c) They will make themselves available to appear at the hearing in person if required to do so by the Hearing Panel (as directed by the Hearing Panel's directions).
- (d) This report is to be filed with the Hearing Panel.

3. AGENDA – ISSUES CONSIDERED AT CONFERENCING

- 3.1 The issues identified as forming the agenda for conferencing were:

- (a) Traffic triggers and timing for upgrades.
- (b) Nature of the upgrades.

- (c) Public transport.
 - (d) Walking and cycling.
- 3.2 Attached as **Appendix 1** to this JWS are the transport topics that were discussed in detail. Comment boxes indicate the various expert's positions, unresolved matters are generally highlighted yellow and these matters will be further addressed by the Proponent's experts in their Evidence In Chief.
- 3.3 As indicated in the comment boxes, other experts are open to considering alternative drafting of proposed planning provisions. All experts consider that further conferencing would be beneficial after the Proponent's Evidence In Chief is available (due on 24 September 2021) and wish to raise this suggestion with the Hearing Panel.

4. **PARTIES TO JOINT WITNESS STATEMENT**

- 4.1 The participants to this Joint Witness Statement confirm that:
- (a) They agree with the outcome of the expert conference as recorded in this statement. As this session was held online and there is an existing evidence exchange timetable, in the interests of efficiency, it was agreed that each expert would verbally confirm their position to the facilitator. This is recorded in the schedule below. This is also consistent with paragraph 1(d) of the Panel's Direction #3;
 - (b) They have read Appendix 3 of the Environment Court's Practice Note 2014 and agree to comply with it; and
 - (c) The matters addressed in this statement are within their area of expertise.

CONFIRMED ON 21 SEPTEMBER 2021

EXPERT NAME	PARTY	EXPERT'S CONFIRMATION (REFER PARA 4.1)
Duncan Tindall (T) [DT]	Waka Kotahi	Yes
Vincent Kuo (T) [VK]	Waikato Regional Council	Yes
Andrew Carnell (T) [AC]	Waikato Regional Council	Yes
Alastair Black (T) [AB]	HCC (as regulator)	Yes
Craig Sharman (P) [CS]	HCC (as regulator)	Yes
Heather Perring (P) [HP]	Landowner submitters	Yes
Leo Hills (T) [LH]	Green Seed Consultants Ltd	Yes
Renee Fraser-Smith (P) [RFS]	Green Seed Consultants Ltd	Yes
Mark Tollemache (P) [MT]	Green Seed Consultants Ltd	Yes

APPENDIX 1 TO JWS TRANSPORT AND PLANNING

21 SEPTEMBER 2021

Transport Topics Discussed:

Note: HCC DP already has:

restricted discretionary activity for every new road (Chapter 25)

restricted discretionary activity for ITA (broad and simple – vehicle trip # based – Chapter 25)

restricted discretionary activity for every new road vesting/subdivision (Chapter 23)

Council 42A Recommended Transport Rules (clean version)

Chapter 3 – Structure Plans

3.6A.4.2 Staging and Infrastructure Provision

- (a) Any development in Rotokauri North shall be undertaken in accordance with the following clauses (c) to (f).
- (b) The infrastructure described in clauses (c) to (f) inclusive shall be provided prior to the time specified in each provision, or, if no such time is specified, prior to any section 224 certificate for subdivision under the Resource Management Act.

.....


- (f) transport

i.


- a. Any development creating a new intersection on State Highway 39 (SH39) shall construct the SH39/ collector intersection as a roundabout.
[LH, AB and DT - these experts agree that this upgrade as a roundabout is appropriate and that it is required for initial subdivision / development that has access to SH39. Note this could be a standalone rule]
- b. Any development creating a new vehicle crossing or intersection on Exelby Road shall upgrade Exelby Road to an urban collector standard between SH39 and the southern boundary of the development site.
[LH, AB and DT - these experts agree that this upgrade is appropriate and that it is required for initial subdivision / development that has access to Exelby Road. Note this could be a standalone rule]
- c. Any development creating a new vehicle crossing or intersection on Burbush Road shall upgrade and realign Burbush Road to an urban collector standard between the SH39/ Burbush Road/ Te Kowhai Road/ Koura Drive intersection and the southern boundary of the development site (as shown on Appendix 2 Figure 2-8A).
[LH, AB and DT – these experts agree that this is required for initial subdivision development that has access to Burbush Road. LH to reconsider realignment related to the arterial road and will address this in his EIC.]
- d. Providing continuous walking and cycling facilities from the development to the existing shared path at the SH39/ Burbush Road/ Te Kowhai Road/ Koura Drive


intersection. Where there is any facility provided along SH39, it shall comprise a 3.5m wide shared path.


[LH, AB and DT – these experts agree that this rule is appropriate as amended]

- ii.  Prior to construction of the collector transport network from Burbush Road to the Minor Arterial and construction of the Minor Arterial (as shown on Appendix 2 Figure 2-9) to either:


- the Te Wetini Drive/ Taiatea Drive intersection; or
- the Arthur Porter Drive/ Te Kowhai Road intersection,

and prior to any section 224 certificate for subdivision under the Resource Management Act being issued that creates more than 200  total lots, the following improvements are to be completed:



- a. Any development creating a new vehicle crossing or intersection on Exelby Road shall upgrade Exelby Road south of the site to provide a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders).
- b. Any development creating a new vehicle crossing or intersection on Burbush Road shall upgrade Burbush Road south of the site and Exelby Road south of Burbush Road to provide a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders).
- c. Construction of a roundabout at the Exelby Road/ Burbush Road intersection.
- d.  Construction of a roundabout at the Exelby Road/ Rotokauri Road intersection.

- iii. Following  construction of the collector transport network from Burbush Road to the Minor Arterial and construction of the Minor Arterial (as shown in Appendix 2 Figure 2-9) to either:


- the Te Wetini Drive/ Taiatea Drive intersection; or
- the Arthur Porter Drive/ Te Kowhai Road intersection,

and prior to any section 224 certificate for subdivision under the Resource Management Act being issued that creates more than 800 total lots the following improvements are to be completed: 

- a. Any development creating a new vehicle crossing or intersection on Exelby Road shall upgrade Exelby Road south of the site to provide a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders).
- b. Any development creating a new vehicle crossing or intersection on Burbush Road shall upgrade Burbush Road south of the site and Exelby Road south of Burbush Road to provide a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders).
- c. Construction of a roundabout at the Exelby Road/ Burbush Road intersection.
- d. Construction of a roundabout at the Exelby Road/ Rotokauri Road intersection.

- iv.  Any  subdivision or land use consent that results in the cumulative number of consented residential lots within Rotokauri North exceeding a transportation corridor upgrade threshold(s) identified in 3.6A.4.2(f)(ii) or (iii) above, shall require the relevant transport corridor to be constructed prior to the development upgrade threshold being exceeded.

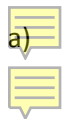
3.6A.4.4 Public transport Infrastructure

-  a) The public transport infrastructure listed in (b) shall be provided as part of the development of a new transport corridor or upgrading of an existing transport corridor:

- i. That is identified as part of a proposed public transport route in Appendix 2 Figure 2-9C; or
 - ii. That will be used as a public transport route in the interim, until the proposed public transport routes shown in Figure 2-9C are constructed; or
 - iii. That will be used as a public transport route to service a significant origin or destination for public transport passengers, for example, a school site or commercial centre, but is not shown as a proposed public transport route in Figure 2-9C.
- (b) The infrastructure to be provided in accordance with (a) includes:
 - i. Accessible bus stops;
 - ii. Bus stop road markings;
 - iii. Bus stop signs;
 - iv. Bus shelters at selected locations;
 - v. Bus lay-by/timing points;
 - vi. Bus priority measures at key intersections;
 - vii. Bus turning facilities (including interim facilities); and
 - viii. Facilities for pedestrians to crossroads to access public transport stops.
- (c) The location of public transport infrastructure listed in (b) shall be agreed in consultation with Hamilton City Council and Waikato Regional Council.

Interim Public Transport Services

3.6A.4.5 Active transport infrastructure



- a) Walking and cycling shared path infrastructure within Rotokauri North shall be provided as part of any development or subdivision within the relevant site of the development or subdivision:

- i. That is identified as part of the walking and cycling infrastructure in Appendix 2 Figure 2-9C.

3.6A.4.6 Consistency with Rotokauri North Structure Plan

- a) Subdivision and development within Rotokauri North shall:



- i. Generally be consistent with the Rotokauri North Structure Plan (Figure 2-8A), the Rotokauri North Strategic Infrastructure – Water and Wastewater Plan (Figure 2-9A), the Rotokauri North Strategic Infrastructure Plan – Transport Network and Reserves Plan (Figure 2-9B), and the Rotokauri North Strategic Infrastructure Plan – Public Transport, Walking and Cycling (Figure 2-9C).
- ii. Generally provide for, be consistent with, or not prejudice or foreclose options for the future development of, the structure plan components described in 3.6A.1.

Chapter 25 – City Wide

- n) In addition to the Broad ITA content specified in 25.14.4.3 m), any Broad ITA prepared in relation to development within Rotokauri North shall include, but not be limited to:
- i. Specific consideration of demand, safety, levels of service and options for mitigation at the following intersections and transport corridors:
- A. Exelby Road / State Highway 39 intersection;
 - B. Collector 1 / State Highway 39 intersection;
 - A. Te Kowhai Road / State Highway 39 / Burbush Road intersection;
 - B. Burbush Road; and
 - C. Exelby Road between Rotokauri North and the Rotokauri Road / Exelby Road intersection inclusive; and
- ii. Evidence of the following consultation and responses to the issues raised in that consultation:
- A. Consultation with Waikato Regional Council and Hamilton City Council on the provision of public transport to service Rotokauri North. The consultation is to include:
 - 1. The location, alignment and corridor cross section dimensions of the collector network;
 - 2. Identifying locations for public transport infrastructure described in Rule 3.6A.4.6; and
 - 3. Opportunities to extend public transport services to and within Rotokauri North, including any prerequisite development thresholds and when and how these services will be funded and when and how these services will be funded;
 - B. Consultation with Waikato District Council about effects, if any, on the parts of Exelby Road and Te Kowhai Road that are in that Council's jurisdiction.
 - C. Consultation with Waka Kotahi (the New Zealand Transport Agency) about transport effects, if any, on State Highway 39 or State Highway 1.

Appendix 1 - Assessment Criteria

O7		The creation or upgrading of all or part of a transport corridor that is described in Rule 3.6A.4.4 and the extent to which public transport infrastructure of the type described in Rule 3.6A.4.4 will:
	a)	Be included in the transport corridor.
	b)	Enable and encourage the use of public transport.
O8		The design and construction of walking and cycling infrastructure that is described in Rule 3.6A.4.5 and the extent to which this infrastructure will provide alternative means of travel to the private motor car, and for recreational use.
O10		The timing for public transport services and the extent to which demand responsive public transport services are provided to reduce the reliance on the private vehicle for travel.
O11		The creation of walking and cycling facilities described in Rule 3.6A.4.2 and the extent to which they will:
	a)	Provide a continuous route for both pedestrians and cyclists to the existing shared path network.
	b)	Be formed to a standard that minimises on-going maintenance requirements.

c)	Provide step-free route for less-mobile users.
----	--

SP maps:

The 42A recommends that the detail from these be incorporated into a new SP map Figure 2-9C -these are what is referenced in the rules above.

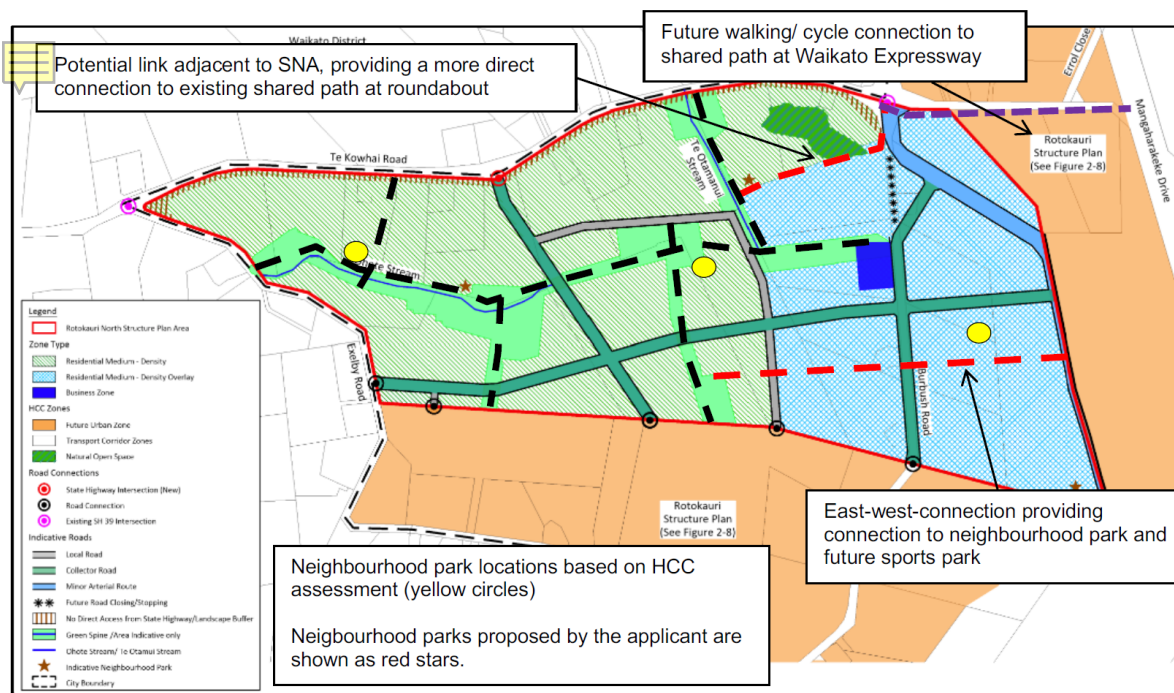


Figure 14: Recommendations for Off-Road Walking and Cycling Facilities

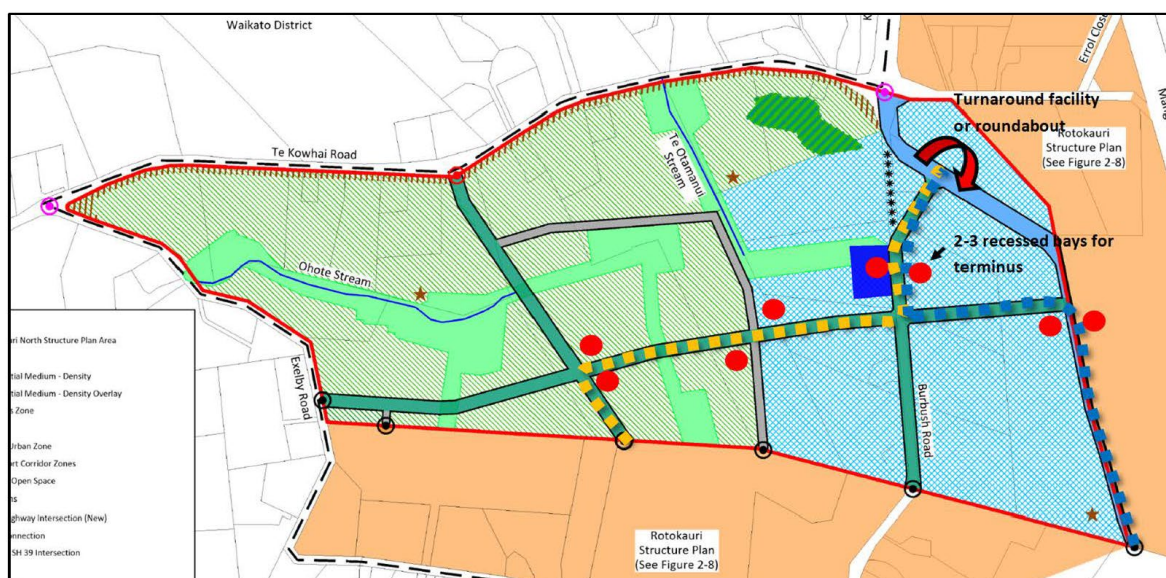


Figure 15: WRC Preferred PT Route