

BEFORE THE HEARINGS COMMISSIONERS FOR THE WAIKATO DISTRICT COUNCIL

UNDER the Resource Management Act 1991

AND
IN THE MATTER of hearing submissions and further submissions on the
Proposed Waikato District Plan

Hearing 25 – Zone Extents

PARTIES REPRESENTED **CSL TRUST & TOP END PROPERTIES (89)**

**SUMMARY STATEMENT OF LEO DONALD HILLS FOR
CSL TRUST & TOP END PROPERTIES (89)**

Transportation

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1. INTRODUCTION

- 1.1 My full name is Leo Donald Hills. I am a Director at the firm Commute Transportation Consultants Ltd (Commute).
- 1.2 I confirm that I have the qualifications and expertise previously set out in paragraphs 2, 3 and 4 of my primary evidence.
- 1.3 I am providing Transport evidence in relation to the proposed rezoning sought by CSL Trust & Top End Properties at 179 & 205 Helenslee Road.
- 1.4 My evidence assesses the transport and traffic effects of the proposed rezoning sought by CSL Trust & Top End Properties, along with its integration from a transport perspective with Pokeno.
- 1.5 The proposed rezoning includes up to four potential connections between the site and the existing road network including two connections via Ridge Road and Helenslee Road respectively. Connections to the potential road network to the south (planned as part of the rezoning sought at 53 Munro Road) are also being considered.
- 1.6 Based on the modelling assessment detailed within my evidence, this has shown that:
 - (a) widening is likely required along several local road intersections to accommodate additional lanes to cater for the future traffic volumes;
 - (b) Right turn bays are likely required at several intersections (subject to demand for right turn movement);
 - (c) A number of signalised intersections are required along Pokeno Road. In this regard, the phasing time with nearby intersections should be synced to improve the performance of these intersections and reduce delays and congestion.
 - (d) In my opinion, should further traffic be added onto Ridge Road, consideration should be given to reducing the speed limit along the road and any connections proposed to the site should provide appropriate mitigation (e.g. widening, right turn bay) to mitigate vehicles turning to and from the site obstructing through traffic (specifically trucks travelling to and from the quarry). This can be determined at later resource consent stages and through detailed design.
- 1.7 It is important to note that my evidence only assesses the traffic effects at the key local intersections, considered relevant to the rezoning proposal. The traffic generated by this rezoning proposal has been taken into account. However, I understand that there

are several other submissions seeking rezoning within Pokeno (including residential). It is difficult to ascertain the number or size of these submissions, the traffic expected to be generated, the traffic patterns and therefore the traffic effects to the wider surrounding road network.

- 1.8 My assessments have shown that there are likely upgrades required for intersections / roads in the wider Pokeno area to serve cumulative development. In my opinion these upgrades (other than ones directly related to gain access to individual sites) should be constructed by the Council as part of its management of the network with any contribution from CSL Trust & Top End Properties Limited being paid through the development charges or targeted rates. I consider this to be consistent with the fact that upgrades are the result of cumulative effects from multiple sites (and so hard to attribute to any one rezoning).
- 1.9 I have also prepared a rebuttal statement, relating to evidence filed by Mr Wes Edwards for Pokeno Village Holdings Limited relating to CSL Trust / Top End properties (89). This rebuttal statement also addresses matters raised in the evidence filed by Mr Michael Wood (Planning) for Waka Kotahi (NZTA).
- 1.10 I have also commented on transport related matters arising from the s42A report.
- 1.11 Mr Edwards outlines that there is no appropriate location for an intersection on Ridge Road and there is no evidence that it is practical to provide the infrastructure necessary to support development of the land. The subject site considers two intersections onto Ridge Road however the ITA outlines that the specific location of these intersections proposed should be considered during the detailed design stage and comply with relevant Council Engineering standards. In this regard, I consider this to be a matter for subsequent assessments to determine if there is an appropriate location on Ridge Road (and its design and upgrade) to cater for such a development.
- 1.12 Mr Edwards concludes that the ITA does not consider the cumulative impact with the other submissions seeking land to be rezoned.
- 1.13 In this regard, it is difficult to ascertain the number or size of other submissions that will be approved / changed zoning, the traffic expected to be generated, the traffic patterns and therefore the traffic effects to the surrounding road network. In this regard I consider that, when writing my evidence, Council's s42A Framework Report provided the best basis for determining the appropriate future environment as it reviews all proposals.

- 1.14 In terms of wider network effects, I have identified that there will be a number of upgrades required to serve Pokeno in the future. However, I consider that the most appropriate time to consider the exact upgrades required in Pokeno is when all zoning requests are finalised and can be considered through future subdivisions, development contributions or targeted rates. This is similar to the process in the development of the Auckland Unitary Plan (AUP) in that, while significant areas of land were up zoned in the development of the AUP, the exact details of the upgrades were left to future applications / processes.
- 1.15 I therefore consider it appropriate to first confirm the extent of live zoning before the details of the upgrades are finalised (both Residential and Business zoning) within Pokeno. Subsequent to this, (with some certainty of the extent of live zoning), Council can choose to undertake further investigations, such as reviewing existing assessments (e.g, the Beca report) to ensure the initial assumptions align with the development estimates and update / finalise if necessary.
- 1.16 Significantly, from a transportation perspective, there are detailed engineering solutions that can be found in the future to enable the subject rezoning to occur.
- 1.17 Mr Wood provides commentary of the CSL Trust & Top End Properties proposal in paragraph 7.11 of his evidence which states that “*In particular Mr Swears has advised that this proposal is unlikely to have a detrimental impact on SH1 and now considers a neutral stance to the proposal (in contrast to opposing this as part of the earlier evidence)*”. In summary, I agree with this comment, however I do consider that the cumulative effects of growth within Pokeno on the existing road network (as well as SH interchanges) will need to be re-assessed once the extent of live zoning has been settled.
- 1.18 In terms of accessibility, it is important to plan now for a comprehensive walking / cycling and public transport network to ensure that any development that occurs within the area does not preclude active mode and public transport facilities being provided. This however needs to be undertaken once all zoned land is confirmed.
- 1.19 Accordingly, I conclude that there is no traffic engineering or transportation planning reason to preclude acceptance of the proposed rezoning.
- 1.20 I agree with the S42A report that any transportation issues can be addressed through subdivision processes and related LGA processes.