

**BEFORE THE HEARING PANEL**

**IN THE MATTER** of the Resource Management Act 1991

**AND**

**IN THE MATTER** of Plan Change 14 to the Waipa District Plan

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**STATEMENT OF EVIDENCE OF MICHAEL TURNER HALL**

**Dated 17 February 2025**

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**LACHLAN MULDOWNY**  
BARRISTER

**P** +64 7 834 4336 **M** +64 21 471 490

**Office** Panama Square, 14 Garden Place, Hamilton

**Postal** PO Box 9169, Waikato Mail Centre, Hamilton 3240

**[www.lachlanmuldowney.co.nz](http://www.lachlanmuldowney.co.nz)**

## **INTRODUCTION**

1. My full name is Michael Turner Hall. I am a Professional Engineer and am currently employed at CKL NZ Limited (**CKL**) where I am the Transportation Engineering Manager.
2. I have been engaged by Kama Trust to assess the transportation matters related to Plan Change 14 (**PC14**) with a specific focus on potential effects relating to the C9 Growth Cell.

## **CODE OF CONDUCT**

3. I am familiar with the Code of Conduct for Expert Witnesses (Environment Court Practice Note 2023) and although I note this is a Council hearing, I agree to comply with this code. The evidence I will present is within my area of expertise, except where I state that I am relying on information provided by another party. I have not knowingly omitted facts or information that might alter or detract from opinions I express.

## **SCOPE OF EVIDENCE**

4. The key matter I raise in my evidence relates to the timing of infrastructure upgrades along Victoria Road. The critical stretch of Victoria Road I refer to is that which extends north from the interchange with State Highway 1 (**SH1**) to the intersection between Victoria Road and Hautapu Road. This route is part of the primary access from the C9 Growth Cell to the State Highway network. It is also the key route to the State Highway network for PC14.

**VICTORIA ROAD**

5. I have reviewed the Integrated Transportation Assessment (**ITA**) prepared by Stantec dated April 2024. Section 4 of the ITA identifies future transportation infrastructure that will be provided in the vicinity of PC14. The Victoria Road corridor between SH1 and Hautapu Road is currently two traffic lanes. The third bullet in section 4.1 of the ITA stipulates that this section of road will comprise four traffic lanes in the future.
6. Sections 8.1.5 and 8.1.6 of the ITA assess the traffic effects on the SH1 / Victoria Road interchange. The intersections within the interchange have been assessed with two lanes in each direction along Victoria Road. The northern intersection also has a third southbound through lane however there are only two southbound lanes at the southern intersection. The intersections have been modelled in isolation from each other, and it is likely that the modelling may therefore be under reporting the extent of congestion at the interchange. I draw this conclusion as the extent of queuing on the northern approach to the southern intersection exceeds 110m which is the distance between the two intersections. Therefore, the northern intersection would not be accounting for queuing from the southern intersection inhibiting throughput.
7. The northern intersection also includes a second left turn lane from the eastbound off-ramp which would be an upgrade from the existing layout where there is only one lane.
8. Section 8.1.4 of the ITA assesses the Victoria Road intersection with the Bardowie Industrial Precinct (**BIP**). This intersection has been assessed with two lanes in each direction along Victoria Road as well as two circulating lanes. The modelling of this intersection appears to be appropriate.

9. Section 8.1.2 of the ITA assesses the Victoria Road / Hautapu Road intersection with two circulating lanes. The modelling shows that the extra lanes on the southern leg of Victoria Road are only short lanes. Technically these lanes should be modelled as four full lanes to ensure consistency and integration with the modelling at the BIP intersection. However, this change would not have a material effect on the modelling results, or the conclusions drawn. In general, it is my opinion that the modelling of this intersection is appropriate.
10. The modelling undertaken only includes scenarios with the four-laning completed on Victoria Road. The report also states that dual lanes would be introduced in the first instance. I interpret this to mean that four-laning is required prior to any development within PC14.
11. The traffic volumes provided within Appendix E of the ITA show that hourly volumes are likely to exceed 2,000 vehicles per hour in one direction on Victoria Road. This is greater than the carrying capacity of a single traffic lane. I conclude that without four-laning there would be a significant effect on the efficiency of the surrounding network resulting in adverse effects on the C9 Growth Cell, BIP and PC14.
12. The s 42A report dated February 2025 includes a new proposed transport rule – Mangaone Precinct – Transport. Proposed rule 7.4.2.46 lists the upgrades required to the transportation network and the associated triggers. Upgrades to Victoria Road, including four-laning ensuring the Hautapu Road and BIP roundabouts have two circulating lanes, are not included on this list. From the ITA, it is not clear when this four-laning would be completed.
13. It is my opinion that this rule should be expanded to stipulate that four-laning of Victoria Road, including ensuring the Hautapu Road and BIP roundabouts have two circulating lanes and that there is a second left turn lane from SH1 to head north on Victoria Road, and that this infrastructure

upgrade should be completed prior to any development within the PC14 area.

## **CONCLUSION**

14. Based on my review of the ITA, it is my opinion that the four-laning of Victoria Road is necessary to support traffic associated with PC14 and that such infrastructure should be provided prior to any development within PC14.
15. I recommend that proposed rule 7.4.2.46 be amended to include the following, or similar additional requirement:

### **Transport Upgrade:**

Upgrade Victoria Road to include four lanes and upgrade of the Hautapu Road and BIP roundabouts to two circulating lanes

### **Implementation Requirement:**

To be completed prior to:

- Any Section 224(c) certificate for subdivision under the RMA being issued for the completion of any subdivision north of the Mangaone Stream; or
- Any activity located north of the Mangaone Stream being able to generate traffic.

**Michael Turner Hall**

**17 February 2025**