

**BEFORE AN INDEPENDENT HEARINGS PANEL
OF THE WAIKATO DISTRICT COUNCIL**

IN THE MATTER of the Resource
Management Act 1991

AND

IN THE MATTER of the proposed
Waikato District Plan
(Stage 1) Hearing 25

**EVIDENCE SUMMARY OF TODD JAMES LANGWELL ON BEHALF OF HYNDS
PIPE SYSTEMS LIMITED AND THE HYNDS FOUNDATION**

TRAFFIC

12 May 2021

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1. INTRODUCTION

1.1 My full name is Todd James Langwell. I am a director at Traffic Planning Consultants Limited (**TPC**).

1.2 I have prepared two statements of evidence on behalf Hynds Pipe Systems Limited and the Hynds Foundation (together, **Hynds**) in relation to their submissions/further submissions on the Proposed Waikato District Plan (**Proposed Plan**):

(a) Evidence dated 17 February 2021 in support of Hynds' request that the lower portion of its site at 62 Bluff Road (**Expansion Land**) be zoned Heavy Industrial whilst retaining the proposed Rural zone on the upper portion of the land; and

(b) Evidence dated 17 March 2021 regarding the submissions lodged by Havelock Village Limited (**HVL**), seeking that the elevated land west of Hynds' site be rezoned from Rural (notified Proposed Plan) to Residential, and Tata Valley Ltd (**TVL**).

1.3 This statement provides a summary of this evidence, and also comments on the rebuttal evidence filed by HVL.

2. SUMMARY OF EVIDENCE

Evidence in support of Hynds' rezoning request

2.1 In my first brief of evidence I considered the existing transport environment surrounding the Hynds site at 9 McDonald Road and the Expansion Land. I analysed the existing traffic generation activity from the Hynds operation to understand the potential traffic effects of rezoning 4.27 hectares of land currently proposed to be zoned rural to heavy industrial.

2.2 I am confident that existing traffic conditions on McDonald Road and Great South Road can accommodate the additional traffic movements relating to additional Heavy Industrial zoning, including at the intersection where these two roads meet. I expect there is more than enough capacity to accommodate this additional traffic without any noticeable effects.

2.3 In my opinion the traffic effects of Hynds' proposed Heavy Industrial zoning extension can be accommodated on the road network without compromising its function, capacity or safety. Any additional vehicle activity that may occur as a result of Hynds' proposed rezoning of the Expansion Land will be minor and well within any daily fluctuations of activity within the site and on the adjacent road network.

Evidence opposing HVL's rezoning request

2.4 In my second brief of evidence I analysed the anticipated traffic generation activity from the rezoning proposed by HVL and TVL to understand the potential traffic effects.

2.5 In my opinion there is a high possibility that traffic flows on McDonald Road will be far greater than indicated by HVL and TVL and in the evidence prepared by Mr Hills. This is because McDonald Road will provide a shorter and therefore quicker route for residents of the HVL and TVL proposed developments travelling to and from Pokeno Village.

2.6 I also identified several adverse effects on McDonald Road. The mix of residential traffic movements with the traffic associated with industrial activities will in my opinion need addressing before residential rezoning can occur. These effects include:

- (a) Heavy vehicles require greater gaps in traffic as they turn slower and require more time to accelerate. Any increases in flows will affect heavy vehicle movements and may lead to trucks making unsafe manoeuvres when turning;
- (b) Left turning heavy vehicles into the industrial activities will also slow following vehicles. There is a risk of them attempting to overtake the turning truck. Due to a truck's size the following vehicle will have limited sight lines towards opposing vehicles and those that might be turning right out of the same access the truck is turning into or pedestrians crossing the road;
- (c) Added pedestrian and cycling activity on McDonald Road will mix with the industrial traffic and increase the risk of conflicts and road safety issues occurring. This will occur at the intersections where

pedestrians will cross the road and at each of the site access points where industrial traffic is turning;

- (d) The additional vehicle activity will also increase the risk for people crossing the road to and from bus stops, or to access the industrial lots; and
- (e) I anticipate that with this level of predicted vehicle activity and the frequency of movement the safety risk at the level rail crossing on McDonald Road will be high. Certainly, with any added frequency of future passenger train services, the safety risk at this crossing will increase for both vehicles, pedestrians and cyclists.

2.7 To address these effects, I consider there is a need to manage the effects of future residential trips utilising McDonald Road. This includes both vehicles and the active modes of walking and cycling. These measures should be put in place before any re-zoning is approved on the HVL and TVL sites to ensure any future industrial traffic demands can be accommodated and continued to be managed safely. This will be challenging with a connected public road network that needs to be able to service the existing industrial zoned activities.

2.8 I note that the Council's section 42A report has now proposed a new provision that requires further assessment of trip generation associated with residential zoned land and its effect on the McDonald Road corridor. I support this provision.

2.9 I have also reviewed the rebuttal evidence of Mr Hills on behalf of HVL. Although we may have some differing views on the likely effects of traffic generated by the HVL site, I note that he has also supported this provision.

2.10 Additionally, although not relied upon in Mr Hills' evidence, I consider the use of Cole Road and Bluff Road to connect the HVL site to Pioneer Road and State Highway 1 will be critical to reduce the loads on McDonald Road. However, I understand part of the existing formation of Cole Road is located within the Hynds property at 62 Bluff Road. No specific details of a future alignment of Cole Road have been indicated in Mr Hills' evidence.

2.11 His rebuttal evidence acknowledges the issues with Cole Road in its current form and that upgrades would be required for it to be used as an access for HVL's land. He referred to his original ITA that set out several potential

upgrades that would be required. I agree that the upgrades considered in his ITA would be appropriate. However, it is not clear that an upgrade of Cole Road to the required standard would be possible, which would exacerbate the issues on McDonald Road that I have outlined above.

Todd James Langwell

12 May 2021