

IN THE MATTER of the Resource Management Act 1991(RMA)

AND

IN THE MATTER of Private Plan Change 20 to the Waipa District Plan.

JOINT WITNESS STATEMENT (JWS) IN RELATION TO:

TRANSPORT and PLANNING (2)

15 February 2023

Expert Conferencing Held on: 15 February 2023

Venue: Online

Independent Facilitator: Marlene Oliver

Admin Support: Sam Benson

1 Attendance:

1.1 The list of participants is included in the schedule at the end of this Statement.

2 Basis of Attendance and Environment Court Practice Note 2023

2.1 All participants agree to the following:

- (a) The Environment Court Practice Note 2023 provides relevant guidance and protocols for the expert conferencing session;
- (b) They will comply with the relevant provisions of the Environment Court Practice Note 2023;
- (c) They will make themselves available to appear before the Panel;
- (d) This statement is to be filed with the Panel and posted on the Council's website.

3 Matters considered at Conferencing – Agenda and Outcomes

3.1.1 Review of JWS Transport and Planning (10 February 2023) by Duncan Tindall

Duncan Tindall confirmed that he has reviewed the JWS from 10 February 2023 and is in agreement with:

- 3.1.1 – first para
- 3.2.1 – first para
- 3.2.2 – first para, second para (first sentence), fifth para, sixth para, eighth para
- 3.2.3 – first para

3.1.2 Staging of development, access infrastructure and road cross sections

Further to Para 3.2.1 in the JWS Transport and Planning (1) 10 February 2023, Nick Grala tabled some proposed amendments to the planning provisions that would set up a framework for flexibility. A draft of the relevant provisions is **attached (Attachment 1)**. Cameron Inder will provide a technical memo that provides justification of the thresholds for the infrastructure triggers within Rule 10.4.2.13A.

All experts agree with the amended structure of the rules (as attached).

Cameron Inder provided amended road cross-sections showing amended walking and cycling provisions. This is **attached (Attachment 2)** to this JWS.

There was insufficient time to review these changes during expert conferencing. The experts will address this in evidence but will endeavour to give feedback to Nick Grala and Cameron Inder at an earlier date if possible.

3.1.3 Raynes Access

Cameron Inder presented the concept design for the Raynes Road access that was included in his ITA. The intent of the intersection is to physically inhibit all traffic from turning left onto Raynes Road from the Northern Precinct and all traffic from turning right into the Northern Precinct from Raynes Road.

Duncan Tindall considered that the concept design should be included in the Airport Business Zone Structure Plan.

Andrew Carnell, Judith Makinson, Cameron Inder and Nick Grala do not support including a concept design of the intersection in the PPC20 planning provisions.

Nick Grala identified an alternative, whereby the requirement for the Raynes Road intersection within Rule 10.4.2.13A could be expanded to specify the outcome that is sought by the intersection upgrade (as outlined in the paragraph above). This amendment has been incorporated into the updated planning provisions that are attached to this JWS. All transport and planning experts present (noting James Tinnion-Morgan and Alastair Black were not present to discuss) support this additional wording.

Vinish Prakash has reservations that the intersection design as proposed would be effective at preventing left-out movements for light vehicles. Vinish considers that a monitoring / ongoing intersection performance consideration needs to be built into the planning provisions. Nick Grala considers that from a planning perspective, one must assume that people will follow the law when driving and therefore no additional wording is required in the PPC20 planning provisions.

3.1.4 Raynes / SH21 Access

Mark Chrisp and Judith Makinson consider that the upgrade requirement to increase capacity at the SH21 / Raynes Road roundabout to double circulating lanes and dual approach lanes should also not foreclose the ability to establish a fourth arm to the land to the east.

Judith Makinson presented a concept of how this four-arm roundabout could be constructed, noting that it would necessitate the roundabout to shift to the east and extend beyond the road reserve into the Tabby Tiger land to the east. Judith also noted that modelling of the four-arm roundabout (which has yet to be circulated) has been undertaken and will be presented in evidence. The modelling demonstrates the four-arm

roundabout works suitably to support the PPC20 Northern Precinct and 32 hectare component of the relief sought in the Tabby Tiger submission.

Mark Chrisp considers that the wording of Rule 10.4.2.13A should be amended as follows (additions in **green**):

Capacity Increase at SH21 / Raynes Road roundabout to double circulating lanes and dual approach lanes.

The design should not foreclose the ability to construct a fourth arm to the east.

Duncan Tindall is concerned about the four-arm roundabout being specifically referenced in the planning provisions without evidence of feasibility regarding capacity and safety.

Duncan Tindall, Cameron Inder and Nick Grala consider that any upgraded roundabout should be accommodated within the current road reserve and that the ability to establish a fourth arm in the future should not prevent the construction of a three-arm roundabout in the short-term.

Cameron Inder, Nick Grala, Judith Makinson and Mark Chrisp agree that landowners to the east would need to contribute both land and a share of the cost of constructing a four-arm enabled roundabout. Mark Chrisp and Judith Makinson will provide more information and proposed plan provisions with a view to resolving this issue.

3.1.5 SH3 / Ingram Road

Cameron Inder and Nick Grala confirmed that the SH3 / Ingram Road intersection is no longer required to enable the Northern Precinct to be developed (as was the case in the current Airport Business Zone Structure Plan). The Airport Business Zone Structure Plan proposed under PPC20 doesn't seek to remove the access point / gateway notation from the Structure Plan. It is for these reasons that the PPC20 planning provisions including Rule 10.4.2.13A does not include any upgrading or changes to the SH3 / Ingram Road intersection.

Duncan Tindall acknowledges this confirmation and agrees that nothing further on the SH3 / Ingram Road intersection needs to be considered as part of PPC20.

3.1.6 Future road connection to Southern Links central interchange

Cameron Inder, Nick Grala, Judith Makinson and Mark Chrisp support the Airport Business Zone Structure Plan showing a potential future connection to the Southern Links Central Interchange because the Southern Links Designations is operative and forms part of the existing environment. It is prudent to provide for long-term planning and it reflects the internal roading layout within the Northern Precinct and connectivity to the airport.

Duncan Tindall agrees that the Southern Links designation is operative, but notes that access to the Northern Precinct could be via SH3 and the Southern Links Designation does not include a direct access from Southern Links to the Northern Precinct. A review is ongoing which does not preclude the ability to add a direct connection but this has not been shown to be necessary, beneficial or feasible.

3.1.7 Tabby Tiger 32 Hectares Connected Thinking

Mark Chrisp outlined the basis for the Tabby Tiger submission which raised concerns about the piece-meal approach to planning in and around the airport over the last 30 years.

The experts agree that a coordinated approach is preferred to identify and plan for the development of transportation (and other) infrastructure surrounding the airport. This requires interagency coordination and leadership. The planning experts recognise that this is beyond the jurisdiction of the hearing panel to direct as an outcome of PPC20.

3.1.8 End of Journey Facilities and Electric Vehicle Charging Facilities

Julie Hansen and Duncan Tindall support the Waikato Regional Council submission that sought for PPC20 to make provision / require industrial activities within the Northern Precinct to provide end of trip facilities to encourage walking and cycling transportation. Separately, provision should be made for enabling electric vehicle charging in public locations. They note that this is supportive of delivering to the Emissions Reduction Plan and the Regional Land Transport Plan.

Julie Hansen will provide specific relief in her evidence.

4 PARTICIPANTS TO JOINT WITNESS STATEMENT

4.1 The participants to this Joint Witness Statement, as listed below, confirm that:

- (a) They agree that the outcome(s) of the expert conferencing are as recorded in this statement; and
- (b) They agree to the introduction of the attached information – Refer to para 3.1.2 above; and
- (c) They have read the Environment Court’s Practice Note 2023 and agree to comply with it; and
- (d) The matters addressed in this statement are within their area of expertise; and
- (e) As this session was held online, in the interests of efficiency, it was agreed that each expert would verbally confirm their position to the Independent Facilitator and this is recorded in the schedule below.

Confirmed online 15 February 2023

EXPERT’S NAME & EXPERTISE	PARTY	EXPERT’S CONFIRMATION REFER PARA 4.1
Nick Williamson (P)	Waipa District Council	Yes
Julie Hansen (P)	Waikato Regional Council	Yes (not present for 3.1.7)
Alastair Black (T)	Hamilton City Council	Attended 9:00am to 10:00am only
Denzil Govender (P)	Hamilton City Council	Yes
Vinish Prakash (T)	Hamilton City Council	Yes
Judith Makinson (T)	Tabby Tiger Ltd	Yes

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Mark Chrisp (P)	Tabby Tiger Ltd	Yes
Nick Grala (P)	TPL and RPL	Yes
Cameron Inder (T)	TPL and RPL	Yes
James Tinnion-Morgan (T)	Waipa District Council	Attended 9:00am to 10:30am only
Andrew Carnell (T)	Waipa District Council	Yes (not present for 3.1.7)
Sarah Loynes (T) - observer	Waka Kotahi	N/A
Emily Hunt (P)	Waka Kotahi	Yes
Duncan Tindall (T)	Waka Kotahi	Yes

Attachment 1

SUMMARY OF PPC20 PROVISIONS RELEVANT TO TRANSPORT CONFERENCING - 15 FEBRUARY 2023

Without prejudice and confidential prepared for purpose of expert conferencing.

Notified changes shown in red text, post-notification changes for ecology shown in blue text and transport changes shown in green text.

Note - This document combines the PPC20 planning provisions that are relevant to infrastructure staging.

Section 10 – Airport Business zone

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Policy 10.3.1.2 To ensure that the development of the Northern Precinct is co-ordinated with the provision of suitable transport infrastructure.

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Rule 10.4.2.13A

The following transport upgrades are required to enable the full development of the Northern Precinct. These upgrades, along with when they will be required, are set out below:

	<u>Transport upgrade</u>	<u>Implementation requirement</u>
<u>1.</u>	<u>Upgrading of SH21 / Raynes Road intersection to a 3-arm roundabout</u>	<p><u>To be completed prior to:</u></p> <ul style="list-style-type: none"> • <u>Any section 224c certificate for subdivision under the RMA being issued for the completion of any subdivision within Northern Precinct; or</u> • <u>Any industrial / commercial activity being able to generate traffic.</u>
<u>2.</u>	<u>Capacity Increase at SH21 / Raynes Road roundabout to double circulating lanes and dual approach lanes.</u>	<p><u>To be completed prior to</u></p> <ul style="list-style-type: none"> • <u>Any industrial / commercial activity being able to generate traffic that gains access off Raynes Road; or</u> • <u>When the cumulative total consented land area in Northern Precinct with sole access to SH3 roundabout exceeds 70 ha (net gross)</u>
<u>3.</u>	<u>3-arm roundabout at SH3 / Raynes Road intersection</u>	<p><u>To be completed prior to:</u></p> <ul style="list-style-type: none"> • <u>Any section 224c certificate for subdivision under the RMA being issued for the completion of any subdivision within Northern Precinct; or</u> • <u>Any industrial / commercial activity being able to generate traffic.</u>
<u>4.</u>	<u>3-arm roundabout on SH3 for access to Northern Precinct, including provision for bus stops near the roundabout.</u>	<p><u>To be completed prior to</u></p> <ul style="list-style-type: none"> • <u>Any industrial / commercial activity being able to generate traffic that gains access off SH3; or</u> • <u>When the cumulative total consented land area in Northern Precinct with sole access to Raynes Road exceeds 40 ha (gross)</u>

5.	<u>SH3 / Raynes Road - additional northbound approach and circulating lane on the roundabout.</u>	<p><u>To be completed prior to:</u></p> <ul style="list-style-type: none"> • <u>Any 224c being issued for any subdivision in Northern Precinct that takes the cumulative developed area with sole access to SH3 roundabout over 65 ha (net);</u> <u>or</u> • <u>When the cumulative total consented land area in Northern Precinct with sole access to SH3 roundabout exceeds 65 ha (net)</u>
6.	<p><u>Restricted movement intersection access from Northern Precinct to Raynes Road. The intersection should be designed to physically and legally prevent all vehicles leaving the Northern Precinct from turning left onto Raynes Road, and right turn into Northern Precinct from Raynes Road.</u></p>	<p><u>To be completed prior to</u></p> <ul style="list-style-type: none"> • <u>Any industrial / commercial activity being able to generate traffic that gains access off Raynes Road; or</u> • <u>When the cumulative total consented land area in Northern Precinct with sole access to SH3 exceeds 65 ha (net) 70 ha (gross)</u>
7.	<p><u>Construction of new walking and cycling shared path connecting Peacocke Road to the Northern Precinct via Middle Road and Faiping Road</u></p>	<p><u>To be completed prior to:</u></p> <ul style="list-style-type: none"> • <u>Any section 224c certificate for subdivision under the RMA being issued for the completion of any subdivision within Northern Precinct; or</u> • <u>Any industrial / commercial activity being able to generate traffic.</u>

Activities that fail to comply with Rules 10.4.2.13, **Rule 10.4.2.13A** and 10.4.2.14 will require a resource consent for a restricted discretionary activity with the discretion being restricted over:

- Amenity effects; and
- Road design and connectivity; and
- **Safety, capacity and efficiency of the transport network; and**
- The design and sequencing of upgrades to the transport network; and
- Provision of cycling and pedestrian networks; and
- Enabling of public transport; and
- The ability to adequately manage ~~dispose of~~ stormwater.

These matters will be considered in accordance with the assessment criteria in Section 21.

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Section 15 - Infrastructure, Hazards, Development and Subdivision

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Rule 15.4.2.87 All development and subdivision in the Airport Business Zone shall comply with:

- a) the Airport Business Zone Structure Plan in Appendix S10 of this Plan ~~including~~;
- b) the transport upgrades that are required to enable the full development of the Northern Precinct as set out within Rule 10.4.2.13A;
- c) the general location and form of access points to State Highway 3, State Highway 21, Middle Road and Raynes Road; ~~noting provided~~ that strict compliance in terms of the internal road locations s is not required; as the roads are indicative only; and
- d) the ecology requirements for the Northern Precinct set out within Rule 10.4.2.14AB.

Activities that fail to comply with ~~this~~ rules 15.4.2.87(a) – (c) will require a resource consent for a restricted discretionary activity, except as provided in Rule 15.4.2.88 and 15.4.2.89 below, with the discretion being restricted over:

- Road design and connectivity; and
- Safety, capacity and efficiency of the transport network; and
- The design and sequencing of upgrades to the transport network; and
- Provision of cycling and pedestrian networks; and
- Enabling of public transport; and
- The ability to adequately manage stormwater.

Activities that fail to comply with rule 15.4.2.87(d) will require resource consent for a discretionary activity.

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Section 21 - Assessment Criteria and Information Requirements

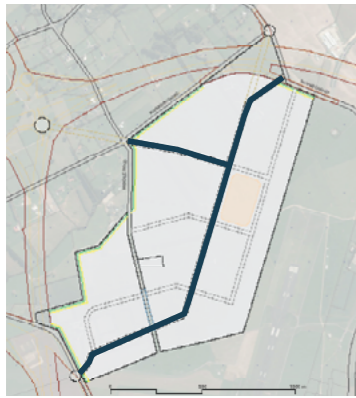
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21.1.10.12	<p><u>Roading Transport</u></p>	<p>(a) The impact of roading on the amenity of the area.</p> <p>(b) Whether the road design and layout is consistent with the <u>Appendix S10 - Airport Business Zone Structure Plan</u></p> <p>(c) The extent to which roading within the zone can be constructed to adequately dispose of <u>manage</u> stormwater</p> <p><u>(d) Whether the proposed upgrades-subdivision or development will be sufficient to enable the safe and efficient operation of the surrounding road network.</u></p> <p><u>(e) Where subdivision or development does not provide the transport upgrades specified for the Northern Precinct (by Rule 10.4.2.13A), it is supported by an Integrated Transport Assessment that:</u></p> <ul style="list-style-type: none"> <u>(i) Identifies the reasons why the upgrades set out within Rule 10.4.2.13A are not required, deferred or varied; and</u> <u>(ii) Includes an assessment of the transport effects of the proposal (including all modes of transport) that would support the land uses proposed or be enabled under the Airport Business zone; and</u> <u>(iii) Outlines the extent of any consultation undertaken with Waka Kotahi and Waipa District Council (as the relevant road controlling authorities) in relation to the proposed design of the transport network and upgrades.</u> <p><u>(f) Whether the proposed subdivision or development will enable the provision of public transport within the Northern Precinct.</u></p>
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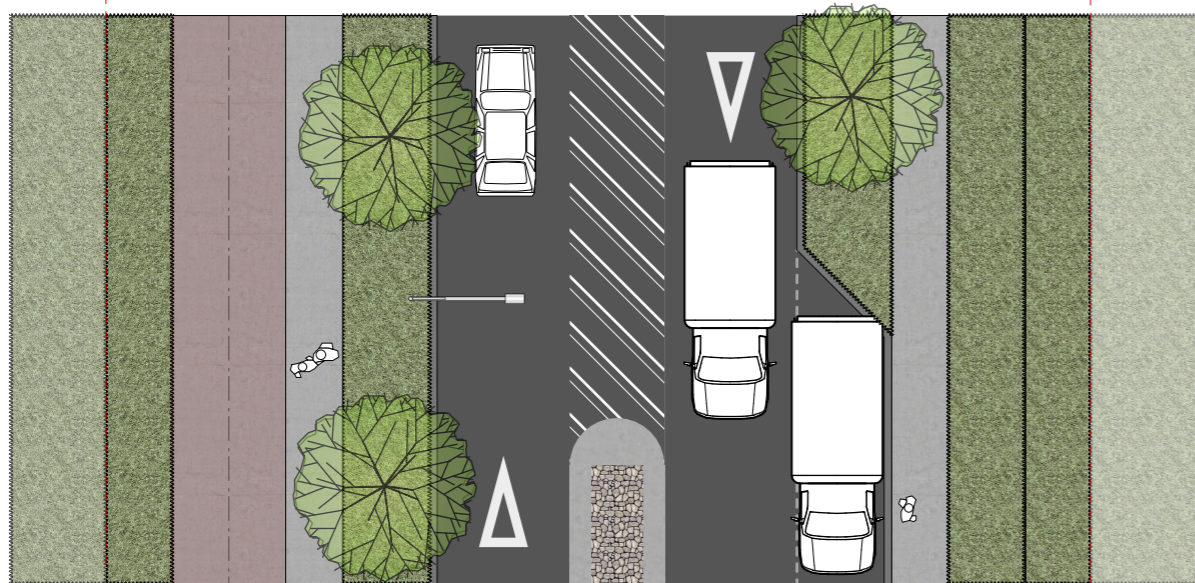
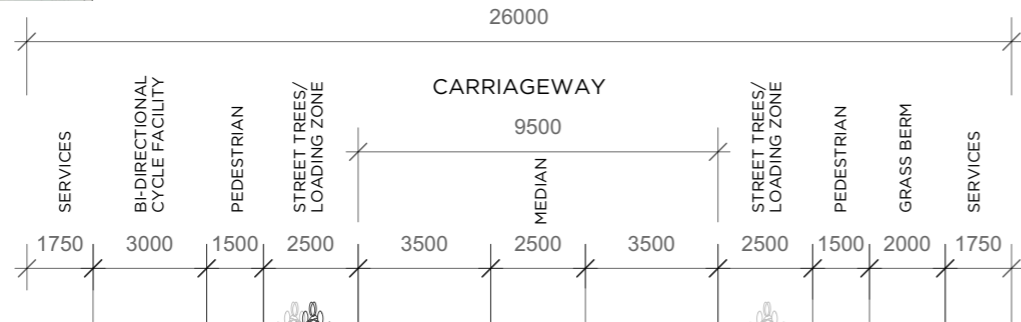
Attachment 2



PRIMARY ROAD & SECONDARY ROAD INDICATIVE LAYOUTS



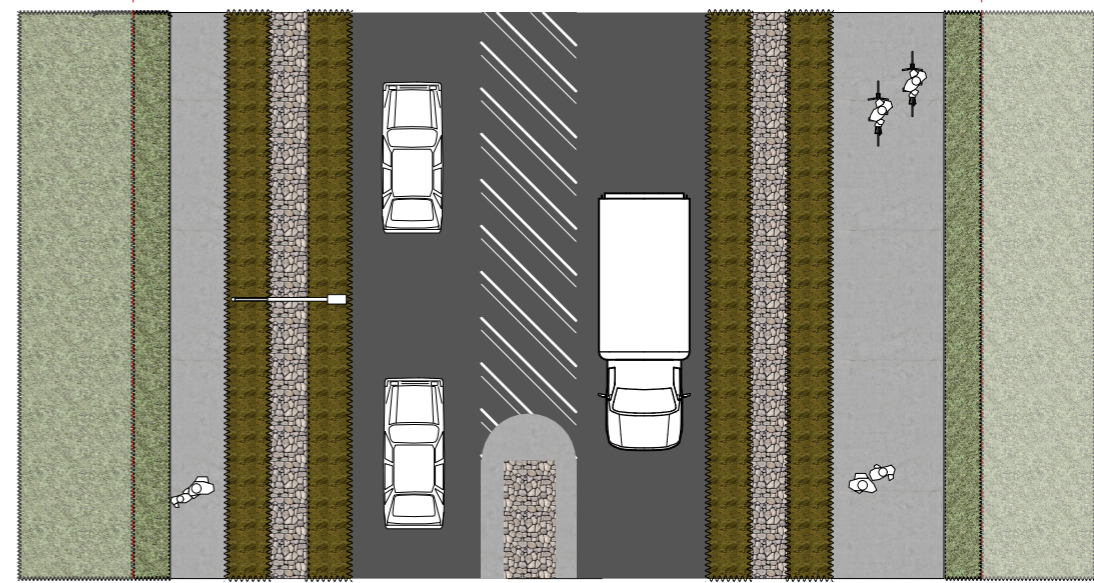
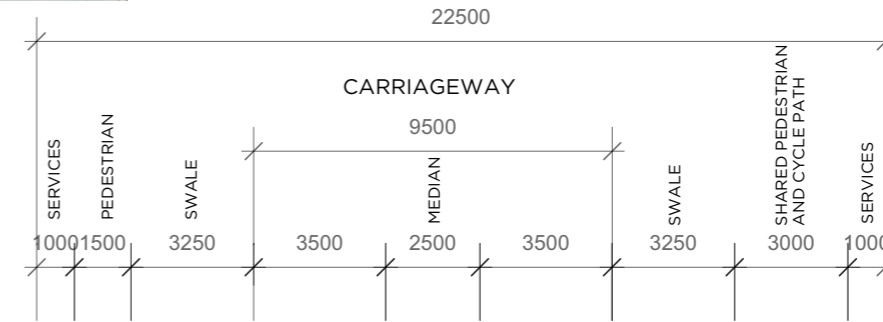
TOTAL ROAD RESERVE WIDTH



PRIMARY ROAD



TOTAL ROAD RESERVE WIDTH



SECONDARY ROAD

NOTE: Minor Roads may be delivered as part of the Northern Precinct Development and are not shown.