

BEFORE THE HEARING PANEL ON PROPOSED PLAN CHANGE 17 TO THE WAIPA
DISTRICT PLAN

IN THE MATTER of the Resource management Act 1991 (the Act)

AND

IN THE MATTER of proposed Plan Change 17 to the Waipa District Plan

Supplementary Evidence of Cameron Beswick Inder
(Transport)
on behalf of the Hautapu Landowners' Group
Dated: 24 May 2023

MAY IT PLEASE THE HEARING PANEL

INTRODUCTION

Qualifications and Experience

1. My name is Cameron Beswick Inder. I am the Transportation Engineering Manager at Bloxam Burnett & Olliver ("BBO"), a firm of consulting engineers, planners and surveyors based in Hamilton.
2. I am providing this supplementary statement of evidence for transportation engineering matters on behalf of the Hautapu Landowners Group (HLG) as submitters on proposed Plan Change 17 (PC17)
3. My qualifications and experience were set out in my Evidence in Chief (EiC) dated 13 March 2023. I repeat the confirmation in my EiC that I have read and agree to comply with the Code of Conduct for Expert Witnesses.
4. I took part in Expert Witness conferencing in relation to transportation matters on 10 May 2023 and I confirm my agreement with the recorded content.
5. My supplementary evidence addresses the following matters as a consequence of the additional timetabling for evidence exchange, which occurred since my EiC was submitted:
 - (i) The Joint Witness Statement of Transportation engineering experts.
 - (ii) The Addendum to the s42A Report
 - (iii) Further transportation effects assessment required for live zoning the HLG area to Industrial.

CONCLUSION SUMMARY

6. My conclusion based on my EiC, Council's Transport Peer Review report by Stantec, and the agreed outcomes from the expert caucusing, remains unchanged. That being, there is no transportation related reason why the

proposed rezoning of the HLG land to Deferred Industrial Zone cannot be confirmed as part of PC17.

7. Furthermore, it is my opinion that there is equally no transportation reason why rezoning of the HLG land to a 'live' Industrial Zone should not be confirmed as part of PC17, subject to the planning provisions proposed in the evidence of Mr Chrisp.

THE JOINT WITNESS STATEMENT - TRANSPORTATION

8. My supplementary evidence regarding the JWS focuses on the few outstanding points of contention, summarised as follows:
 - (i) JWS Item 4.1(a): Extension of Road 4 on the Structure Plan to the Karma Trust/HLG boundary.
 - (ii) JWS Items 4.2(a) and 4.5(a): Development within Area 6 triggering urban upgrade of Hautapu Road (from Hannon Road to Allwill Drive including the Allwill Drive signals).

Item 4.1(a): Extension of Road 4 on the Structure Plan to the Karma Trust/HLG boundary

9. If the HLG land is confirmed as Deferred Industrial Zone as part of PC17 then I consider that Road 4 on the Structure Plan should be shown extending to the Karma Trust/HLG boundary as a solid grey line. The Structure Plan key refers to the solid grey line as "Indicative Local Road".
10. The term "Indicative" means a sign or indication of something. To me it means that the exact location of Road 4 is somewhat flexible, but the connectivity indicated on the Structure Plan is critical and not optional. On that basis, I would consider that the full road corridor width of 24m would extend to the boundary at the time of final subdivision consent for Karma Trust land and also be vested as road even if the road pavement remained unformed from the northernmost lot on Karma Trust's land. Figure 7 in my EiC illustrates this, although I note the cul-de-sac bulb shown at the boundary is not necessary to show on the Structure Plan.

11. However, if the stormwater basin shown on the proposed Structure Plan adjacent to the HLG boundary is built such that the extension of Road 4 to the boundary must cross it then in my opinion, this would effectively not meet the intent of a solid grey line shown to the boundary on a Structure Plan since the road formation could not be completed without significant engineering work and disruption when the HLG come to subdivide in future.
12. It was confirmed during the expert witness conferencing that the stormwater basin is likely to be much smaller than that indicated on the proposed Structure Plan and therefore could potentially avoid clashing with the Road 4 alignment all- together. But if it is unavoidable that Road 4 crosses the basin to reach the HLG boundary then the basin could effectively be two basins connected by culverts under the road corridor. If culverts are required to connect two basins, it is my opinion this should be part of the subdivision works for Karma Trust land.

Items 4.2(a) and 4.5(a): Area 6 triggering urban upgrade of Hautapu Road

13. I support the inclusion of amended bullet point three on the Structure Plan, which is proposed as follows:

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), UNLESS SUITABLE SAFETY IMPROVEMENTS FOR ACTIVE MODE CONNECTIVITY TO AREA 1-5 AND 6 CAN BE DEMONSTRATED TO BE PROVIDED BY ALTERNATIVE MEANS, TO THE SATISFACTION OF THE TRANSPORTATION ENGINEERING MANAGER, WAIPĀ DC

14. I proposed the wording added as a type of catch-all clause, requiring a further transport assessment to consider the safety and accessibility for active modes in relation to Areas 1-6 should the urban upgrade of Hautapu Road not be completed at the time of first subdivision consent for the Karma Trust land.
15. I consider this clause appropriate because development for industrial activity will result in more commuter and local trips to and within Hautapu as employment opportunities increase. In line with the current Governments transport policy for more travel options and less car dependency, it is important that there is early provision to promote short trips by cycling and other active means to ensure the

development of Hautapu is not entirely reliant on private vehicle travel. If the HLH land is confirmed as Deferred Industrial Zone as part of PC17 then I consider the reference in this clause to Area 6 inherently applies to any development within the HLG land also.

S42A REPORT ADDENDUM

16. I have reviewed the transportation related aspects of the addendum to the s42A report produced by Ms Bolouri following the HLG submission being confirmed to be within PC17 scope.
17. I agree with Ms Bolouri's assessment in her paragraphs 4.1.37 and 4.1.38, and I endorse the recommendation in 4.1.45 and 4.1.46 of the addendum report. I consider that Ms Bolouri's statement, "...the rezoning of the HLG site will result in better outcomes..." aligns with my assessment of transport effects in my EiC.
18. However, there is one transport matter that I disagree with Ms Bolouri's assessment, the statement in her paragraph 4.1.2 in relation to the confirming a live zone for the HLG land. "The effects of rezoning must still be considered... that address matters such as... transportation solutions...". I address this point below.

FURTHER TRANSPORTATION EFFECTS ASSESSMENT NECESSARY FOR LIVE ZONING HLG AREA TO INDUSTRIAL

19. The following Figure 1 (also included in Attachment A) illustrates a feasible amendment to the proposed PC17 Structure Plan showing how the internal road network and three-waters services can be integrated with Area 6 to serve all the land holdings within the HLG land (Area 7).
20. This demonstrates there is no connection required from Peake Road and no adverse impact on Karma Trust's ability to develop Area 6 to 80% of the potential yield before the HLG land is developed for industrial purposes.

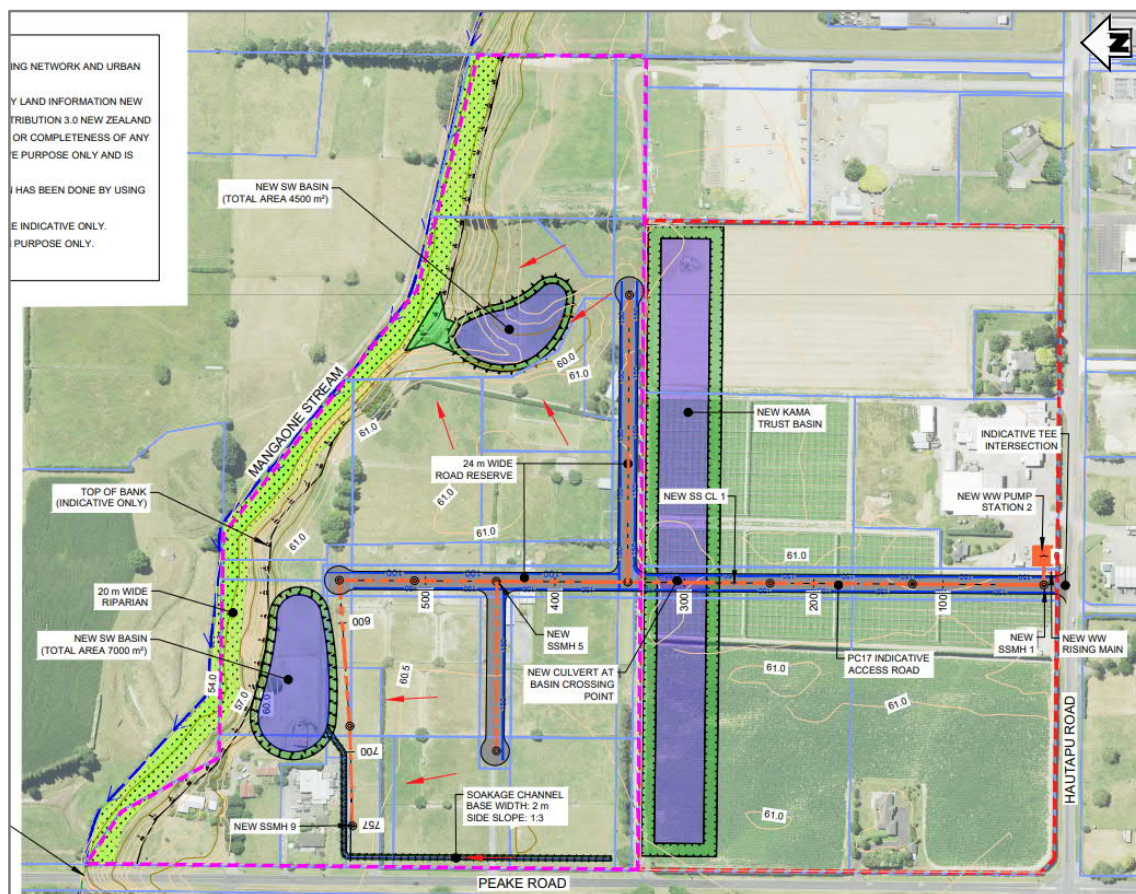


Figure 1: Potential Hautapu Structure Plan integrating Area 6 and the HLG land (Area 7).

21. In my opinion, there is no further transportation assessment required to support a live zoning of the HLG area, and this could be live zoned as part of PC17 subject to the planning provisions proposed in the evidence of Mr Chrisp and the attached amended Structure Plan.
22. I consider this because, between my assessment in my EIC and the work produced in the PC17 Transportation Peer Review Report by Stantec the transport effects of both Area 6 and the HLG land have been comprehensively assessed to the level typically provided for a rezoning application.
23. Paragraph 34 of my EIC explains that the Stantec review was conservative in assessing the transport effects of the HLG land zoned as Industrial because it had assumed a developable area of 20 hectares when the actual developable area is 16.3 hectares. This was effectively equivalent to a 130% sensitivity assessment for the site. Despite that I concurred with the findings of the review and the proposed amendments to the clauses on the Structure Plan by Ms Mothelesi.

24. From my experience, the size of the HLG land is not significant in terms of rezoning rural to industrial land area, and similarly the potential transport effects are not significant. Most importantly, the transport related effects of rezoning to Industrial have been assessed and demonstrated to be mitigated through the measures proposed for rezoning Area 6. There appears to me to be no difference in the level of assessment undertaken for the two sites and therefore no transportation related reason why the HLG land could not be live zoned as Industrial as part of PC17, subject to the planning provisions in Mr Crisp's evidence.



Cameron Inder
24 May 2023

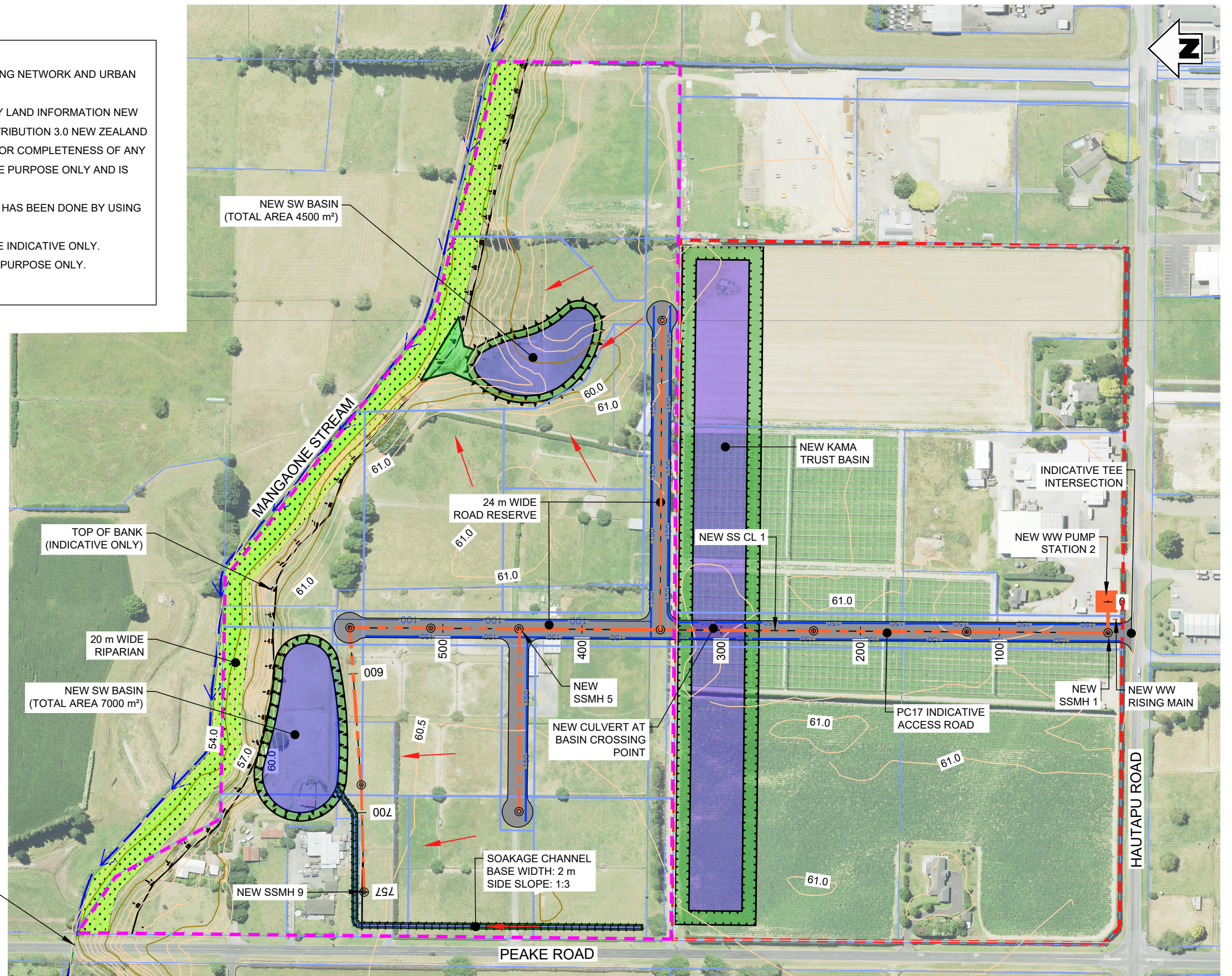
ATTACHMENT 1

GENERAL NOTES

1. STORMWATER DESIGN INDICATIVE ONLY. INTEGRATION WITH ROADING NETWORK AND URBAN DESIGN NOT YET CONSIDERED.
2. BOUNDARY INFORMATION IS BASED ON DATA WHICH IS LICENSED BY LAND INFORMATION NEW ZEALAND (LINZ) FOR RE-USED UNDER THE CREATIVE COMMONS ATTRIBUTION 3.0 NEW ZEALAND LICENCE. NO WARRANTY IS PROVIDED REGARDING THE ACCURACY OR COMPLETENESS OF ANY INFORMATION SHOWN. INFORMATION IS TO BE USED FOR INDICATIVE PURPOSE ONLY AND IS SUBJECT TO CONFIRMATION BY SURVEY.
3. ACTUAL SITE SURVEY HAS NOT BEEN DONE. THIS CONCEPT DESIGN HAS BEEN DONE BY USING LINZ IMAGES, BOUNDARIES AND LINZ LIDAR DATA.
4. EXISTING TOP OF BANK AND STREAM LINE SHOWN ON THE PLAN ARE INDICATIVE ONLY.
5. THIS MASTER PLANNING DESIGN DRAWINGS IS FOR INFORMATION PURPOSE ONLY.
6. NEW SEWER LONGSECTIONS REFER TO SHEET C02.

LEGEND

	EXISTING	PROPOSED
MAJOR CONTOURS		
MINOR CONTOURS		
BOUNDARIES		
TOP OF BANK		
STREAM		
EXISTING CULVERT		
FLOW DIRECTION		
DN150 WW GRAVITY MAIN		
DN225 WW GRAVITY MAIN		
WW RISING MAIN		
DN63 RIDER MAIN		
DN150 WATER MAIN		
MANHOLE		
KAMA TRUST BOUNDARY		
HLG TRUST BOUNDARY		
20m WIDE RIPARIAN BUFFER		



Disclaimer:
Areas and dimensions may be subject to scale error.
Scaling from this drawing is at the users risk.

PLAN
SCALE 1:3000



**SURVEYING
ENGINEERING
PLANNING
ENVIRONMENT**

NO	DATE	BY	CHKD	APPR	OPER	DESCRIPTION	NUMBER	TITLE
A	05/23	KA	MD	MD		ISSUED FOR APPROVAL		
REVISIONS							REFERENCE DRAWINGS	

GENERAL NOTES
1. Coordinates in terms of : NA
2. Elevations in terms of : NA
3. Contour interval is : 0.5m

LOCATION	374 PEAKE RD, CAMBRIDGE
PROJECT No.	221096
A3 SCALE	AS SHOWN
SURVEYED	-
DRAWN	K.ALING
CHECKED	M.DICKEY
	17/05/2023
	17/05/2023

TITLE
**HAUTAPU LANDOWNERS
HAUTAPU STRUCTURE PLAN
AREA 6 AND AREA 7**

ORIGINAL SIZE	A3	DRAWING No.	221096-02	SHEET	C01	REVISION	A
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