

Memorandum

To: District Plan – Resource Management Policy Team, Waikato District Council
From: Skip Fourie, Beca Ltd
Copy: Carolyn Wratt, WDC Consultant
Subject: Technical Specialist Review, Transport – Kimihia Lakes, Huntly

Date: 12 April 2021
Our Ref: 4214056-1680710091-12

Experience and Qualifications

My full name is Gideon Jacobus Scheepers (Skip) Fourie.

I am an Associate Transportation Planner employed by Beca Ltd (Beca), a multi-disciplinary professional services consultancy firm based in New Zealand.

I hold a Bachelor (Honours) of Town and Regional Planning (2007) and a Masters degree specialising in Transportation Planning (2014) from the University of Pretoria in South Africa.

I have a total of 12 years' experience in the field of transportation planning and traffic engineering gained through 6 years of employment in South Africa, 2 years of employment in Dubai, United Arab Emirates and 4 years in New Zealand.

I have wide-ranging experience in traffic and transportation engineering fields, ranging from transport assessments, traffic modelling, safety audits, parking strategies, feasibility studies and business case writing.

1. Introduction and purpose

Beca has been engaged by Waikato District Council (WDC) to review statements of evidence filed with the Council accompanying submissions seeking a change in zoning under the District Plan. This review provides high level commentary on the suitability of the information and recommendations to be relied upon at the Proposed Waikato District Plan hearing.

The purpose of this assessment is to consider the following aspects of the application:

- a. Has sufficient and appropriate information has been included in the assessment
- b. Are the assumptions sound and reasonable
- c. Are the proposed solutions technically feasible and realistic
- d. Are the timeframes for upgrades or connections realistic; and
- e. Are there any potential or actual issues that the planner and Hearings Panel need to be aware of.

2. Documents considered

- Integrated Transport Assessment (ITA), Kimihia Lakes Community Charitable Trust, 239 East Mine Road, Huntly, dated 15th February 2021. prepared by CKL.

Limitations

As per the agreed scope, this desktop review has been carried out by reading the above documents and providing comment on the suitability of the information and recommendations to be relied upon at the Proposed Waikato District Plan (PWDP) hearing.

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No site visits have been undertaken and the information referred to in the documents and calculations has not been verified in detail.

This is not a peer review of the ITA, modelling and recommendations. Further assessment may be required.

3. Overview of Technical Matters

Proposal Overview

The submitters seek to rezone the former East Huntly mine to allow for the development of an outdoor recreation park. The exact details of the future development are yet to be confirmed; however it is likely that the site will predominantly serve as a centre for outdoor education for school trips. It is also anticipated that it will provide an active amenity space for the local community.

The site was formerly used for mining activities. Mining activities have now ceased, and the mine pit is being allowed to flood to recreate a lake. It is expected that the lake will take at least five years to fill and will cover a large portion of the site. The lake will be a key feature and attraction of the proposed park.

Access to the site is via the existing extension of East Mine Road. No other connections are proposed or likely to be necessary to support future development within the Plan Change area.

Integrated Transport Assessment

The applicant has submitted an ITA that provides assessment on the following traffic and transport topics:

- Introduction and Site Location
- Existing Road Network
 - Road Safety
- Sustainable Travel Modes
 - Walking and Cycling
 - Public Transport
- Committed Environmental Changes
- Development Proposals
- Assessment of Effects
 - Traffic Effects
 - Access Effects
 - Parking Effects
 - Walking and Cycling
 - Road Safety
- Consultation and Submissions
- District Plan Compliance
- Conclusions and Recommendations

Consultation

Through the submission process and subsequent correspondence, Waka Kotahi New Zealand Transport Agency (Waka Kotahi) have raised concerns that the site could be seen from the Huntly

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bypass (State Highway 1 (SH1)). The concern related to the fact that the activity within the site may distract drivers on Waikato Expressway (WEX).

Waka Kotahi responded to the PDP submission prepared by Allen Fabrics Limited. They **opposed the submission** on the grounds that rules for special or temporary events are inappropriate for a permitted activity in this rule category.

A maximum hourly traffic generation threshold of 850 vehicles per hour (vph) with an associated visitor demand of 1,100 has been discussed and an amendment to PDP Rule 22.1.2 (P2) proposed whereby a TMP is required for any activity occurring on site that is expected to attract more than 1,100 visitors in any given hour.

It is proposed by the applicant to add a section to Rule 14.12.1.4 to the PDP that states no more than 850 vehicle movements can be generated per hour from the site. It is unlikely that the site would generate traffic volumes to this extent, however, this ensures that the road network is able to accommodate the traffic volumes associated with the site.

Following further consultation, no other transportation related concerns were raised by Waka Kotahi.

Conclusion

Based on a conservative first principles approach, the ITA indicates that the Plan Change area may generate some 270vph. Further assessment has found that the surrounding road network can accommodate up to 870vph.

It is the view of the applicant that the site is unlikely to generate this many vehicle movements and therefore the road network was assessed as being able to accommodate the trips generated by future development.

Previously it was proposed to allow for large scale events to occur within the site. It is no longer for such events to be a permitted activity within the site. Any activities where more than 1,100 people are expected to be on site in any given hour will require a Temporary Traffic Management Plan (TMP) to be approved by the relevant Road Controlling Authority/ies.

Access to the site is proposed to be provided via the existing connection to East Mine Road. This access has been assessed as being appropriate for future development given that it used to cater for large trucks associated with the former mining activities.

The site is considered to be large enough to provide sufficient parking spaces in accordance with the PDP standards (depending on the detail design to be finalised in later stages).

Recommendations and Mitigation Proposed in Evidence

As part of the proposed Plan Change, the following changes are recommended as part of the PDP:

- Rule 14.12.1.1b - amended to allow the site to be developed without having to provide a vehicle crossing that complies with the PDP standards given that the site access is an extension to the public road.
- Rule 14.12.1.1e – it is recommended to add the following text to the end of the existing rule as written: "...except in the Kimihia Lakes Recreation and Events Zone where this rule does not apply."
- A new section to Rule 14.12.1.4 should be added to ensure a maximum trip generation threshold applies to the proposed zoning. This would read as follows: "Within the Kimihia Lakes Recreation and Events Zone there is a maximum of 850 vehicle movements per hour and no more than 15% of these vehicle movements are heavy vehicle movements"

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- A new section to Rule 14.12.1.8 is recommended to ensure that any paths within the site do not have to comply with any activity specific rules.
- A new section to Rule 22.1.2 (P2) is proposed to require a Traffic Management Plan to be prepared and approved by the relevant Road Controlling Authority/ies for any activity on site expected to attract more than 1,100 people in any one hour

4. Assessment Undertaken

The submitter has undertaken an ITA for the proposed plan change as part of the submission to the Proposed Waikato District Plan.

No statement of evidence was provided and therefore could not be reviewed as part of this report.

5. Comment on Adequacy of Assessment

The approach taken by the submitter is appropriate, within the standard approach used throughout the industry and within the prescribed guidelines of a transport assessment.

Generally, the submitter has provided the relevant and required information in order to form a robust assessment of traffic and transportation effects.

We note the ITA states that “adequate walking and cycling connections to the site are required” and as a minimum “it is recommended that the footpaths on McVie Road are extended to the site to connect with the on-site walking and cycle path network” (page 25). This recommendation does not appear in the mitigation proposed and it is unclear if the applicant is proposing to provide the necessary pedestrian facility. It should be clarified therefore.

The ITA refers to an existing level crossing of the North Island Main Truck Line on East Mine Road. It is unclear if KiwiRail has been consulted in regard to the increase in traffic volumes at the level crossing. We recommend that KiwiRail are consulted at the consent stage if the application is approved. A level crossing safety impact assessment may be required by KiwiRail if requested at this stage.

There appears to be restricted visibility along East Mine Road from McVie Road, particularly from the north approach. The ITA does not consider the potential safety impact of additional traffic on East Mine Road approaching the intersection, within the 100km/h speed limit area, and the restricted visibility for vehicles exiting McVie Road. This should be assessed at the resource consent stage if the application is approved.

Assuming the above-mentioned queries can be adequately responded to, then the assessment of the traffic and transport related matters appears to have been adequately assessed.

6. Conclusions

I generally agree with the findings of the ITA and the submitter's recommendations.

I consider the following points should be addressed / clarified:

- Clarify if the applicant proposes to provide the necessary pedestrian access facility (footpath and appropriate road crossings etc) on McVie Road

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- Clarify if KiwiRail has been consulted on the proposal and, if not, confirm this will be done at the resource consent stage and that any further assessment and mitigation requested by KiwiRail will also be undertaken
- Clarify if sight lines at the East Mine Road and McVie Road intersection have been assessed, and if not, confirm this can be done at the resource consent stage with any necessary mitigation included as part of the proposal.