

BEFORE THE HEARING COMMISSIONER

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of Proposed Plan Change 17 to the Waipā District Plan –
Hautapu Industrial Zones

**STATEMENT OF EVIDENCE OF RHULANI MATSHEPO MOTHELESI
(Traffic & Transport)**

Dated: 22 February 2023

INTRODUCTION

1. My full name is Rhulani Matshepo Mothelesi. I am a Senior Traffic Engineer at Stantec NZ Ltd (Stantec) and have held this position since August 2022.
2. I hold a Bachelor of Engineering degree in Civil Engineering (2012) and a Bachelor of Engineering (Honours) degree in Transportation Engineering (2014) from the University of Pretoria in South Africa. I am registered as a Professional Engineer (PrEng) with the Engineering Council of South Africa (ECSA), and I am a Chartered Member of Engineering New Zealand (CMEngNZ).
3. I have 11 years' experience in the field of traffic and transportation engineering gained through 7.5 years of employment in South Africa and 3.5 years of employment in New Zealand. I have experience in traffic and transportation engineering matters associated with resource management, including effects assessments for resource consents, plan changes and structure plans. I also have experience in traffic modelling and road safety engineering, and have provided input to the design of a wide range of transport infrastructure and facilities.
4. I have been asked by Waipā District Council (Council) to review, assess and make recommendations in relation to transportation elements associated with the Council led Plan Change (PC) 17.
5. I prepared a Transportation Assessment (TA) report which is included as Appendix D to the S42A report. The assessment recommended some further transport infrastructure works and improved clarity in terms of staging were required. It concluded that with these measures (described in paragraph 9 and 12 of my evidence), the proposed transport

infrastructure, including its staging, would be appropriate to safely and efficiently support the intended land use.

6. I have visited the site on several occasions for the specific purpose of inspecting the surrounding road network and to observe the current transport operations. My most recent visit was on Tuesday, 7th February 2023 to observe progress made on the local roading infrastructure works.

CODE OF CONDUCT FOR EXPERT WITNESSES

7. 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

8. My evidence summarises the key assessments and conclusions set out in the TA report, including:
 - (a) A summary of the key transportation characteristics, including the recommended transport infrastructure;
 - (b) Traffic and transportation matters raised in submissions and further submissions;
 - (c) Inclusion of the Hautapu Landowners Group submission within the scope of the proposal; and

- (d) Recommended amendments to the notified version of the Hautapu Structure Plan.

KEY TRANSPORTATION CHARACTERISTICS

- 9. The assessment I made concluded that some further minor and local transport infrastructure and staging undertakings were required. These are summarised at section 6.5 of the TA report and include:
 - (a) Additional pedestrian and cycle path infrastructure to deliver a more fully integrated movement network;
 - (b) Traffic management and road safety improvements to the Hautapu Road / Peake Road intersection to support pedestrian safety, traffic management and movement distribution outcomes;
 - (c) A safe and staged pedestrian crossing facility on Hautapu Road, to be located just west of the Road 4 (Area 6) intersection;
 - (d) Improved clarity in relation to the staging of transport infrastructure as follows:
 - (i) Upgrading the Victoria Road / Hautapu Road intersection to a single lane roundabout within the 2023-2024 financial year, and future-proofing the potential to dual-lane the roundabout in future years;
 - (ii) Upgrading the Hautapu Road / Allwill Drive intersection to traffic signal control; and

- (iii) Staged upgrading of Hautapu Road (between Victoria Road and Peake Road).

- 10. As identified in section 5.2 of the TA report, several of the transportation infrastructure works identified in paragraph 9(d) above are already committed for implementation in Council's Long Term Plan 2021-2031.

TRANSPORTATION SUBMISSIONS

- 11. I have read and considered the submissions as they relate to traffic and transport matters. The issues emerging from the submissions mainly relate to the impact of increased industrial traffic on the efficiency and safety of the surrounding rural road network, with particular concern on vulnerable road users.
- 12. I have addressed each of the submission points in detail in section 7 of the TA report, and have recommended the following amendments to the structure plan to address the concerns raised:
 - (a) Localised safety improvement and traffic management constraint measures at the intersection of Peake Road and Hautapu Road to enhance and ensure safe pedestrian and cycle crossing movements there.
 - (b) Map styled signage illustrating that Hautapu Road (the section to the west of Peake Road) is a "no-exit" road and directing traffic to Victoria Road to discourage heavy vehicle and other industrial traffic travelling west on Hautapu Road.
 - (c) Clarity on the certainty of timing and triggers of the planned upgrades on Hautapu Road.

13. I have engaged and provided further information¹ to Waka Kotahi regarding their submission point. Waka Kotahi has confirmed that their matters of concern related to the performance of the Victoria Road/ Hautapu Road intersection have been addressed and they no longer wish to be heard.

HAUTAPU LANDOWNERS GROUP SUBMISSION

14. I have assessed the impacts of including the Hautapu Landowners' Group (HLG) submission within the scope of this proposal in section 7.2 of the TA report, and have concluded, having regard to planned longer-term urban development within the C7 and other growth areas, the infrastructure associated with those developments, the planned deferred status of the HLG land and the overall redistributive outcomes that will result, that the additional 20 ha of HLG land is able to be accommodated without further adverse transport infrastructure effects.

RECOMMENDED AMENDMENTS TO THE NOTIFIED VERSION OF THE HAUTAPU STRUCTURE PLAN

15. I have recommended several amendments to the notified version of the Hautapu Industrial structure plan following my further assessments and in response to submissions. These are illustrated on the figure in **Attachment 1**.
16. In my assessment, the recommended changes will result in improved safety outcomes for road users and provide greater assurance as to the timing of the planned infrastructure improvements.

CONCLUSION

¹ Waka Kotahi Submission #12 memo dated 25 January 2023 from Ms Neda Bolouri

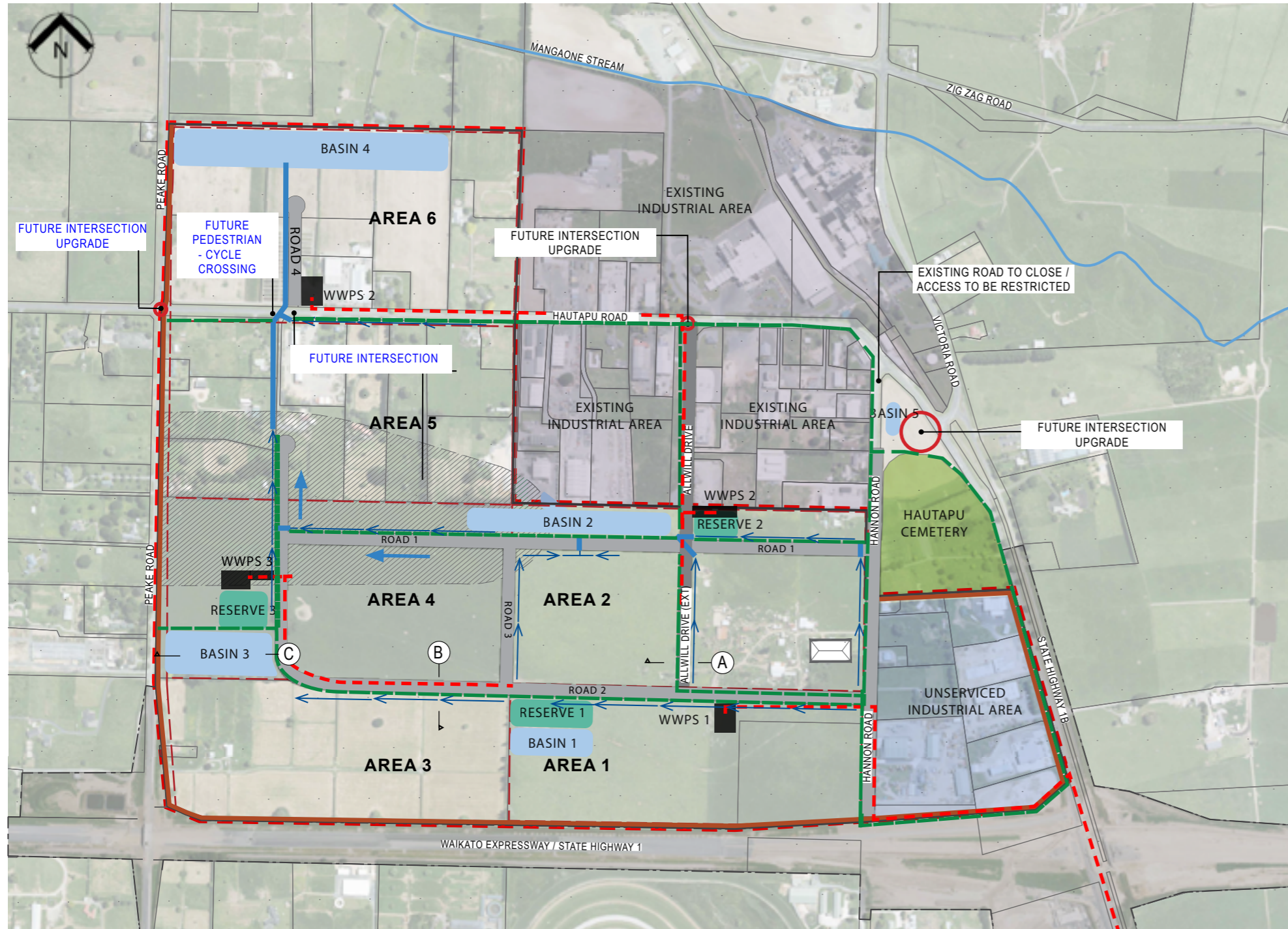
17. I have addressed the submissions relevant to traffic and transport matters. In my assessment the transport infrastructure described (**Attachment 1**) is appropriate to support the structure plan.

Rhulani Matshepo Mothelesi

22 February 2023

Attachment 1:

**Recommended enhancements to the notified version of the
Hautapu Industrial Structure Plan**



ITEMS TO GIVE EFFECT TO THE STRUCTURE PLAN:

ROADS & ACCESS

- HANNON ROAD INTERSECTION TO CLOSE FOLLOWING OPENING OF THE VICTORIA ROAD / HAUTAPU ROAD ROUNDABOUT TO TRAFFIC IN THE 2023-24 FINANCIAL YEAR WHEN 5HA OF NEW DEVELOPMENT HAS OCCURRED.
- STAGE 1 ROUNDABOUT ON VICTORIA ROAD TO BE CONSTRUCTED IN THE 2023-24 FINANCIAL YEAR AND IS REQUIRED PRIOR TO HANNON ROAD CLOSURE.
- ALLWILL DRIVE INTERSECTION TO BE UPGRADED WITH A LINK INTO THE AREA 2 FURTHER UPGRADE TO SIGNALS WITH AREA 3 DEVELOPMENT.
- HAUTAPU ROAD, HANNON ROAD TO ALLWILL DR. INCLUDING ALLWILL DRIVE SIGNALS, TO BE UPGRADED PRIOR TO ALLWILL DRIVE CONNECTION WITH ROAD 1 OR DEVELOPMENT WITHIN AREA 6 (WHICHEVER COMES FIRST).
- HAUTAPU ROAD, ALLWILL DRIVE TO PEAKE ROAD, INCLUDING PEAKE ROAD INTERSECTION IMPROVEMENTS, TO BE UPGRADED PRIOR TO DEVELOPMENT WITHIN AREA 6.
- A RIGHT-TURN BAY AND PEDESTRIAN/CYCLE CROSSING TO BE ESTABLISHED AT THE HAUTAPU ROAD / ROAD 4 INTERSECTION PRIOR TO DEVELOPMENT WITHIN AREA 6.
- NO INDIVIDUAL ACCESS TO PEAKE ROAD.
- CYCLE WAY TO BE CONSTRUCTED FROM VICTORIA ROAD THROUGH AREAS 1 AND 3 TO PEAKE ROAD AS SHARED PATH. TREATMENT REQUIRED AT VEHICLE CROSSINGS ALONG ROUTE TO ALERT TO ALERT VEHICLES TO CYCLISTS ON PATH.
- INTERSECTION UPGRADE HAUTAPU ROAD AND SH1B / VICTORIA STREET REFER TO GREY MATTER DESIGNS REF# ECM10796019.

STORMWATER

- ON-LOT TREATMENT AND DISPOSAL REQUIRED FOR RUNOFF UP TO AND INCLUDING 24-HR, 10% AEP EVENTS.
- PRIMARY NETWORK (SWALE) CAPACITY FOR 10% AEP EVENTS. SECONDARY NETWORK (ROAD CORRIDOR) FOR 1% AEP EVENTS.
- BASIN CAPACITY FOR 72-HR, 1% AEP EVENTS WITH NO SOAKAGE ALLOWANCE.
- BASIN UNDER DRAINAGE MATRIX REQUIRED TO MINIMISE EFFECTS FROM SILT DEPOSITION IN THE BASIN

WATER SUPPLY

- RETICULATED NETWORK TO BE PROVIDED.
- INSTALLATION OF DN375 MAIN REQUIRED PRIOR TO DEVELOPMENT.
- STAGED NETWORK MAY ONLY ACHIEVE FW2 LEVEL OF SERVICE. COMPLETED NETWORK WILL ACHIEVE FW3. HIGHER RISK USES MUST PROVIDE APPROPRIATE SOLUTIONS TO MEET FIRE FIGHTING REQUIREMENTS.

WASTEWATER

- GRAVITY SEWER NETWORK REQUIRED THROUGHOUT, DISCHARGING TO WW PUMP STATIONS.
- PS-1 REQUIRED WITH AREA 1 DEVELOPMENT. SUBSEQUENT PUMP STATIONS TO DISCHARGE INTO GRAVITY NETWORK SERVING PS-1.
- PS-1 RISING MAIN TO DISCHARGE TO TAYLOR STREET WW PUMP STATION.

LANDSCAPING AMENITY

- 4m PLANTING STRIP TO FACE WAIKATO EXPRESSWAY.
- PEAKE ROAD, HAUTAPU ROAD, NORTH END OF HANNON ROAD AND VICTORIA ROAD TO PROVIDE 5m LANDSCAPE AMENITY PLANTING STRIP AND AMENITY TREE PLANTING AT APPROX 30m INTERVALS.
- PLANTING STRIP ON PEAKE ROAD TO BE VESTED WITH COUNCIL
- NOISE BUNDS REQUIRED ON PEAKE ROAD AND HAUTAPU ROAD.
- THREE RESERVES TO BE PROVIDED IN LOCATIONS IDENTIFIED. ALLOWANCE TO BE MADE FOR LIMITED CAFE(S) AND/OR LUNCH BAR(S) ADJACENT TO PARKS.

BUILDING AND SITE LAYOUT

- CAR PARKING, BUILDING LAYOUT AND DESIGN, LANDSCAPING ETC ON LOTS, TO BE IN ACCORDANCE WITH THE DESIGN GUIDELINES.

