

BEFORE THE HEARING COMMISSIONERS

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER Plan Change 13: Uplifting of Deferred Zones, to the Waipa District Plan

STATEMENT OF EVIDENCE OF CHRISTINA WALKER

On behalf of Geoff Maunsell

Planning Evidence

Dated: 11 June 2021

INTRODUCTION

1. My full name is Christina Jean Walker. I am a full member of the New Zealand Planning Institute of New Zealand (NZPI). My qualifications include a Bachelor of Applied Science – Environment Major (completed 2012) and a Postgraduate Diploma in Planning (completed 2015 at Massey University).
2. I am a Senior Planning and Policy Consultant at 4Sight Consulting, based in Hamilton and have approximately nine years' experience in Local Government and Consultancy Roles. During my career, I have been involved in the preparation of both section 42A reports and evidence for a wide range of projects, including plan changes. I have also been involved in mediation at the Environment Court.
3. I have been engaged by Geoff Maunsell to provide Planning evidence in respect of Plan Change 13 to the Waipa District Plan and specifically in regard to the Structure Plan for the C4 growth cell.

CODE OF CONDUCT

4. While this hearing is not before the Environment Court, I confirm that I have read the Environment Court Code of Conduct for expert witnesses contained in the Environment Court Practice Note 2014 and agree to comply with it. I confirm that the opinions expressed in this statement are within my area of expertise, except where I state that I have relied on the evidence of other persons. I have not omitted to consider materials of facts known to me that might alter or detract from the opinions I have expressed.

INTRODUCTION

5. This evidence relates primarily to the land currently owned by Geoff Maunsell (including some in Family Trust), which is located at 3796 and 3798 Cambridge Road and legally described as LOT 2 DP 506796 and LOT 1 DP 506796. This land is located within the northern portion of the C4 Growth Cell, as is indicated the image attached as Appendix A.
6. Mr Maunsell requests an additional entrance to Cambridge Road is included in the C4 Growth Cell, the location of that entrance is indicated in letter prepared by Ms Hills dated 4 December 2020,

appended to Ms Makinson’s evidence as Appendix A. I have replicated the relevant diagram in Figure 1, below, for ease of reference.

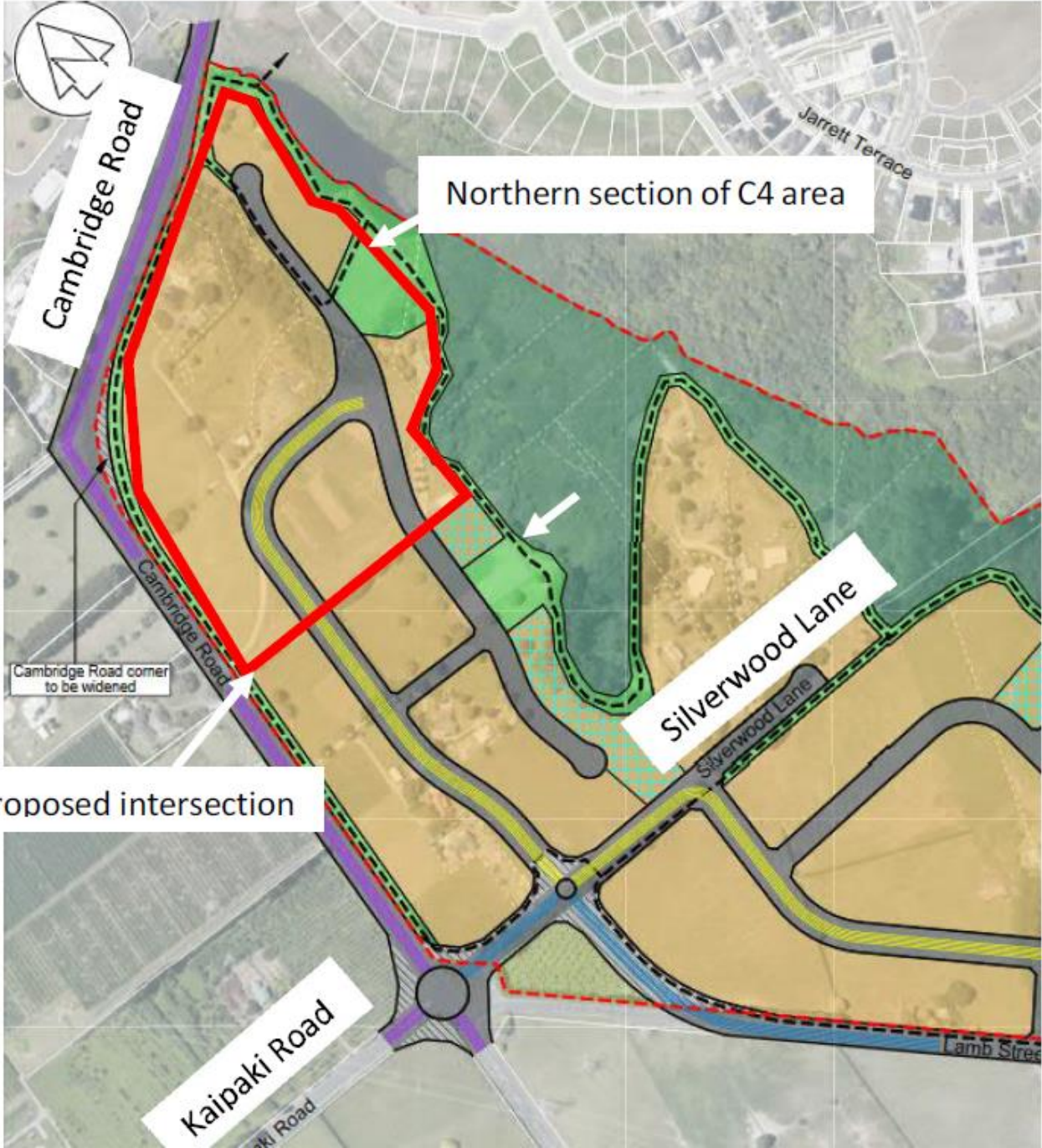


Figure 1: Proposed Location of Additional Entrance (source: Direction Traffic Design, 2020)

7. I note that Mr Maunsell's request for an additional entrance is consistent with submissions made by him during the consultation process associated with the endorsement of the structure plan in its current form.

SCOPE OF EVIDENCE

8. In preparing this evidence I have reviewed all relevant documents, including the Section 42A Hearing Report on Proposed Plan Change 13 – Uplifting Deferred Zones.
9. This evidence will address the following matters in turn:
 - a. Reasons for Additional Access
 - b. Environmental Effects Assessment
 - c. Summary and Recommendation

REASONS FOR ADDITIONAL ENTRANCE

10. In relation to the additional entrance sought by Mr Maunsell, the s42A report prepared by Ms Thomas¹, states that:

Council's Consultant Engineer, Mr Richard Bax, and Council's Transportation Manager, Mr Bryan Hudson, have considered the information provided by Ms Hills, and notes that the addition of an intersection as shown in the submission was considered early in the Structure Plan development. Given the topography along Cambridge Road, the traffic volume including number of heavy vehicles, and the minimal difference in travel time which would be achieved through the additional intersection, both Mr Bax and Mr Hudson conclude that there is no significant benefit to including an additional intersection as shown in the submission.

11. I do not agree that there is no significant benefit in including an additional intersection, for the reasons outlined by Ms Makinson, which are briefly summarised as follows:

¹ Thomas, s42A, Para 5.5.15

- a. An additional access will provide resilience in the roading network
 - b. An increase in connectivity
 - c. A greater consistency with Policy direction
12. In addition, Mr Maunsell's land (along with others) is currently 'landlocked' from the Silverwood Lane entrance due to the location of two Rights of Way, which service 3784 and 3794 Cambridge Road (see Appendix A for location). Given these two properties have limited ability for development (i.e. subdivision), it is unlikely that the owners will be motivated to relinquish their current access and become reliant on the Silverwood Lane access. As a result, development of the northern portion of the C4 Growth Cell will be hampered.
13. Ms Makinson has done an excellent job of setting out the policy context applicable to decisions regarding roading networks and connections. I will not repeat this policy assessment but note that overall policies seek to ensure safety, efficiency and resilience in the transport network. The structure plan, in its current form, does not provide for resilience in the network in a manner that is consistent with that direction.
14. Overall, and based on the evidence provided by Ms Makinson, it is my view that the provision of an additional entrance would provide for the efficient development of the C4 growth cell, have positive effects on the transport network and be consistent with the strategic policy direction.

ENVIRONMENTAL EFFECTS

15. The Transport Assessment provided by Ms Hill's (appended to Ms Makinson's evidence as Appendix A), is supported by Ms Makinson's evidence in chief. I will not repeat the findings of those assessments in full, but summarise the key points as follows:
- a. The existing structure plan relies on a single intersection for some 428 households.
 - b. An additional entrance will not significantly impact on travel time for individual trips. Similarly, an additional intersection on Cambridge Road will not result in any significant traffic delays for through traffic. Indeed, the delays which would be experienced on Cambridge Road as a result of an additional intersection or roundabout and a reduction in speed limit will be less than delays resulting from the provision of only one access to C4.

- c. A t-intersection with right turn lane would be sufficient to accommodate the expected demands at a second intersection.
 - d. The relevant portion of Cambridge Road is flat, straight and has excellent visibility in both directions. As such, any non-compliance with separation distances to adjacent vehicle crossings will have a less than minor impact on traffic safety.
 - e. An additional intersection could be included without adverse safety or capacity impacts with the current 80km/h speed limit.
16. Conversely, Council's Engineers have not provided any detailed evidence to suggest that an additional entrance would result in adverse effects on the transport network. Further, Ms Makinson has clearly set out in her evidence the inconsistency in reasoning that has been applied to assessment of the entrance to Silverwood Lane verses the intersection proposed by Mr Maunsell.

SUMMARY AND RECOMMENDATION

17. The Section 42A report² states that

Council staff consider that any amendments to the C4 Structure Plan need to be fully supported by the appropriate technical information to allow Council to make an informed and detail assessment of the amendments.

18. It is my view that you have sufficient information before you to confirm that:
- a. A second entrance would result in significant positive effects in relation to connectivity and resilience in the transport network;
 - b. A second entrance will not result in any adverse traffic safety or functionality effects.

19. Conversely, you do not have any evidence before you to suggest that there will be adverse effects arising from the inclusion of a second entrance.

20. On this basis, it is my recommendation that:

² Thomas, Section 42A, para 5.5.16

a. the C4 Structure plan be altered to include an additional entrance onto Cambridge Road in the location outlined in Figure 1 of this evidence.

b. A consequential change to S23.5.1 is made as follows:

Integrating the Structure Plan area into the wider fabric of the Cambridge township will require alterations to the surrounding road network as well as the creation of new points of connection for passive transport modes. Cambridge Road will continue to serve a major arterial function in the wider transport network and is the main access route to the Matos Segedin Industrial Area. To ensure that traffic from development of the full Structure Plan area and anticipated traffic growth on the network is able to be accommodated safely, widening of the road corridor will be required at the bend in Cambridge Road, a new T-Intersection will be required in the vicinity of the existing entrance to 3798 Cambridge Road (Lot 2 DP 506796) and a new roundabout will be required at the Kaipaki Road / Cambridge Road intersection. The new roundabout will incorporate the realignment of Lamb Street to provide safe directions of entry and exit. Up to 300 sections may be capable of development prior to the improvements. ~~although no new points of entry will be acceptable onto Cambridge Road.~~



Christina Walker

4Sight Consulting

11 June 2021

Appendix A – Location Plan



Land owned by Mr Maunsell

Approximate location of proposed second entrance

Rights of Way to 3784 and 3794 Cambridge Road

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Location Plan

Date: 11/06/2021
Version: 1.0
Author: CW

