

Before the Hearings Panel

In the Matter of the Resource Management Act 1991 (**Act**)

And

In the Matter Hearing 25: Zone Extents for the Proposed District Plan (the 'PDP')

Summary Statement of GARY BLACK on behalf of Thorntree Orchards, Cindy and Tony Young and Parkmere Farms

Dated 12 May 2021

Jeremy Brabant
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Overview of key conclusions of my evidence

1. This statement provides a summary of the key points of my primary statement dated 17 February 2021 and rebuttal statement dated 3 May 2021.
2. The Submitters are all landowners within an area that is defined by State Highway 1, Avon Road and State Highway 2 ('Pokeno East'). This roughly triangular area of land comprises some 63ha and is split between 24 different landowners.
3. The submitters are seeking a Future Urban Zone for Pokeno East, which in itself does not of itself enable urban development. Accordingly, I assessed traffic and connectivity matters in the context of a residential zone, which is the ultimate outcome that the submitters are envisaging for Pokeno East.
4. As part of preparing my primary statement, I undertook an assessment of the roading network both within and outside of Pokeno East to determine whether it was suitable for being urbanised. I found that the existing road network could accommodate the additional traffic that can be expected from the urbanisation of Pokeno East provided several upgrades were completed:
 - a. The intersection of SH2 and Avon Road will require upgrading to a safer form of intersection. This could include a formalised right turn bay, deceleration lanes and acceleration lanes. I note in 2018 that Waka Kotahi / New Zealand Transport Agency developed upgrades to State Highway 2 in the SH2 Pokeno to Mangatarata Re-evaluation Summary Report. (Commute Transportation Consultants, 24 October 2018). The intersection of SH2 with Avon Road proposed an underbridge of SH2 to connect Avon Road/Bairds Road to O'Leary Road and Rimu Road, facilitating left turn in and left turn out only at Avon Road. The proposal never progressed beyond the conceptual phase.
 - b. Avon Road, Fraser Road and Dean Road corridors are also likely to require an upgrade to the provide a constant road cross section, including safe walking and cycling facilities to connect Pokeno East

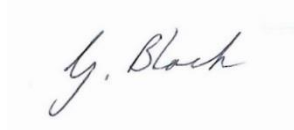
to the Pokeno township.

- c. The intersection of Fraser Road and Avon Road may require an upgrade to improve the priority give way intersection arrangement and provide safe walking and cycling facilities.
 - d. The cross intersection of Dean Road and Fraser Road will require an upgrade to address increase in traffic flows from a fully developed Pokeno East, including providing safe walking and cycling facilities. The existing restricted visibility at the cross intersection would remain an operational and safety issue and would also need to be addressed as part of an intersection upgrade.
 - e. The gradient of approximately 1:6 or 17% on Deans Road would discourage walking and cycling along the corridor from Pokeno East to Pokeno township and so alternative walking and cycling facilities should be investigated. I identified three potential additional walking and cycling routes crossing SH1 that would reduce the community severance associated with the SH1 corridor. These would involve grade-separated crossings with a pedestrian and cycling overbridge to improve walking and cycling connections.
 - f. Assuming the roundabout at Deans Road and SH1 offramp can continue to operate with the additional Pokeno East traffic, the roundabout will likely require additional safe walking and cycling facilities.
5. I further expanded on what these upgrades would entail within my rebuttal statement:
- a. I completed a desktop assessment of Deans Road using the Lidar Contour data found that the steepest gradient is 1 in 6 (or 17%). I also checked the average gradient from the roundabout at the off ramp to the cross-intersection of Dean Road and Fraser Road. The length of the road is 170m and the level difference is 19.5m. I calculated the average gradient to be 11.5%, less than the

maximum 12.5%.

- b. A constant gradient of 12.5% on Dean Road can be provided as part of a future road upgrade. To achieve this, the cross intersection of Dean Road and Fraser Road, plus Deans Road would have to be lowered to achieve a suitable geometric design. This would also have to address the existing visibility issues at the cross intersection to the west. Any lowering of the cross-intersection at Dean Road and Fraser Road would have to extend a distance into Fraser Road and Dean Road to tie back into the existing road levels.
 - c. The intersection of SH2 and Avon Road in its current form is not suitable and in addition to channelisation, deceleration and acceleration lanes, it could also be restricted to left-in and left-out with a wire rope median barrier (which would be consistent with the current Waka Kotahi policy and safety projects).
 - d. Waka Kotahi supported the Future Urban zoning for Pokeno East on the basis that a grade separated overbridge crossing SH2 would be required connecting Avon Road to the south and Rimu Road to the North. This would provide an interchange servicing this Future Urban Zone and the potential light industrial area to the north of SH2. This should address safety concerns as the site would be accessed using the left-in and left-out movements on SH2. There may be other solutions (other than an overbridge), but either way, these can be addressed in the context of any future plan change process.
6. I reviewed the Indicative Masterplan that was prepared by Mr Vile and found that it was sensible from a traffic engineering perspective and appropriate for the outcomes sought by the submitters. The Indicative Masterplan would be completed with the upgrades identified above as part of a future plan change and any subsequent resource consent applications.
7. I support the Future Urban Zone recommended in the Section 42a Report. I remain of the view that the Future Urban zoning sought by the submitters can

be accommodated by the existing road network. A residential zoning can also be accommodated by the existing road network when combined with appropriate road improvements implemented as part of a future plan change and any subsequent resource consent application.

A handwritten signature in cursive script that reads "G. Black". The signature is written in dark ink on a light-colored background.

Gary Black

Date: 12 May 2021