

**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 24: Reserves (Proposed Waikato District Plan)  
submissions and further submissions

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**STATEMENT OF (TABLED) EVIDENCE FOR MICHAEL WOOD FOR  
WAKA KOTAHI (THE NZ TRANSPORT AGENCY) - PLANNING**

**DATED 14<sup>ST</sup> SEPTEMBER 2020**

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## **1. EXECUTIVE SUMMARY**

- 1.1 Waka Kotahi (the Transport Agency) is a submitter and further submitter on the Proposed Waikato District Plan (PWDP).
- 1.2 The Transport Agency lodged several submission points (742.156, 742.159, 742.16, 742.160-164) in relation to the Reserves topic. I have reviewed the s42A reports and largely support the author's recommendations in relation to the Transport Agency's submission points. There are a few matters raised in the Reserves Zone report relating to the management of temporary events and signage which I do not support and/or wish to provide further clarification.
- 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 Environmental 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 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: RESERVES ZONE**

3.1 Traffic Thresholds for Temporary events

3.1 The Transport Agency submission 742.156 sought to retain Rule 25.1.2 P4 Temporary Events, except for the amendments sought below –

Add a new condition to Rule 25.1.2 P4 Permitted Activity – Temporary Event, as follows:

(g) *There is a maximum of 100 vehicle movements per day, and no more than 15% of these are heavy vehicle movements.*

And add a new Restricted Discretionary rule for temporary activities not complying with 25.1.2 P4 (g) with discretion restricted to the effects on the safety and efficiency of the transport network.

3.2 The s42A report writer rejects this request on the basis that it replicates Rule 14.12.1.4 and -

*“would appear to be a fairly onerous restriction to be imposed...and [because] this process is effectively undertaken by Councils events team where there is a requirement for Traffic Management Plans to be provided to Council prior to an event if it were to create ‘unusually high volumes of traffic*

3.3 I accept that the traffic threshold sought is probably too low, however, there is still a need to place some form of consenting mechanism in the PWDP to manage temporary traffic where traffic volumes warrant a traffic management plan. From my review of the Reserves Zone Chapter, this approach is entirely consistent with Policy 8.3.3 (3) Temporary Events (emphasis added) of the Reserves Zone –

**8.3.3 Policy – Temporary events**

1. *Enable temporary events and associated temporary structures on reserves, appropriate to the size and purpose of the reserve.*

2. *Manage the scale and extent of temporary events on reserves so that any significant adverse effects on people in the surrounding community are minimised by:*

1. *limits on the timing, number and duration of events;*
2. *meeting the permitted noise limits for the zone;*
3. *managing the effects of traffic on the road transport network where the permitted number of vehicle movements will be exceeded.*

3.4 Because the PWDP does not specify a permitted number of vehicle movements for the Reserves Zone it is difficult to see how an applicant, or a processing planner would be able to determine whether clause 3 had been infringed. To provide this guidance, I consider that

a threshold limit needs to be included within the PWDP and that this is tied to a requirement for a Traffic Management Plan where this limit is exceeded. This approach is consistent with how other district plans manage this issue.

### 3.2 Signs – Effects on Traffic

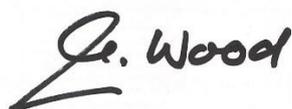
3.3 The Transport Agency submission 742.60 sought amendments to Rule 25.2.7.2 P1 (iv) Signs Effects on Traffic. These amendments relate to the maximum number of words and symbols or graphics on signs directed at road users. This submission point has been rejected yet the same request was supported most recently by the report writer for the Rural Zone Topic – see paragraph 599 P1 –

#### **Recommendations and amendments**

599. It is recommended that Rule 22.2.6.2 be amended as follows:

PI	<p>(a) Any sign directed at road users must <u>meet the following conditions:</u></p> <ul style="list-style-type: none"> <li>(i) Not imitate the content, colour or appearance of any traffic control sign;</li> <li>(ii) Be located at least 60m from controlled intersections, pedestrian crossings <u>and railway crossings any other sign;</u></li> <li>(iii) Not obstruct sight lines of drivers turning into or out of a site entrance and intersections;</li> <li>(iv) Contain no more than 40 characters and no more than 6 <u>words, symbols, or graphics;</u></li> <li>(v) Have lettering that is at least 200mm high; and</li> <li>(vi) Where the sign directs traffic to a site entrance, it must be at least: <ul style="list-style-type: none"> <li>A. 175m from the entrance on roads with a speed limit of 80 km/hr or less; or</li> <li>B. 250m from the entrance on roads with a speed limit of more than 80km/hr.</li> </ul> </li> </ul>
DI	Any sign that does not comply with Rule 22.2.6.2 P1.

3.4 This inconsistency between topic reports is unhelpful; to reiterate the Transport Agency requests that Rule 25.2.7.2 P1 (iv) for the Reserve Zone is amended along similar lines to what the Rural report has recommended under Rule 22.2.6.2 P1 (iv) above. This approach is consistent with the Transport Agency's Advertising Signs on State Highways <sup>1</sup>guidance (Sep 2014) which, to a large degree, the Council has appeared to apply to its own network – except for the limits applying to words or graphics.



**Mike Wood**

Principal Planner

Waka Kotahi (The Transport Agency)

14<sup>th</sup> September 2020

<sup>1</sup> See <https://www.nzta.govt.nz/assets/resources/advertising-sign-alongside-sh/ad-signs-brochure.pdf>.