

**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**

**5 OCTOBER 2021**

*Expert Witness Conferencing Topic:* Transport

*Held on:* 5 October 2021 at 9.30am

*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.
- 1.2 By email dated 4 October 2021, Hannah Craven (for WRC) advised: "WRC's position after the first transport conferencing meeting is that we support the recommendations as presented in the S42A planning report, and that the proposed provisions relating to public transport provide satisfactory certainty that positive public transport outcomes will be achieved whilst allowing for flexibility in the methods through which public transport will be provided. We have no other concerns with the plan change. Any further involvement of WRC in the plan change proceedings is dependent on if the recommendations of HCC/the s42A author were to change prior to the hearing."

**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.
  - (d) Public transport.
    - (i) Redraft of rule 3.6A.4.4(a)
  - (e) Walking and cycling appropriateness.
- 3.2 Expert conferencing on 5 October 2021 addressed items (a)-(c) above. The outcome of these discussions is recorded in Attachment 1 to this JWS.
- 3.3 Agenda items (d)-(e) were not considered.
- 3.4 HP to meet separately with LH, RFS and AB to discuss modelling and other questions on behalf of the landowner submitters related to traffic safety.
- 3.5 Experts agree to schedule a further expert conferencing session on Transport and Planning on **12 October 2021 at 1.30pm.**

#### 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 5 OCTOBER 2021

EXPERT NAME	PARTY	EXPERT'S CONFIRMATION (REFER PARA 4.1.)
Duncan Tindall (T)	Waka Kotahi	Yes
Mike Wood (P)	Waka Kotahi	Yes. Attended from 9.30-12.30. Was not available to discuss item relating to broad ITA.
Alastair Black (T)	HCC (as regulator)	Yes
Craig Sharman (P)	HCC (as regulator)	Yes
Heather Perring (P)	Landowner submitters	Yes
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

**JWS TRANSPORT AND PLANNING 5 OCTOBER 2021**

**ATTACHMENT 1**

**Planning Evidence – Attachment A**

**Transport Triggers**

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 -

3.6A.4.2 Staging and Infrastructure Provision

(f)

i. Up to 200 lots may be developed subject to:

- a. Any development creating a new intersection on State Highway 39 (SH39) shall construct the SH39/ collector intersection as a roundabout.
- 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.
- 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).
- 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. Any facility provided along SH39 shall comprise a 3.5m wide shared path.

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 223 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. The relevant requirements of (i) above.
- b. 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).



- c. Any development creating a new vehicle crossing or intersection on Burbush Road shall upgrade Burbush Road south of the site to provide a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders).
  - d. Construction of a roundabout at the Exelby Road/ Burbush Road intersection.
  - e. 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 223 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. The relevant requirements of (i) above.
  - b. 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).
  - c. Any development creating a new vehicle crossing or intersection on Burbush Road shall upgrade Burbush Road south of the site to provide a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders).
  - d. Construction of a roundabout at the Exelby Road/ Burbush Road intersection.
  - e. 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.
- i. For the purpose of rules (insert full rule number) including tables 1 and 2 below “the first new dwellings / lots” means after the date on which PPC7 becomes operative, being (insert date).
- ii. The first new dwelling/lot shall provide a collector transport corridor to SH39 and a new roundabout at that intersection with SH39.

Any subdivision or development that results in the cumulative number of dwellings/lots (for the purposes of this rule meaning an approved resource consent for subdivision or development) exceeding a development trigger identified in either Table 1 or Table 2 below shall provide the identified transport corridor construction or improvement.

<u>Table 1: Transport Triggers and upgrades within Rotokauri North</u>		
<u>Transport corridor construction or improvement (refer map X)</u>	<u>Construction or improvement</u>	<u>Development trigger</u>
1. <u>Burbush Road - between the southern boundary of the development site and that part of Burbush</u>	<u>Upgrade to an urban collector transport corridor standard</u>	<u>The first new dwelling/lot with access onto Burbush Road (including via any new transport corridor) which</u>

<b>Table 1: Transport Triggers and upgrades within Rotokauri North</b>		
<b>Transport corridor construction or improvement (refer map X)</b>	<b>Construction or improvement</b>	<b>Development trigger</b>
Road (shown on Figure 2-8) to be realigned.		connects to Burbush Road).
2. Burbush Road – between that part of Burbush Road (shown on Figure 2-8) to be realigned and SH39 Intersection	With the minor arterial in place (from SH39 to the southern end of Rotokauri North Area) construction to a collector transport corridor standard	The first new dwelling/lot with access onto Burbush Road (including via any new roading connection which connects to Burbush Road).
3. Burbush Road (section to be realigned) connecting to SH39 intersection	Without the minor arterial in place seal widening to 7.7m and provision of a dedicated walking / cycling facility to connect to the infrastructure required by items 5 and 6	The first new dwelling/lot with access onto Burbush Road (including via any new transport corridor which connects to Burbush Road).
4. Exelby Road - between State Highway 39 and the southern boundary of the Rotokauri North Structure Plan.	Upgrade to an urban collector transport corridor standard with eastern road berm to an urban road standard.  Note: The Western side within the Waikato District becomes a rural collector	The first new dwelling/lot with access onto Exelby Road (including via any new transport corridor which connects to Exelby Road).
5. Pedestrian/Cycle Connection to connect to the SH39 Burbush Road Roundabout	Provision of a 3m shared path (or dedicated cycle facility, or a combination of both) to connect to SH39 / Burbush Road roundabout.  This facility may include a combination of permanent and interim solutions.	The first new dwelling/lot.
6. Pedestrian/Cycle Connection to connect to the SH39 Burbush Road Roundabout	Provision of a 3m shared path (or dedicated cycle facility, or a combination of both) to connect to SH39 / Burbush Road roundabout.	Any subdivision/development for additional dwellings/lots subsequent to item 5 above in this table.

<b>Table 1: Transport Triggers and upgrades within Rotokauri North</b>		
<u>Transport corridor construction or improvement (refer map X)</u>	<u>Construction or improvement</u>	<u>Development trigger</u>
	<u>This facility may include a combination of permanent and interim solutions.</u>	
7. <u>Pedestrian/Cycle Connection from the SH39 Burbush Road Roundabout to the Mangaharakeke Drive (SH1) shared pathway</u>	<u>Provision of a 3m shared path (or dedicated cycle facility, or a combination of both) along Te Kowhai Road (east of the Roundabout).</u>	<u>The first new dwelling/lot.</u>

<b>Table 2: Transport Triggers and upgrades outside of Rotokauri North</b>		
<u>Transport corridor construction or improvement</u>	<u>Development trigger</u>	<u>Construction or improvement</u>
<u>Exelby Road South of Burbush Road</u>	<u>500 dwellings/lots</u>	<u>Seal widening to achieve a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders)</u>
<u>Exelby Road North of Burbush Road</u>	<u>? Trigger ?</u>	<u>? Upgrade ?</u>
<u>Burbush Road between the PC area and Exelby Road</u> 	<u>? Trigger ?</u>  	<u>Seal widening to achieve a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders)</u>
<u>Exelby Road/Burbush Road Intersection</u>	<u>500 dwellings/lots</u>	<u>Upgrade to single priority intersection with right turn bay</u>

<a href="#">Exelby Road / Rotokauri Road Intersection</a>		
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Chapter 25 – CityWide

Rule 25.14.4.3

**Rotokauri North**

- 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.

New Information Requirement - Appendix 1

**Rotokauri North**

- 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;
- D. Te Kowhai Road / State Highway 39 / Burbush Road intersection;
- E. Burbush Road; and
- F. Exelby Road between Rotokauri North and the Rotokauri Road / Exelby Road intersection inclusive.;