

BEFORE AN INDEPENDENT HEARINGS PANEL

THE PROPOSED WAIKATO DISTRICT PLAN (STAGE 1)

UNDER the Resource Management Act 1991 (the Act)

IN THE MATTER OF Hearing 15: Designations (Proposed Waikato District Plan) submissions
and further submissions

**STATEMENT OF EVIDENCE FOR MIKE WOOD FOR THE WAKA KOTAHI NZ
TRANSPORT AGENCY (CORPORATE AND PLANNING)**

DATED 20 MARCH 2020

1. EXECUTIVE SUMMARY

- 1.1 The New Zealand Transport Agency (the Transport Agency) is a submitter¹ and further submitter² on the Proposed Waikato District Plan (**PWDP**).
- 1.2 The Transport Agency lodged submissions and further submissions in relation to Hearing 15: Designations (PWDP). I generally agree with the recommendations contained in the Section 42A report as they relate to the Transport Agency's submissions.
- 1.3 I confirm that I am familiar with the Code of Conduct for Expert Witnesses as set out in the Environment Court Practice Note 2014. I have read and agree to comply with the Code. Except where I state that I am relying upon the specified evidence or advice of another person, my evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

2. QUALIFICATIONS AND EXPERIENCE

- 2.1 My full name is Michael Blain Wood. I am a Principal Planning Advisor with the Transport Agency where I have been employed since June 2014.
- 2.2 I hold a Masters' in Resource and Environment Planning (MRP) from Massey University in 2001. I am a full member of the New Zealand Planning Institute. I have 17 years' planning experience both within the public and private sector.
- 2.3 My key responsibilities at the Transport Agency, include working with local councils on district plan reviews and plan changes, assessing land use development applications and providing affected and section 176 approvals, and contributing to business cases for capital works.
- 2.4 I am also involved in the delivery of the Transport Agency's capital works programme through the statutory consenting process. This involves stakeholder engagement and reviewing notices of requirement and resource consents prepared on behalf of the Transport Agency.
- 2.5 I have authority to give evidence on behalf of the Transport Agency.

3. SECTION 42A REPORT

- 3.1 I generally agree with the recommendations contained in the Section 42A report (Part 13) as they relate to the Transport Agency's submissions.

¹ Submitter No 742

² Submitter FS No 1202

3.1 State Highway Designation Identification – NZTA submission 742.183

3.2 The Transport Agency lodged a submission (742.183) to Section E Designations (J) of the PWDP seeking to amend the order and number of listed NZTA Section E designations. Specifically, the submission sought to reorder the NZTA designations so that they run north to south. The s42A report supports the Transport Agency submission (para 129b) and further notes (para 126) that further liaison will be required with the Transport Agency to confirm the accurate labelling of these Designation IDs on the planning maps. I support the s42a report on this matter.

4.0 State Highway Designation Mapping Errors – NZTA submission 742.190

4.1 The Transport Agency lodged a submission (742.190) to amend the planning maps to show the correct boundaries of all of the New Zealand Transport Agency designations and to amend the planning maps to re-label the NZTA's designations as per the details in Attachment 4 of our original submission.

4.2 The s42A report supports this submission (para 139b) and provides a commentary on this (paragraph 127). I support the s42a report on these matters. The Transport Agency is currently working with Waikato District Council officers to ensure that our shape files (indicating the location of NZTA's designations) are translated into the decision version of the planning maps to ensure that the correct state highway designations are shown.

4.3 The main differences in the PWDP state highway designations and the current designation shapefiles are summarised (in text) in Appendix A to this submission. The differences do not result in the designation extending over private land which has not already been identified through the PWDP. Where the designation extent is different, the land is legally classified as road (includes formed carriageway and is maintained by the Transport Agency) and/or the land is owned by the Transport Agency as a result of a previous or proposed future project.

5.0 State Highway 39 Notice of Requirement

5.1 The Transport Agency lodged a Notice of Requirement (NOR) to designate existing State Highway 39 (SH39) which forms a western bypass of Hamilton City between Ngaruawahia and Otorohanga. I support the recommendation (paragraph 145a.) that Designation J23 for SH39 be included in the PWDP without conditions.

5.2 I have advised the s42A report writer that the extent of the SH39 NOR should only extend to a portion of SH39 not the whole corridor as stated by the NOR. This recognises that the Waikato District Council shares a boundary with Hamilton City Council which intersects (generally) along the middle of SH39 between (approximately) 252 Kowhai Road and the SH39/Exelby Road intersection.

5.3 The s42a report also makes the following statements under paragraph 143-144 –

143. As a result of confirming this designation, there may be value in deleting the following sentence from the paragraph that precedes the table of NZTA designations: All state highways identified on the planning maps are deemed to be designated, except for State Highway 1B.

144. I am unclear what is meant by the phrase 'deemed to be designated' and I invite NZTA to comment on this at the hearing and whether this should be deleted.

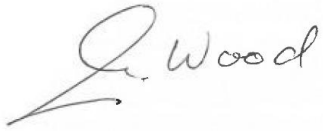
This sentence was included in the table of NZTA designations that the Transport Agency lodged prior to the notification of the PWDP. I understand that we sought this wording to ensure that where mapping discrepancies existed, it was clear to plan users that state highways were still designated (as has been the case under the Operative Waikato District Plan). I would support the removal of this text once the mapping corrections sought by the Transport Agency (see NZTA sub 742.190) are completed.

6.0 Submitters seeking amendments to the Transport Agency State Highway designations

6.1 The Transport Agency received two further submissions seeking to remove existing state highway designations from their properties. The first submission from Woolworths NZ Ltd (sub 588.58) seeks to delete the NZTA SH1 Designation J14 that applies to the frontage of 16-18 Tumate Mahuta Drive Huntly to allow unrestricted access to and from the affected frontage for the supermarket site. The s42a report (paragraph 130) notes that the Transport Agency opposes this request. I can confirm that the existing SH1 designation through Huntly will not be removed until time that the state highway revocation process (this relates to the old alignment of SH1 through Huntly) has been completed. The revocation process may require further improvements (works) to this section of SH1 prior to transferring ownership and operations to the Waikato District Council. The existing designation would provide for these works if required. The revocation process is expected to be concluded in 2021.

6.2 The second submission from Reid Investment Trust (sub 783.13) seeks to amend the extent of NZTA SH1 Designation J11a as it relates to their property in the vicinity of the Hampton Downs SH1 interchange. I support the removal of this designation from the submitter's property as shown by Figure 1 (paragraph 137) from the s42a report. Accordingly, I do not support the s42a report to reject this submission. The designation extent for this section of SH1, reflects the work area that was required for the construction (not for the on-going operation) of the Hampton Downs interchange. An amended shape file will be submitted with the Council to amend this designation.

6.3 I support the s42a recommendation (paragraph 139f) to accept the submission from Lyndendale Farms Limited (sub 761.3) to retain the SH1 designation (J17) in the vicinity of 180 Horsham Downs Road.

A handwritten signature in black ink that reads "M. Wood". The signature is written in a cursive style with a large, looping initial 'M'.

Michael Blain Wood
20 March 2020

Appendix A: State Highway Designations – Summary of mapping corrections

<p align="center">State Highway and Designation</p> <p>(note: The J reference refers to the revised numbering sought by NZTA)</p>	<p align="center">Mapping Corrections</p>
<p>State Highway 1 Various Designation (J) references between Pokeno-Taupiri</p>	<ul style="list-style-type: none"> • Existing SH1 carriageway not designated in several locations. • Extent of SH1 designation(s) need to be amended to align (either extend or pull back) with legalised road boundary. • Several sections of SH1 not notated as designated on planning maps. This includes sections of SH1 between Meremere Dragway and Hampton Downs and Island Block Road – Springhill Road (south).
<p>State Highway 2 Designation J12</p>	<ul style="list-style-type: none"> • Several sections of Designation J12 to be pulled back from their current position due to more accurate LINZ data being made available. • Extent of State Highway 2 Designation J12 needs to be moved further west towards the SH1/SH2 interchange. • Designation to be extended out to align with formalised legal road boundaries (on land owned by NZTA). • Existing section of State Highway 2 (from Maramarua River) through to eastern boundary of the Hauraki District needs to be notated as a designation on the planning maps.
<p>State Highway 21 Designation J14</p>	<ul style="list-style-type: none"> • Existing State Highway 21 currently not notated as a designation on the planning maps.
<p>State Highway 23 Designation J15</p>	<ul style="list-style-type: none"> • Existing State Highway 23 currently not notated as a designation on the planning maps. • Parts of Designation shown incorrectly in the Waitetuna area (currently noted as Designation J13 on PWDP).

State Highway 26 Designation J16	<ul style="list-style-type: none"> Existing State Highway 23 currently not notated as a designation on the planning maps.
State Highway 39 Designation J17	<ul style="list-style-type: none"> Extent of the SH39 designation should only extend to a portion of SH39 not the whole corridor as stated by the NOR. This recognises that the Waikato District Council shares a boundary with Hamilton City Council which intersects (generally) along the middle of SH39 between (approximately) 252 Kowhai Road and the SH39/Exelby Road intersection.