

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

AND

IN THE MATTER of an application to **AUCKLAND
COUNCIL** for private plan change 51 to
the partly operative Auckland Unitary
Plan by **KARAKA AND DRURY
LIMITED**

**JOINT WITNESS STATEMENT OF EXPERTS IN RELATION TO TRANSPORT
AND PLANNING**

10 AUGUST 2021

Expert Witness Conferencing Topic: Transport and Planning

Held on: 10 August 2021, commencing at 9am

*Venue: 9.00am in the Reception Lounge, Level 2, Auckland Town Hall, 301 Queen St,
Auckland Central*

Independent Facilitator: Marlene Oliver

Admin Support: Rebekah Hill

1. ATTENDANCE

1.1 The list of expert attendees is in the signatory schedule to this Statement. Their area of expertise (transport (T) or planning (P)) is also indicated in that schedule.

2. BASIS OF ATTENDANCE AND ENVIRONMENT COURT PRACTICE NOTE 2014

2.1 All participants agree as follows:

- 1) The Environment Court Practice Note 2014 provides relevant guidance and protocols for the expert conferencing session.
- 2) They will comply with the relevant provisions of the Environment Court Practice Note 2014.
- 3) They will make themselves available to appear at the hearing in person if required to do so by the Hearing Panel (as directed by the Hearing Panel's directions).
- 4) This report is to be filed with the Hearing Panel.

3. AGENDA – ISSUES CONSIDERED AT CONFERENCING

3.1 The issues identified as forming the agenda for conferencing were:

- 1) East-west connections

- 2) Clarify sequencing of upgrades
 - 3) Transport additional modelling assumptions and ITA;
 - 4) Potential changes to Drury 2 Precinct transport provisions proposed by KDL in response to submissions.
 - 5) Acoustic Attenuation in PC51
- 3.2 The following sections of this Joint Witness Statement address each of these issues or questions, noting where agreement has been reached and, in the event of disagreement, the nature of the disagreement and the reasons for that disagreement.

4. **ISSUE ONE: EAST–WEST CONNECTIONS**

- 4.1 Andrew Prosser (AT) is concerned to future proof east-west connections through the FUZ land, acknowledging that the FUZ land is outside of PC51.

In response, Mark Tollemache will provide further information addressing that the opportunity is not foreclosed by reference to additional environmental and engineering information, land ownership and the ability to provide for multiple east-west connection locations.

5. **ISSUE TWO: CLARIFY SEQUENCING OF UPGRADES**

- 5.1 The issue is to ensure that the transport network is sequenced to achieve:

- 1) No additional vehicles on existing Burberry intersection with SH22 (i.e., consequently the stopping of Burberry Road / SH22);
- 2) Prior to or concurrently with any activities excluding bulk earthworks and construction but including subdivision or development, the Main Street intersection and approach lanes (including alignment with adjacent intersection upgrades) with SH22, is to be operational;
- 3) Any connection that relies on access to Jesmond Road made prior to Main Street intersection with SH22 (Karaka Road) shall upgrade the SH22 (Karaka Road) / Jesmond Road intersection; and
- 4) Active transport connections with Drury West train station to be incorporated into the RDA assessment criteria for the SH22 intersection upgrade.

- 5.2 Mark Tollemache (and planners) to amend the PC51 provisions to give effect to the above.

6. **ISSUE THREE: TRANSPORT ADDITIONAL MODELLING ASSUMPTIONS AND ADDITIONAL ITA**

Areas of agreement

- 6.1 Agree that Terry and Leo are to circulate to all of the traffic experts involved in PC51 the spreadsheet models covering generation and trip assumptions. The traffic experts to provide an interim response by midday Friday August 13, in particular to identify any significant areas of concern.
- 6.2 Subject to the experts considering the additional spreadsheet information to be provided under paragraph 4.1 above, the traffic experts agree that although they have minor differences about the assumptions used, these differences are not material in the context of the amended planning provisions outlined below.
- 6.3 The traffic and planning experts propose that they reconvene for a further expert conference on Thursday 19 August at 8.30am after the applicants' evidence has been circulated on 17 August.

7. **ISSUE FOUR: POTENTIAL CHANGES TO DRURY 2 PRECINCT TRANSPORT PROVISIONS**

Areas of agreement

Plan Provisions – consistency

- 7.1 It was noted that a number of the current plan changes for Drury have similar planning provisions being proposed e.g., RDA provisions relating to future intersections. It was agreed that wherever possible it would be beneficial to have consistent wording across all plan changes.

Precinct Plan

- 7.2 Agreement that the precinct plan should reflect the dominant alignment of Main Street and Burberry Road (black and grey on the Precinct Plan).
- 7.3 Agree to change references on the Precinct Plan from "cycle and 3m shared path" to read "separated active transport".
- 7.4 Consequently amend the PC51 text to align with 6.2 above.
- 7.5 Mark will amend the precinct description to provide a description of the precinct road functions covering all transport modes (consistency with other Drury plan changes would be desirable e.g., PC46, 48 and 52) (Andrew Prosser will circulate a version of the wording in table form) (Mark Tollemache to check cross references between this table and the plan provisions).
- 7.6 Mark Tollemache to widen the illustration of the local road on the southern approach to the east-west collector road.

SH22 Intersection Assessment Criteria

- 7.7 Intersections with SH22 – agreed additional provisions to be included in the RDA provisions to address the need for traffic-related assessment (to include for example design modelling / safety of the wider network).

Geoff Prince to circulate further information on Victoria Street.

- 7.8 Mark will provide update in evidence on the above. Below is a draft discussed at the expert conferencing session and all participants agreed in principle with the contents.

“IX.8. Assessment – restricted discretionary activities

IX.8.1 Matters of discretion

The council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland-wide and zone provisions.

- (6) Subdivision or development with a road intersection with SH22 (Karaka Road)
- (a) effect on the transport network;
 - (b) function and operation of transport network;
 - (c) active transport priority;
 - (d) safety.

IX.8.2 Assessment Criteria

The council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, Auckland-wide and zone provisions.

- (6) Subdivision or development with a road intersection with SH22 (Karaka Road)
- (a) The extent to which the proposal:
 - (i) addresses the existing and planned widening of SH22;
 - (ii) address the stopping of the intersection of Burberry Road and SH22 (Karaka Road);
 - (iii) proposes an intersection design addressing:
 - safety of all users
 - function of SH22 (Karaka Road)
 - efficiency of operation
 - appropriate design standards
 - ability for active transport to safely cross SH22 (karaka Road)

IX.9 SPECIAL INFORMATION REQUIREMENTS

- (2) Any new road intersection or upgraded existing road intersection with SH22 (Karaka Road) shall be supported by a Transport Assessment Report (including appropriate forecast transport modelling), prepared by a suitably qualified transport engineer and

independent Road Safety Audit confirming that the location and design of the intersection supports the safe and efficient function of the transport network. Provide a cross reference to the RDA rule above.

8. **ISSUE FIVE: ACOUSTIC ATTENUATION IN PC51**

8.1 Waka Kotahi will address this in evidence.

9. **ISSUE SIX: DRURY WEST TRAIN STATION ACCESSIBILITY**

9.1 All agreed that this should not be limited to "walkability" and should be considered for all modes including:

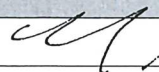

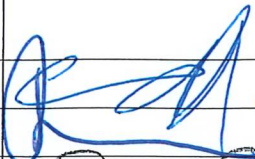



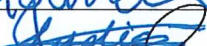



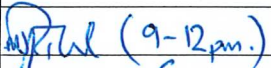
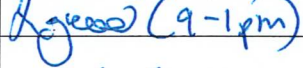

- 1) Walking
- 2) Cycling
- 3) Micro mobility
- 4) General vehicles
- 5) Public transport.

10. **PARTIES TO JOINT WITNESS STATEMENT**

10.1 The signatories to this Joint Witness Statement confirm that:

- 1) They agree with the outcome of the expert conference as recorded in this statement;
- 2) They have read Appendix 3 of the Environment Court's Practice Note 2014 and agree to comply with it; and
- 3) The matters addressed in this statement are within their area of expertise.

SIGNED ON 10 AUGUST 2021

EXPERT NAME	PARTY	SIGNATURE
Mark Tollemache (P)	Karaka and Drury Limited	
Leo Hills (T)	Karaka and Drury Limited	
Healthy Waters rep (TBC) (P)	Auckland Council (as submitter)	
Ezra Barwell (P)	Auckland Council (as submitter)	 1:45-2:00pm
Craig Cairncross (P)	Auckland Council (as regulator)	
Emily Buckingham (P)	Auckland Council (as regulator)	
Terry Church (T)	Auckland Council (as regulator)	
Karyn Sinclair (P)	Auckland Transport	
Lydia Smith	Auckland Transport	
Andrew Prosser (T)	Auckland Transport	
Joe Phillips (T)	Drury South Limited	
Graeme Roberts (P)	FirstGas	
Mark Thode (P)	Kainga Ora	 (9-12pm)
Todd Langwell (T)	Kainga Ora	 (9-1pm)
Karin Lepoutre (P)	Ministry of Education	
Sukhi Singh (P)	Waka Kotahi	
Geoff Prince (T)	Waka Kotahi	