

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

12 OCTOBER 2021

Expert Witness Conferencing Topic: Transport and Planning

Held on: 12 October 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 signatory schedule to 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 / restructuring of upgrade rules.

- (c) Transportation corridor upgrade thresholds.

Additional information relevant to items (a), (b) and (c) above was circulated by the Applicant's experts on 12 October 2021. AB has raised some initial queries with LH. LH to provide a response to these questions and copy to Waka Kotahi experts and HP.

Further expert conferencing to address items (a), (b) and (c) above is to be scheduled for 8.30-10.00am on Thursday 14 October 2021.

- (d) Public transport.

Refer to **Attachments 1 and 2** for agreed amendments. There are no substantial matters unresolved relating to public transport.

- (e) Walking and cycling appropriateness.

- (i) Waka Kotahi

Waka Kotahi evidence has a preference for cycling / walking link to be indicatively shown on structure plan for a route in an east / west (and vice versa) direction within the upper northern 200m of the plan area and that avoids the use of SH39.

The experts for the Applicant do not support annotating a route on the structure plan and propose an additional matter of assessment to be added to the subdivision assessment criteria to read as follows (or similar):

"The extent that subdivision provides an interconnected transport corridor that achieves pedestrian and cycle connectivity east to west and vice versa to avoid these movements on SH39."

WK experts undertake to consider the Applicant's proposal.

- (ii) HCC (Section 42A)

Preliminary agreement was reached to delete the Section 42A proposed rule and replace it with an Assessment Matter. Preliminary drafting of the Assessment Matter (O8) was prepared and is included in **Attachment 3** to this JWS. HCC experts to consider this and provide a response to the Applicant's experts on 13 October 2021.

4. **PARTIES TO JOINT WITNESS STATEMENT**

4.1 The signatories 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 12 OCTOBER 2021

EXPERT NAME	PARTY	EXPERT'S CONFIRMATION (REFER PARA 4.1.)
Duncan Tindall (T)	Waka Kotahi	Yes
Mike Wood (P)	Waka Kotahi	Yes
Alastair Black (T)	HCC (as regulator)	Yes
Craig Sharman (P)	HCC (as regulator)	Yes
Heather Perring (P)	Landowner submitters	Did not participate as her interests relate to agenda items (a), (b) and (c) to be rescheduled for discussion on 14 October 2021.
Leo Hills (T)	Green Seed Consultants Ltd	Yes
Renee Fraser-Smith (P)	Green Seed Consultants Ltd	Yes
Mark Tollemache (P)	Green Seed Consultants Ltd	Yes

ATTACHMENT 1 (PUBLIC TRANSPORT) - JWS 12 OCTOBER 2021 TRANSPORT AND PLANNING

Planning Evidence – Attachment B

Public Transport

Blue = notified PC7 text

Red = 42A recommended text

Red strikethrough with yellow highlight = occurrence where council's own internal text editing has not been deleted.

Light Blue = Applicant Planning evidence changes

Chapter 3 – Structure Plans

~~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 cross roads 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.~~

Commented [RH1]: Experts agree to delete the rule and include relevant matters in the matters of assessment.

Appendix 1 – Matters of Assessment

O Rotokauri North

07	The creation or upgrading of all or part of a Collector or Minor Arterial 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)	The extent to which the design has allowed for the future provision of public transport to be included in the transport corridor (including facilities for pedestrians to cross roads to access public transport stops, carriageway width, turning facilities, accessible bus stops) as identified indicatively on Figure 2-9C:
b)	Enable and encourage the use of public transport. The extent to which the design avoids future potential conflicts in the road corridor to enable the future public transport infrastructure as identified indicatively on Figure 2-9C or any future ultimate route which superseded Figure 2-9C The outcome of any consultation with the Waikato Regional Council regarding public transport.
010	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:

Commented [RH2]: Experts agree to the amended drafting of the matters of assessment.

Location of new figure 2-9C within the District Plan to be finalised between experts for the Applicant and the Council.

New Figure 2-9C: Figure Titled – “Indicative WRC Preferred PT Route”

With new note on the figure to confirm that its status is not a Structure Plan but an information map only.

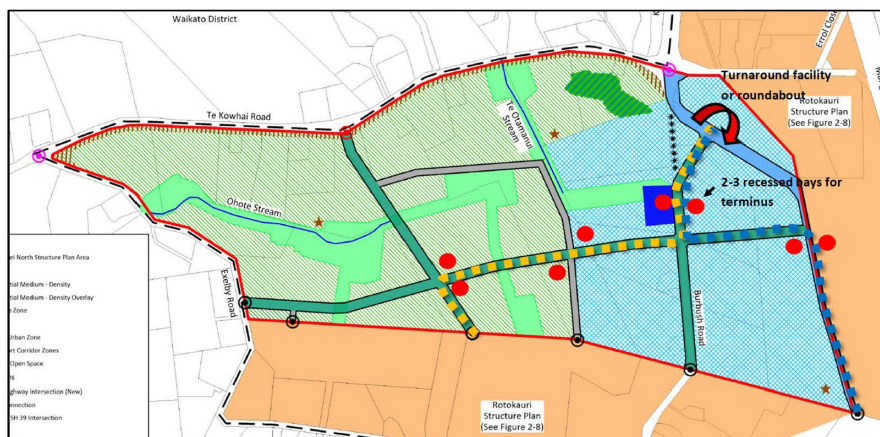


Figure 15: WRC Preferred PT Route

ATTACHMENT 2 (PUBLIC TRANSPORT) - JWS 12 OCTOBER 2021 TRANSPORT AND PLANNING

HCDP Appendix 1: Information Requirement ITA

Blue = notified PC7 text

Green = Agreed changes from 42A recommendations and through JWS Transport /Planning dated 5/10/21 and 6/5/21 (so far)

Red yellow highlight = 42A recommendations under discussion

1.2.2.23 Rotokauri North

- e) 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:
- 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;
- 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 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) regarding the interface with SH39 including any intersections.

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Commented [RH1]: All experts agreed to delete.

ATTACHMENT 3 - JWS 12 OCTOBER 2021 TRANSPORT AND PLANNING

Walking & Cycling

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.

Add to Provision 1.3.3, subsection O - subdivision in Rotokauri north – Assessment Matters

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. The design and construction of walking and cycling infrastructure, including in the Green Spine, and the extent to which this infrastructure provides alternative means of travel to the private car, and for recreational use, and connects to the transport network.
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

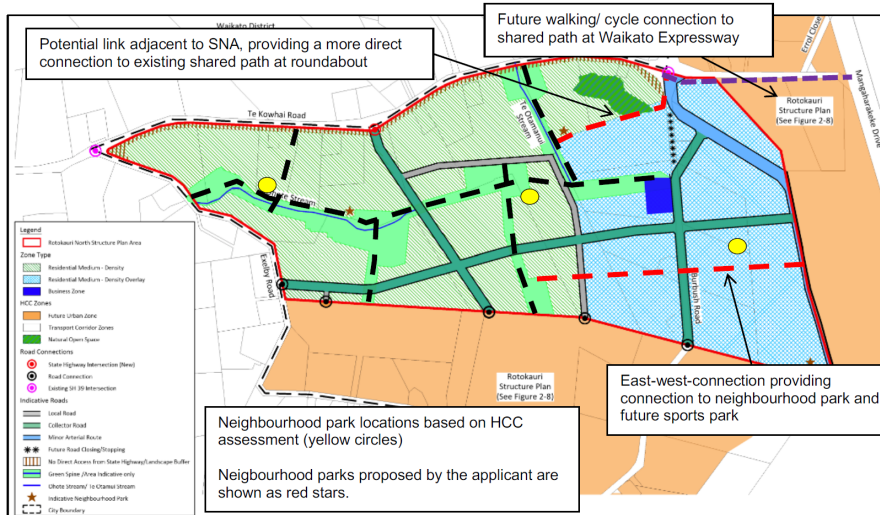


Figure 14: Recommendations for Off-Road Walking and Cycling Facilities

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Commented [RH1]: It is agreed that this proposed rule can be deleted and replaced with Assessment Matters subject to the experts reaching agreement on the specific wording of the assessment matter.

See preliminary drafting below in O8.

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Commented [RH2]: On 12/10/2021 preliminary drafting. AB and CS to consider this wording and provide a response to the Applicant's experts. AB and CF will seek to provide this response on 13/10/2021.

Commented [RH3]: Experts agree to delete O11.

Commented [RH4]: AB acknowledges that the connections shown by the dashed red line and the vertical black line in the north-west corner may lead to poor subdivision outcomes and may not be appropriate to show on a map.

MT agrees that the red and vertical black line should not be shown on the plan as per his evidence. MT is of the view that as the green spine is already shown on the structure plan, he does not consider it necessary to show the indicative walking / cycling route through it. MT considers that this can be addressed through wording in the Assessment Criteria. MT relies on the evidence of Ian Munro as this matter is wider than just a transport issue.