

**Before Independent Hearing Commissioners
In Hamilton**

Under the Resource Management Act 1991

In the matter of of a submission by NZ Transport Agency (Waka Kotahi)
(submitter 12) on Proposed Plan Change 7 (PPC7) –
Rotokauri North Private Plan Change to the Operative
Hamilton City District Plan.

Statement of evidence of Michael Wood for Waka Kotahi (Planning)

8 October 2021

1 Qualifications and experience

- 1.1 My full name is Michael Blain Wood. I am a Principal Planning Advisor with Waka Kotahi where I have been employed since June 2014.
- 1.2 I hold a Masters' in Resource and Environmental Planning (MRP) from Massey University in 2001. I am a full member of the New Zealand Planning Institute. I have 18 years' planning experience both within the public and private sector.
- 1.3 My key responsibilities at Waka Kotahi include working with local councils on district plan reviews and plan changes, assessing land use development applications and contributing to business cases for capital works.
- 1.4 I am also involved in the delivery of the Waka Kotahi capital works programme through the statutory consenting process. This involves stakeholder engagement and reviewing notices of requirement and resource consents prepared on behalf of Waka Kotahi.
- 1.5 I drafted the submission to Proposed Plan Change 7 – Rotokauri North Private Plan Change (PPC7) on behalf of Waka Kotahi.
- 1.6 I have authority to give evidence on behalf of Waka Kotahi.

2 Code of conduct

- 2.1 While I acknowledge that I am an employee of Waka Kotahi, I have read and am familiar with the Code of Conduct for Expert Witnesses in the current Environment Court Practice Note (2014). I have complied with it in the preparation of this statement of evidence. I also confirm that the matters addressed in this statement are within my area of expertise, except where I rely on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

3 Scope of evidence

- 3.1 My evidence addresses the following:
 - a. The Waka Kotahi submission.
 - b. Support and clarification on a number of key provisions (and their retention) as part of PPC7¹:
 - New rule requiring the construction of a new State Highway 39/Collector 1 roundabout.
 - Amendment to Rule 3.6A.4.7 Staging Activity Status.

¹ All clauses referred to in my evidence are based on the Joint Witness Statements for Transport and Planning.

- New Rule 3.6A.4.2 (f) (ii) Table 1 (5) and (6) – requiring a new pedestrian/cycle connection.
- New Information requirement – Appendix 1 Broad ITA content for Rotokauri North.

3.2 I have read the transportation evidence prepared by Duncan Tindall on behalf of Waka Kotahi which I support. In addition, I have:

- reviewed the s42A Hearing Report (on behalf of Hamilton City Council);
- traffic and planning evidence on behalf of Green Seed Consultants Limited (GSCL); and
- attended the Transport and Planning (second session – 5th October 2021) and Planning expert conferencing (6th October 2021).

4.0 Evidence

Waka Kotahi submission

4.1 The Waka Kotahi submission was supportive of PPC7 subject to further amendments. Broadly, these amendments related to:

- a. An additional policy addressing the impacts of development on State Highway 39 (SH39) (this State Highway adjoins the northern boundary of PPC7).
- b. An additional rule seeking the construction of a roundabout at the proposed SH39/Collector intersection.²
- c. An additional rule and assessment criteria requiring and addressing the provision of a segregated two-way cycle path alongside (not within the road corridor) of SH39.
- d. An additional rule to be added to the Broad ITA requirements requiring consultation with Waka Kotahi.
- e. Additions to the staging assessment criteria to address the effects of additional traffic on the relevant SH39 intersections (Exelby Road, Te Kowhai Road/Minor Arterial intersection).
- f. Amending Figure 2-8A Rotokauri Structure Plan to remove one of the proposed SH39/Collector Road intersections.

² In relation to the requirement to undertake a new roundabout on SH39 now proposed under Rule 3.6A.4.2 (f) (i) (GSCL-PPC7 version), Waka Kotahi's expectation is that this will require GSCL to enter into a funding/design/construction agreement with Waka Kotahi outside of the PPC7 process.

4.2 I consider that the matters identified in the Waka Kotahi submission have now largely been addressed through the proposed drafted amendments contained in the Joint Witness Statements for Transport and Planning (5th and 6th October).

4.3 At the time of evidence exchange, there was an outstanding matter (as raised in Duncan Tindall's Evidence in Chief) relating to the need for PPC7 to incorporate a segregated shared use path (east-west route) approximately parallel to SH39 on the northern edge of the PPC7 site. This matter is to be further discussed at the next Transport and Planning expert conference session on the 12th October. A further update on this item will be included in my rebuttal evidence (if required).

4.4 The following comments are provided to reiterate my support/clarification on a number of key provisions (and their retention) as part of PPC7.

New rule (3.6A.4.2(f) (ii)) - requiring a new roundabout at the SH39/new collector intersection at the first new dwelling lot

5.0 I support this rule because it requires a safer form of intersection control to be implemented at the outset of development. This approach is consistent with Focus Area 1 Infrastructure improvements (and speed management) of the New Zealand Government's New Zealand's Road Safety Strategy 2020-2030) which notes that building a safe road network means investing in infrastructure safety treatments like roundabouts that are proven to save lives.

5.1 In relation to the location of this roundabout, I am aware that submitter No 78 (Lorraine van Asbeck) has raised concerns around property access and additional flooding arising from its proposed location. I have raised the location of the roundabout and the implications of this on the submitter's property to Waka Kotahi's road safety and network operation teams. They have advised that a safe and efficient access design can be achieved. I would expect that the detailed design of this roundabout would also need to involve landowner(s) input to address those concerns raised in their submission.

Amendment to Rule 3.6A.4.7 Staging Activity Status

6.0 I support the amendment to Rule 3.6A.4.7 which states that any application for a resource consent not in accordance with Rule 3.6A.4.2 (Staging and Infrastructure provision) is a non-complying activity. This was previously deemed to be a discretionary activity in the notified version of PPC7. The higher level of planning category/assessment is warranted because:

- PPC7 represents a dynamic traffic environment (a transport network that will need to transition from a rural to urban system) which will need to be carefully planned and assessed;
- of the uncertainty around the development phasing and location; and

- the uncertainty of when key transport infrastructure will be implemented (in particular the Minor Arterial).

New Rule 3.6A.4.2 (f) (ii) Table 1 (5) and (6) – Pedestrian/Cycle Connection

7.0 Under the Government Policy Statement on Land Transport (2021/22-2030/31) (GPS on Land Transport) Waka Kotahi has been directed to play a more proactive role in accelerating mode shift³ across New Zealand. Under the GPS on Land Transport, the Minister of Transport expects Waka Kotahi will work with local government to implement agreed mode shift plans in the high-growth urban areas of Auckland, Tauranga, Hamilton, Wellington, Christchurch and Queenstown.

7.1 In relation to Hamilton, Waka Kotahi in partnership with Hamilton City Council, Waikato Regional Council, Waikato District Council, Waipa District Council has produced the Hamilton-Waikato Metro Area Mode Shift Plan (2020)⁴. A key focus of this Plan (page 5) is achieving mode shift (underline emphasis added) by –

Focus Area 2 Making shared and active modes more attractive – *Improving the quality, quantity and performance of public transport facilities and services, and walking and cycling facilities will make more people want to use them. This can involve both optimising the existing system (e.g. through reallocating road space) and investment in new infrastructure and services, and providing better connections between modes.*

7.2 In addition to capital and operational interventions to achieve this Key Focus, the Plan (Section 4.0 – The Projects) identifies the need for land use interventions by Councils and Waka Kotahi for structure planned areas like Rotokauri to generally ensure, amongst other matters, that facilities to support walking and cycling are provided.

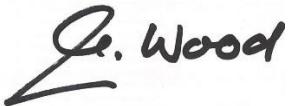
7.3 Given the strategic direction/imperative placed on Waka Kotahi, I support new Rule 3.6A.4.2 (f) (ii) Table 1 (5) and (6) which requires the provision of a 3m shared path (or dedicated cycle facility, or a combination of both) to connect to SH39/Burbush Roundabout at the time of the first new dwelling/lot. This connection will enable more direct connections to the Waikato Expressway Cycle Path (further east of PPC7) and will contribute to the outcomes sought by the Hamilton-Waikato Metro Area Mode Shift Plan⁵ (2020); in particular Key Focus Area 2 - “*Making shared and active modes more attractive*”.

New Information requirement – Appendix 1 Broad ITA content for Rotokauri North

8.0 As a result of the Transport and Planning Expert Conferencing discussions, I now support the Broad ITA content for Rotokauri North being made an information requirement – as opposed to an additional rule which I understand had been the original intent of the s42A report. In addition, I also reiterate my support for this information requirement also specifying the need to consult with Waka Kotahi regarding the interface with SH39, including any

³ See Section 3.7 Statement of Ministerial expectations – GPS on Land Transport (2021/22-2030/2031). A shift in mode share involves growing the share of travel by public transport, walking and cycling (and reducing reliance on private vehicles).

intersections. This consultative approach codifies what developers of scale would do as part of any standard ITA preparation. I note that the most recent Plan Change (Te Awa Lakes) to the Operative HCC District Plan also includes similar consultative requirements.

A handwritten signature in black ink, appearing to read "M. Wood".

Michael Blain Wood

8th October 2021