

**BEFORE AN INDEPENDENT HEARINGS PANEL**

**THE PROPOSED WAIKATO DISTRICT PLAN**

**UNDER** the Resource Management Act 1991

**AND**  
**IN THE MATTER** hearing submissions and further submissions  
on Variation 3 Enabling Housing Intensification  
to the Proposed Waikato District Plan (Stage 2)

**PARTIES REPRESENTED** **POKENO WEST LIMITED**  
**CSL TRUST & TOP END PROPERTIES LTD**

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**TRANSPORT EVIDENCE FROM LEO DONALD HILLS FOR POKENO WEST**  
**CSL TRUST & TOP END PROPERTIES LTD**

*4 July 2023*

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**Counsel Instructed:**

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## **MAY IT PLEASE THE PANEL**

### **INTRODUCTION**

- 1.1 My full name is Leo Donald Hills. I am a Chartered Member of Engineering New Zealand.
- 1.2 I am providing Transport evidence in relation to the submission and further submissions by Pokeno West, CSL Trust / Top End Properties (the Submitters).
- 1.3 I hold a Bachelor of Engineering with Honours (1996) and a Masters of Civil Engineering (2000), both from the University of Auckland. I have over 25 years' experience as a specialist traffic and transportation engineer.
- 1.4 During that time, I have been engaged by local authorities and private companies/individuals to advise on traffic and transportation development issues covering safety, management, and planning matters of many kinds.
- 1.5 My previous involvement in supporting the rezoning of the two sites from rural to residential includes:
  - a) Managing and reviewing the original ITA's for the two sites (2<sup>nd</sup> July 2018 and 24<sup>th</sup> September 2018).
  - b) Providing two sets of expert witness evidence (both dated 17<sup>th</sup> February 2021) regarding Transportation supporting the development and proposed rezoning sought by the Submitters as part of the Proposed District Plan hearings.
- 1.6 I have not attached the detailed previous assessments, and briefs of evidence, but they can be provided if of assistance to the Panel.

### **Expert Witness Code of Conduct**

- 1.7 I have read the Code of Conduct for Expert Witnesses, contained in the Environment Court Consolidated Practice Note (2023) and I agree to comply with it. I can confirm that the issues addressed in this statement are within my area of expertise and that in preparing my evidence I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

### **VARIATION 3 ASSESSMENT**

- 1.8 I've been asked to review my previous evidence based on the estimate of yields by Urban Economics in relation to Variation 3 to the Proposed Waikato District Plan and applying the Medium Density Residential Standard/Medium Density Residential 2 Zone (**MDRZ – 2**) to the entirety of the Submitters sites.
- 1.9 As I have noted previously, I prepared evidence for the Proposed Waikato District Plan (**PWDP**) Topic 25 hearings (Pokeno) for all 3 sites. This evidence was based on a yield of 1377 dwellings for Pokeno West and 413 lots/houses for the CSL Trust / Top End properties site. This equated to 1790 total dwellings.
- 1.10 Urban Economics has estimated that Variation 3, if MDRZ 2 is applied over the existing residential zoned land, will practically yield approximately 2205 lots<sup>1</sup>. This is an increase of 415 dwellings, or 23% more, than I have previously assessed.
- 1.11 Based on the Urban Economics estimate, I consider that there is some potential for minor change to the assessments I made during the PWDP hearing. However, I note:
- (a) Previously I used a peak hour trip rate of 0.85 movements per dwelling which is appropriate for a large, detached dwellings. The higher density will likely mean more terrace houses, which typically have lower trip rates per dwelling;

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<sup>1</sup> Urban Economics report “Assessment of Economics Costs and Benefits”

- (b) Since my original analysis, Covid-19 has changed working patterns somewhat, which has resulted in more working from home and thus reducing trips in peak commute hours; and
- (c) With increase density there is greater potential for higher levels / more frequent public transport services which thus reduces trip generation.

1.12 Therefore, with appropriate planning (and especially Public Transport), I consider it feasible to reduce the trip rate to a point where traffic generation (and thus effect) is similar to what I previously assessed (essentially reducing the average from 0.85 per dwelling to 0.69 per dwelling).

### **Leo Hills**

4 July 2023