

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**

14 OCTOBER 2021

Expert Witness Conferencing Topic: Transport and Planning

Held on: 14 October 2021 at 8.30am

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.

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 modelling:
 - (i) summary of updated modelling

- (ii) summary of any changes to GSL position (compared to the evidence as filed) based on updated modelling.

LH circulated additional modelling results dated 12 October 2021. This information is attached as **Appendix 1** to this JWS.

LH will provide some additional commentary / analysis of ultimate traffic volume on Exelby Road south with the 2000 dwellings in rebuttal evidence.

- (b) Required road upgrades outside of the PC7 development areas.
- (c) Required upgrades (i.e. nature of upgrade) and triggers for those upgrades.

The outcomes of the discussion on items (a), (b) and (c) above are recorded in the tables in **Appendix 2** to this JWS. Some areas of disagreement recorded. Also HCC expert (AB) intends to provide further evidence as indicated in **Appendix 2**. The Applicant's experts record their concerns about due process being followed.

- (d) Next steps to achieve final drafting of the provisions.

RF and CS will prepare a further version of the Planning Provisions reflecting the areas of agreement and disagreement.

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 14 OCTOBER 2021

EXPERT NAME	PARTY	EXPERT'S CONFIRMATION (REFER PARA 4.1.)
Duncan Tindall (T)	Waka Kotahi	Yes
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



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Green Seed Consultant Limited
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12 October 2021

Copy via email: renee@tollemache.co

Dear Renee,

ROTOKAURI NORTH – REVISED CAUCUSING PLAN / TRAFFIC MODELLING

Following discussion in the expert caucusing, additional traffic modelling has been undertaken using the current version of the TRACKS model for Hamilton. The model has been re-run by Stantec who operate the Hamilton City Council's TRACKS model.

Attachment A shows the revised volumes predicted near the site for the future year 2021 for the following two scenarios:

- 500 dwellings all coming out to the proposed SH39 / collector road roundabout
- All 2000 dwellings and neighbourhood centre with final connections to the local road network.

Appendix A contains the raw traffic volumes (two hour) as produced by Stantec in PDF form.

We trust this answers your queries outlined above. Please feel free to contact us if you require any further information.

Yours sincerely

Commute Transportation Consultants

Leo Hills

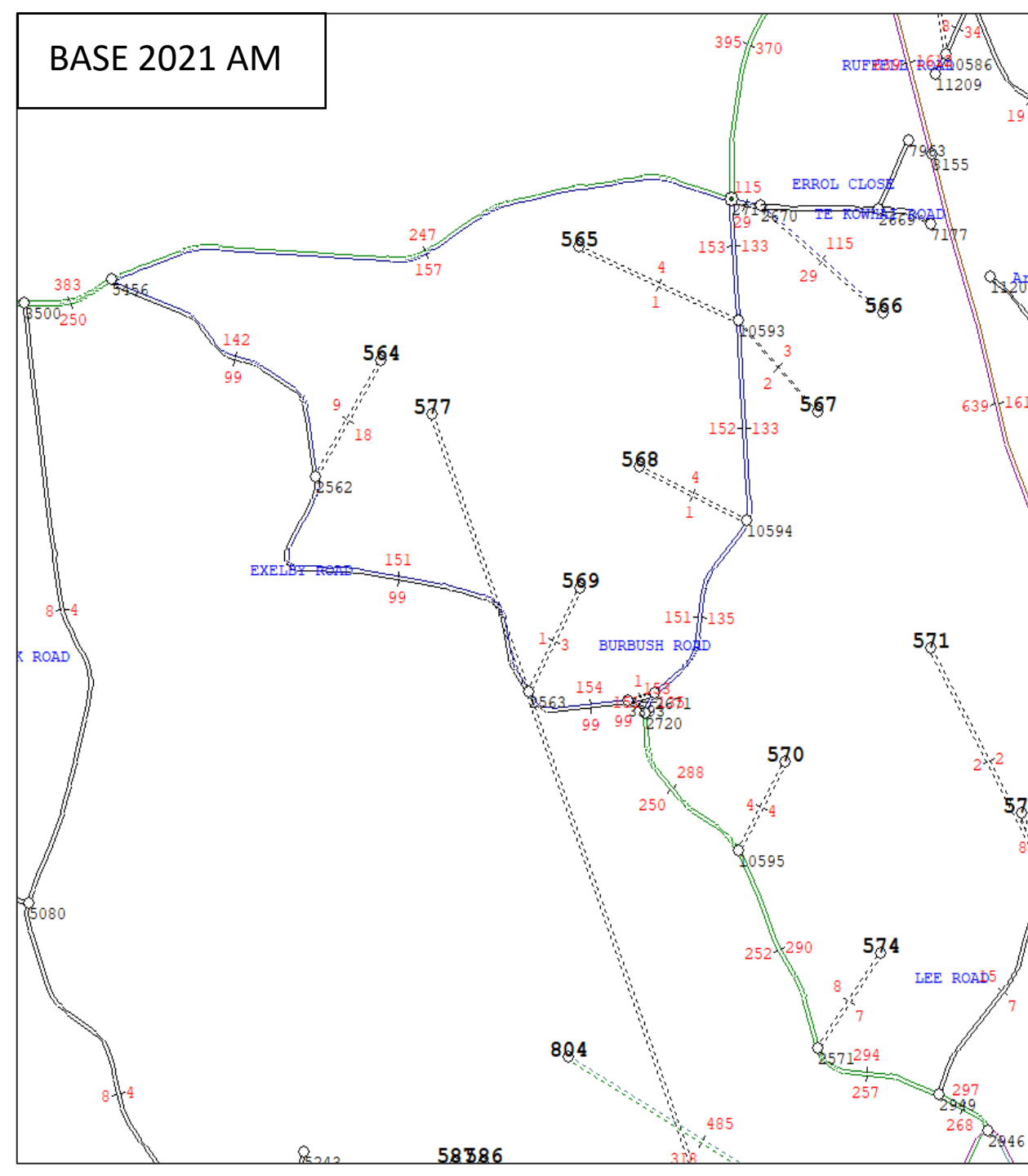
A handwritten signature in black ink, appearing to read "Leo Hills", written over a light blue horizontal line.

Director

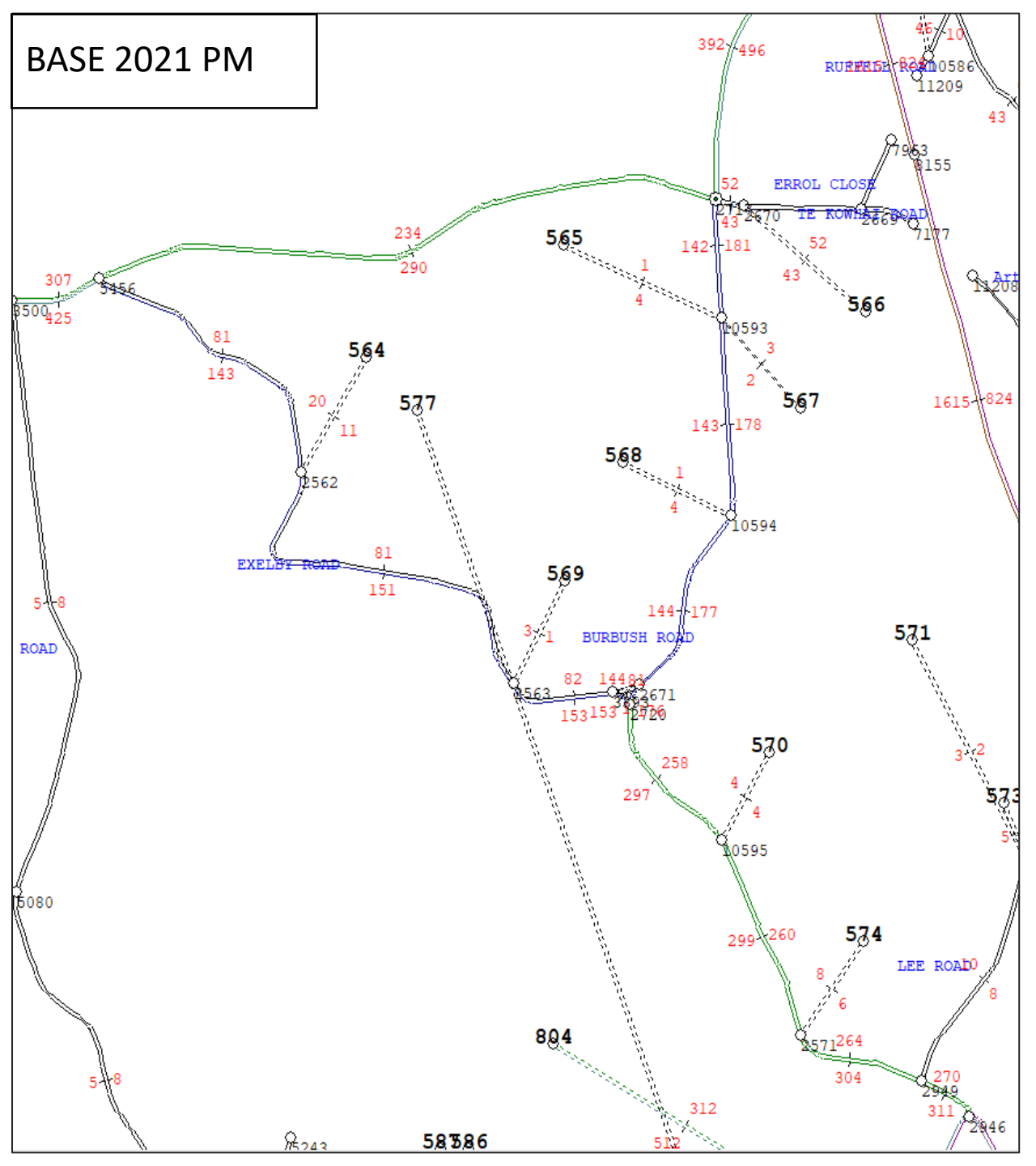
leo@commute.kiwi

ATTACHMENT A – WRTM OUTPUTS

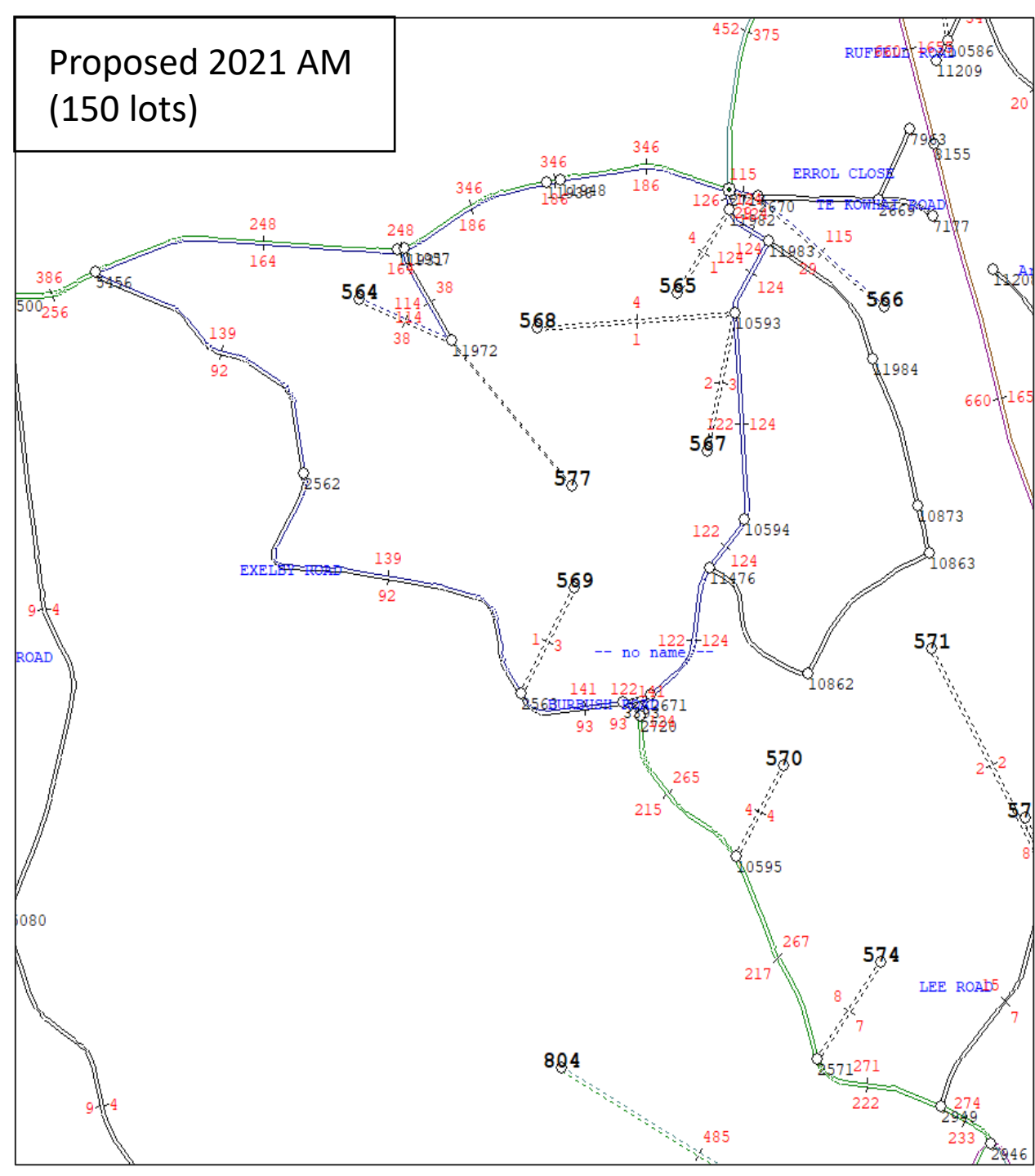
BASE 2021 AM



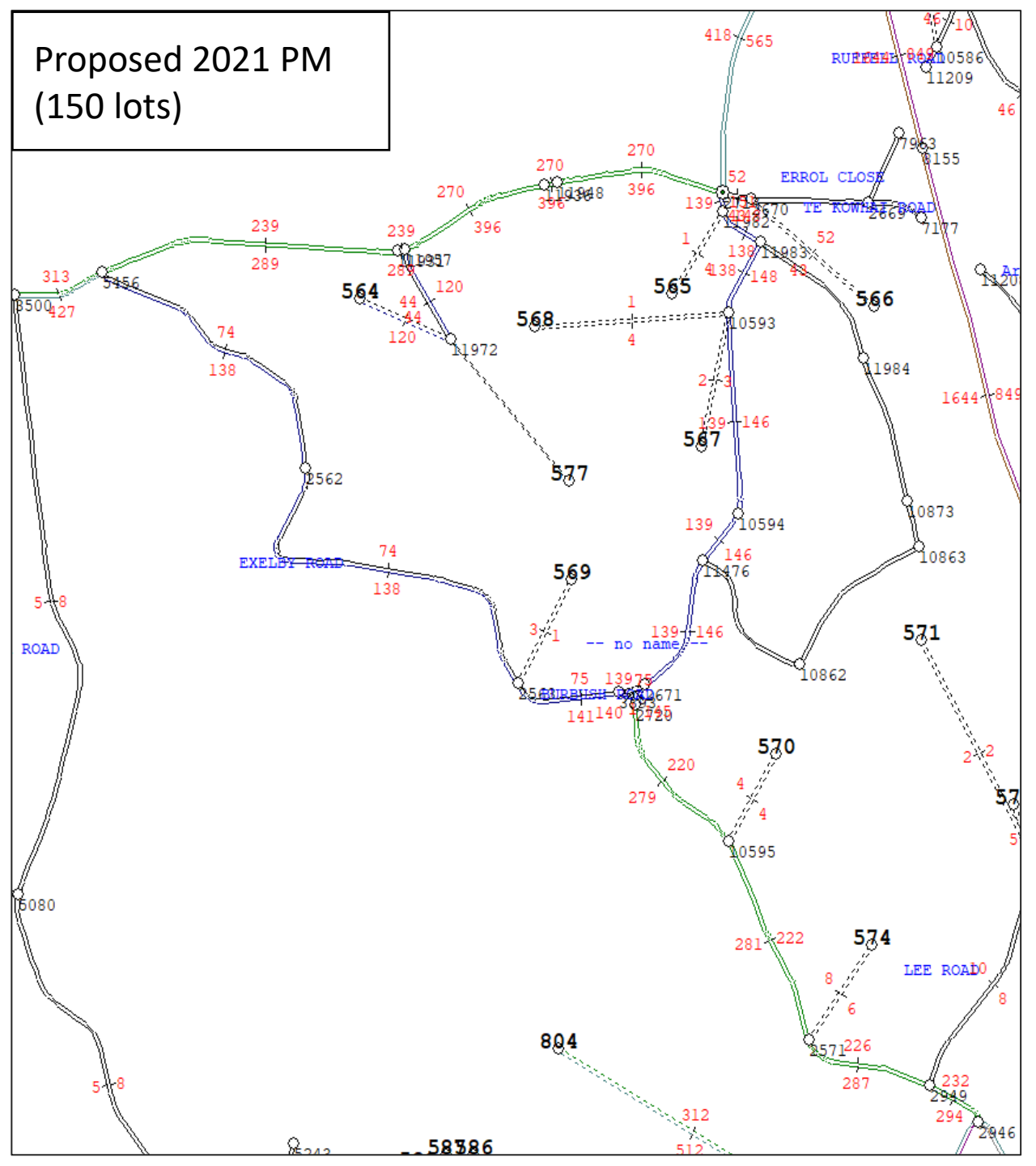
BASE 2021 PM



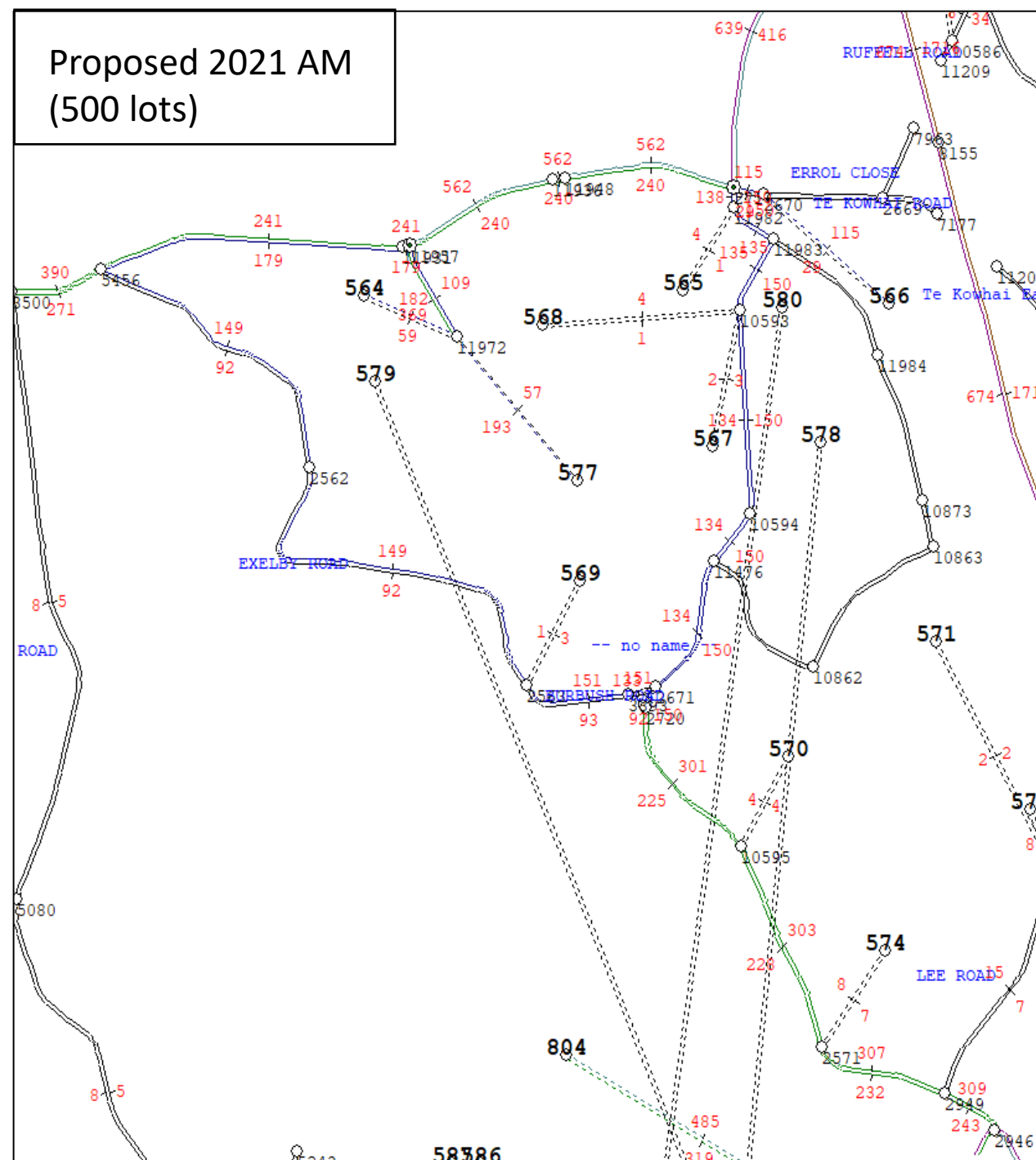
Proposed 2021 AM (150 lots)



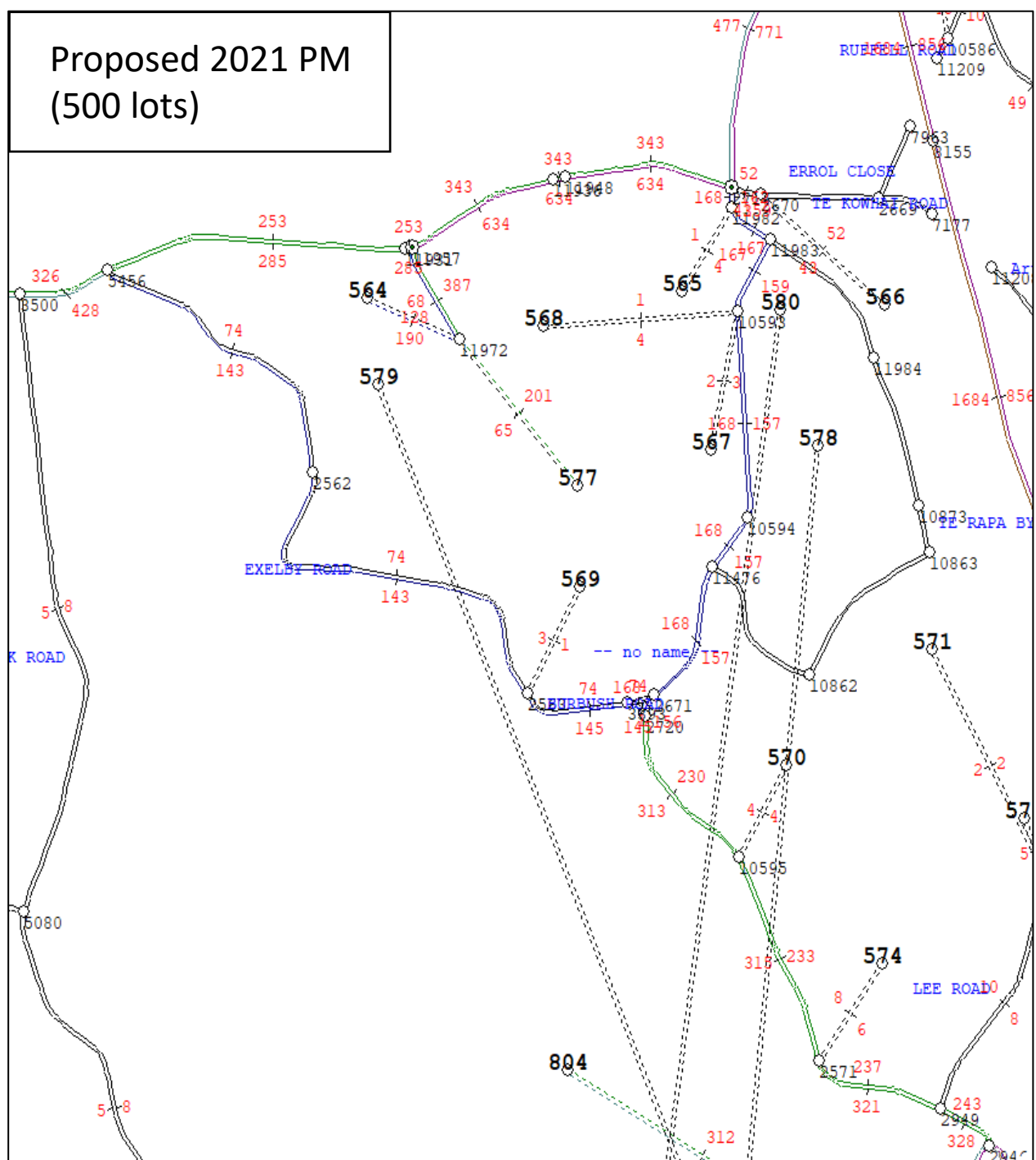
Proposed 2021 PM (150 lots)



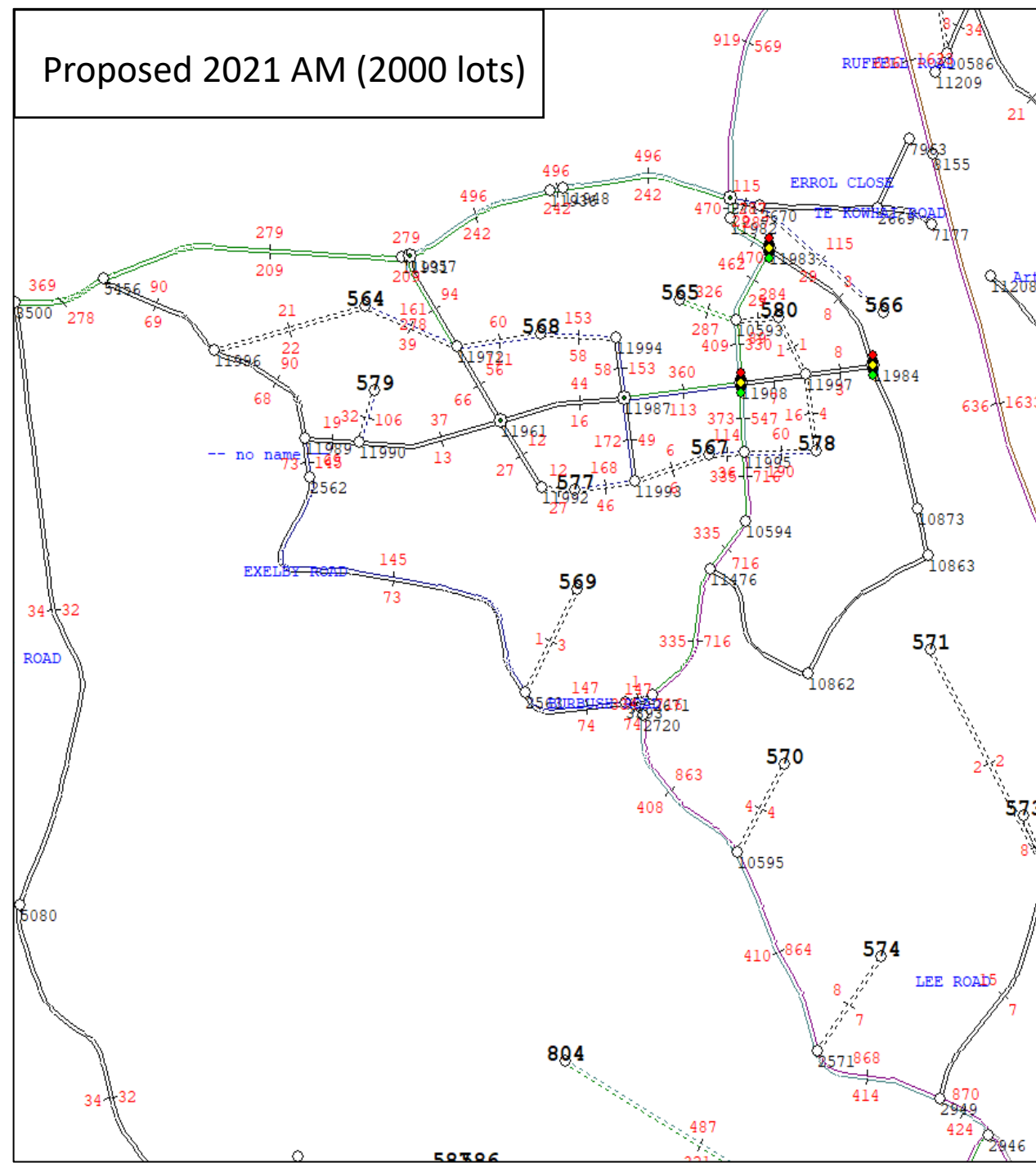
Proposed 2021 AM (500 lots)



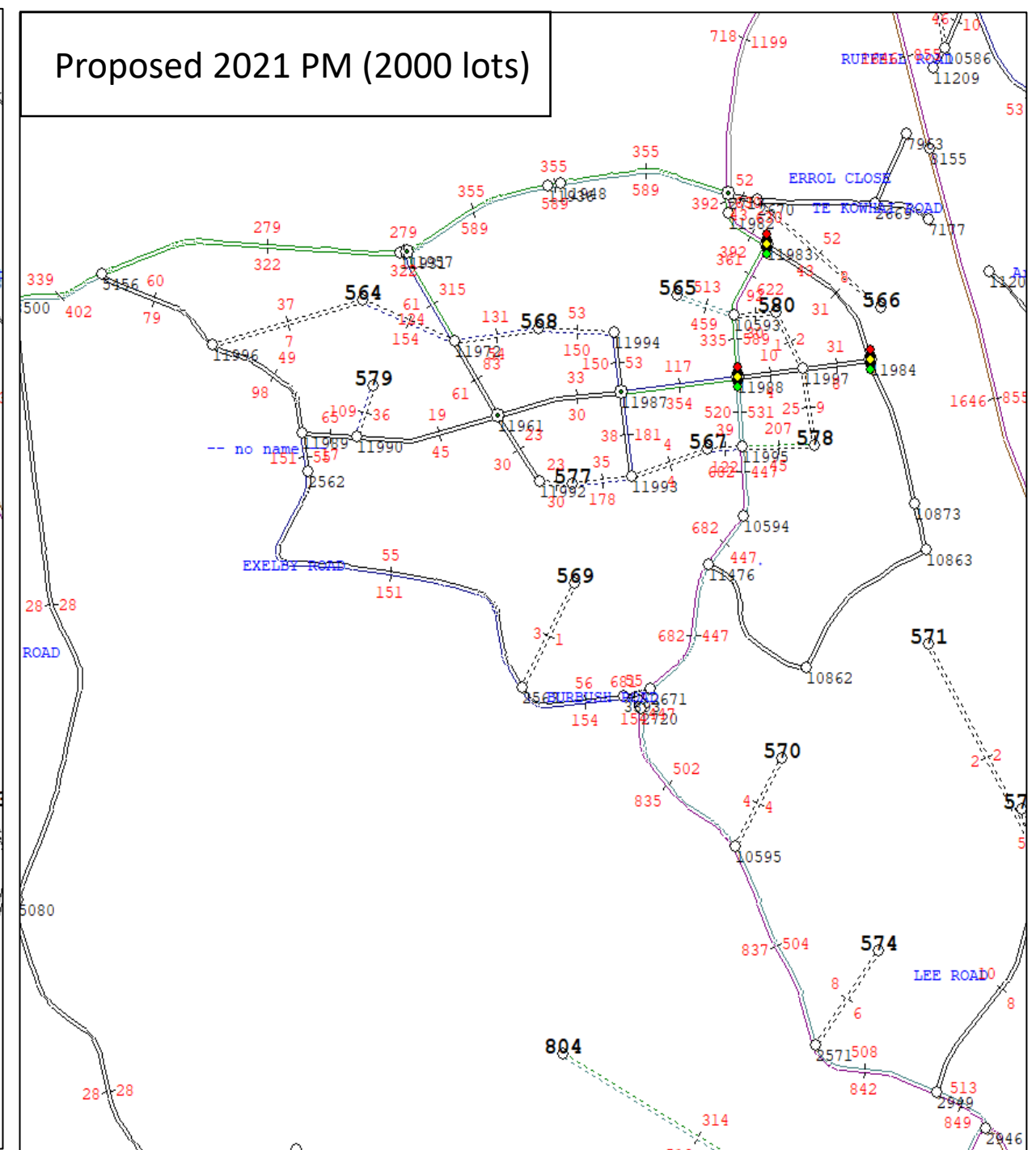
Proposed 2021 PM (500 lots)



Proposed 2021 AM (2000 lots)



Proposed 2021 PM (2000 lots)



APPENDIX 2 – JWS TRANSPORT AND PLANNING 14 OCTOBER 2021

1. **Agenda Item b): Roads outside of PC7 area to be upgraded:**

Commented [RH1]: For clarification – Waka Kotahi did not participate in these items as it is not directly relevant to their submission.

Roads to be upgraded:	Agree/Disagree		
	Green Seed	HCC	Landowner submitters
1. Exelby Road – South of Burbush Road	Yes	Yes	Yes
2. Exelby Road North of Burbush Road	No	The traffic modelling shows no significant change in traffic volume and does not appear to support the need for an upgrade based on efficiency effects	Yes, based on safety effects
3. Burbush Road between Rotokauri North and Exelby Road	Yes	Yes	Yes
4. Exelby Road/Burbush Road Intersection	Yes	Yes	Yes
5. Rotokauri Road / Exelby Road intersection	No	Yes	Deferring to HCC

2. **Agenda Item c) Nature of upgrade and trigger**

Note: inserted improvements and triggers are based on Green Seed evidence plus any amendment from updated modelling.

1. Exelby Road – South of Burbush Road		Agree/Disagree		
		Green Seed	HCC	Landowner Submitters
Improvement	Seal widening to achieve a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders)	Yes	Agree this is suitable as an initial upgrade. Concerned that without other transport infrastructure (e.g. minor arterial) traffic volumes become very high and the seal widening may no longer be sufficient.	The landowner submitters agree in part – that the seal widening is warranted but also think that a temporary footpath is necessary, combined with speed reductions but recognising that speed limits are not something within the Applicant's control.
Trigger	500 dwellings/lots or the first new dwelling/lot with access onto Burbush Road (including via any new transport corridor which connects to Burbush Road).	Yes	Yes, as an initial trigger, further upgrades may be required at a higher level of development.	No because there are already significant safety issues with the roads and the timing of the timing of connection to Burbush Road is unknown. Modelling only addresses efficiency (not safety).

2. Exelby Road North of Burbush Road		Agree/Disagree		
		Green Seed	HCC	Landowner Submitters
Improvement	No improvement needed	Yes	No – concerned that safety effects may arise from additional traffic on this corridor not shown in the	No – concerned that safety effects may arise from additional traffic on this corridor not shown in the modelling outputs. An

2. Exelby Road North of Burbush Road		Agree/Disagree		
		Green Seed	HCC	Landowner Submitters
			modelling outputs.	additional layer over this is the existing poor safety of the road.
Trigger	NA	Yes. Green Seed experts express some concern at the HCC comment about introducing further evidence. Clarification is required in relation to the evidence process to be followed given that the Applicant's rebuttal is due tomorrow 15 October 2021.	Will provide more information in evidence.	No – have questions as to the uncertainty of the modelling and that it doesn't quantify safety.

3. Burbush Road between Rotokauri North and Exelby Road		Agree/Disagree		
		Green Seed	HCC	Landowner Submitters
Improvement	Seal widening to achieve a 7.7m sealed width (comprising 5.7m carriageway plus 1m sealed shoulders)	Yes	Agree this is suitable as an initial upgrade. Concerned that without other transport infrastructure (e.g. minor arterial) traffic volumes	The landowner submitters agree in part – that the seal widening is warranted but also think that a temporary footpath is necessary, combined with speed

3. Burbush Road between Rotokauri North and Exelby Road		Agree/Disagree		
		Green Seed	HCC	Landowner Submitters
			become very high and the seal widening may no longer be sufficient.	reductions but recognising that speed limits are not something within the Applicant's control.
Trigger	500 dwellings/lots or the first new dwelling/lot with access onto Burbush Road (including via any new transport corridor which connects to Burbush Road).	Yes	Yes, as an initial trigger, further upgrades may be required at a higher level of development.	No because there are already significant safety issues with the roads and the timing of the connection to Burbush Road is unknown. Modelling only addresses efficiency (not safety).

4. Exelby Road/Burbush Road Intersection		Agree/Disagree		
		Green Seed	HCC	Landowner Submitters
Improvement	Upgrade to single priority intersection with right turn bay	Yes	No - upgrade should be roundabout.	Agree that upgrade is required but defer to HCC on the nature of the upgrade.
Trigger	500 dwellings/lots or the first new dwelling/lot with access onto Burbush Road (including via any new transport corridor which connects to Burbush Road).	Yes	Yes	No because there are already significant safety issues with the roads and the timing of the connections are unknown. Modelling only addresses efficiency (not safety).

5. Rotokauri Road / Exelby Road Intersection		Agree/Disagree		
		Green Seed	HCC	Landowner Submitters
Improvement	No improvement needed.	Yes	No – subject to a further review of modelling outputs - upgrade should be roundabout.	Concerned that the modelling may not represent the likely travel patterns that people will make. Defer to HCC on upgrading details.
Trigger	NA	Yes	500 dwellings/lots or the first new dwelling/lot with access onto Burbush Road (including via any new transport corridor which connects to Burbush Road).	Concerned that the modelling may not represent the likely travel patterns that people will make. Defer to HCC on upgrading details.