

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

AND

IN THE MATTER of **Private Plan Change 67** – Hingaia 1 Precinct to the Auckland Unitary Plan

**JOINT WITNESS STATEMENT (JWS) IN RELATION TO:
PLANNING & TRANSPORTATION**

3 February 2022

Expert Witness Conferencing Topic: Planning & Transportation

Held on: 3 February 2022

Venue: Online via Microsoft Teams at 9.30am

Independent Facilitator: Marlene Oliver

Admin Support: Mat Husband

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 2014

2.1 All participants agree as follows:

- (a) The Environment Court Practice Note 2014 provides relevant guidance and protocols for the expert conferencing session;
- (b) They will comply with the relevant provisions of the Environment Court Practice Note 2014;
- (c) They will make themselves available to appear before the Hearing Panel, if required to do so by the Panel;
- (d) This statement is to be filed with the Hearing Panel.

3 Matters considered at Conferencing – Agenda and Outcomes

3.1 Item from Planning Expert Conference held on 1 Feb 2022 - Extent of Changes proposed by PPC 67 and Transport Network Effects

To assist discussion, it was agreed to describe the following two scenarios:

1. Scenario One – PPC67 as notified. This involves replacing all MHS residential zoning south of Park Estate Road with MHU.
2. Scenario Two – Reflects the Hugh Green Ltd submission and incorporate the MDRS across both the MHS and MHU zones in the whole of the Hingaia 1 precinct including to the north of Park Estate Road.

Scenario One:

Household yield:

The planning experts (Aaron Grey, Alina Wimmer, David Wren, Trevor Mackie) accept that a yield of 1,500 h/h was used for the traffic assessments when the urban zonings were introduced onto the land area south of Park Estate Road in 2016 through plan variation 1.

Aaron Grey advised that for this current plan change request, a yield 1660 h/h has been assumed for the area south of Park Estate Road (based on the report by Adam Thompson, Economist). Aaron Grey notes this yield is comparable to yields that would result from using the assumptions of density for MHU and MHS used for a plan change 61 and supporting growths ITA for Warkworth).

Alina Wimmer, Trevor Mackie, and David Wren consider that this yield of 1660 h/h is conservative. Trevor considers that a yield of 1660 is excessively conservative and that a more appropriate yield is around 3,000 h/h based on a fraction of the plan zone enabled growth.

Alina and David do not have an alternative yield figure to suggest at this time. Alina has made an enquiry with Auckland Plan Strategy and Research who will review a likely yield scenario based on the proposed zoning and this will be circulated once received.

When further information on likely household yields becomes available the experts agree to have further discussions on this topic. At this stage a further combined transport and planning expert conference is scheduled for Friday the 11th of February 2022.

Transport Effects:

Aaron Grey advised that the 2016 plan variation decision considered that the traffic effects were to be addressed through development contributions and other financial mechanisms.

Leo Hills, Kevan Fleckney, Martin Peake and Andrew Temperley do not consider that the likely traffic effects of 1660 h/h will be significant compared to the effects of 1,500 h/h.

Leo Hills referred to the August 2018 Flow report which includes assessment of 2,300 h/h and the November 2020 Commute report and 19 March 2021 Commute Letter (Appendix 21) relating to assessment of 1,660 h/h.

Kevan Fleckney, Martin Peake and Andrew Temperley consider that further SIDRA network modelling is required to establish the effects of the development (operative versus proposed) around the motorway interchange (this includes the two traffic signal intersections on either side of the motorway interchange). The concern is that the SIDRA

modelling to date has modelled each intersection in isolation and has not modelled the motorway interchange.

Leo Hills considers the increase in traffic relating to 1,660 h/h will not make a material difference to warrant the above network modelling.

Scenario Two:

Details of dwelling numbers and traffic effects from scenario two have not been addressed in application materials or submissions.

- 3.2 Potential Adverse Effects on the Transport Network by Enabling Supermarkets up to 2,000m² within the Neighbourhood Centre Zone (as per zone rules) and how these may be managed.

The traffic experts agree that the underlying zone and Auckland-wide provisions (H12 and E27) are sufficient to manage traffic and transport effects resulting from a supermarket in the Neighbourhood Centre Zone.

- 3.3 Transport Upgrades

Aaron Grey advised that the 2016 plan variation decision considered that the traffic effects were to be addressed through development contributions and other financial mechanisms. Development Contribution levies towards the transport upgrade projects identified in Council's Development Contribution Policies (including the upgrade of Great South Road and Park Estate Road intersection) have been paid or raised for a series of resource consents held by Hugh Green Limited and Fletcher Residential Limited for development of the land south of Park Estate Road.

The Opus report June 2015 relating to the wider Hingaia area identifies intersection and network upgrades, and trigger points based on household numbers. This report is based of a yield of 1,500 h/h. The 2018 Flow report confirmed the same upgrades to support a yield of 2,300 h/h but also recommended that further SIDRA network modelling around the motorway interchange be done.

The Commute Letter (19 March 2021) Table One identifies the transport upgrades that have been completed.

The transport effects in excess of 2,300 h/h south of Park Estate Road, and therefore any associated transport upgrades, have not been identified.

- 3.4 Road Cross-sections

Attached to this JWS is Appendix 1 which is proposed to be included in the planning provisions. Aaron Grey for Hugh Green and Trevor Mackie for Auckland Transport confirm that the contents of the table are agreed except the column "cycle provisions" for which Trevor Mackie conveyed the Auckland Transport's current policies are that separated cycleways should be provided along Park Estate Road, Hinau Road or Ngakoro Road (Collector). Aaron Grey does not consider it necessary for this to be considered in the table and that AT can require this through resource consent and engineering approval processes (like they have for Park Estate Road). Aaron Grey and Leo Hills also note that Ngakoro Road has been partly constructed with a shared path and it would be inappropriate to require a separated cycleway for the remaining 200m stretches.

3.5 Bus Services

All experts agree that bus routes are to be deleted from the precinct plan. It is to be noted that the provision of buses is included in the Appendix 1 table referred to above.

3.6 Motorway Noise

(Note from Facilitator: NZTA/Waka Kotahi's planner Evan Keating advised Nick Sommerville (AK C Hearings Advisor) as follows:

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In terms of the planning agenda, as per previous emails we will not be providing a planner and will only be attending the transport caucusing. I note that item 12 covers motorway noise issues which were raised in our submission. It is up to Ms Oliver if these are to be covered on the day but can you advise her that Waka Kotahi will not be presenting expert evidence on this topic at the hearing?

This matter was not discussed at expert conferencing.

3.7 Precinct Plan

Aaron Grey, David Wren, Trevor Mackie and Alina Wimmer agree with the changes made to the precinct plan and confirm that the version attached to this JWS is appropriate.

In view of further discussions yet to take place in relation to stormwater, David Wren reserves his final confirmation of the precinct plan in relation to streams until those discussions are completed.

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 have read Appendix 3 of the Environment Court’s Practice Note 2014 and agree to comply with it; and
- (c) The matters addressed in this statement are within their area of expertise; and
- (d) As this session was held online, in the interests of efficiency, it was agreed that each expert would verbally confirm their position to the Facilitator and this is recorded in the schedule below.

Confirmed online on 3 February 2022:

EXPERT’S NAME	PARTY	EXPERT’S CONFIRMATION REFER PARA 4.1
Aaron Grey (P)	Hugh Green Ltd (PPC 67 Proponent)	Yes
Leo Hills (T)	Hugh Green Ltd (PPC 67 Proponent)	Yes
David Wren (P)	Auckland Council – Regulator (s.42A Lead Author)	Yes
Andrew Temperley (T)	Auckland Council - Regulator	Yes
Craig Cairncross (P)	Auckland Council - Regulator	Yes
Alina Wimmer (P)	Auckland Council - Submitter	Yes
Trevor Mackie (P)	Auckland Transport	Yes
Martin Peake (T)	Auckland Transport	Yes
Kevan Fleckney (T)	Waka Kotahi	Yes

I4XX.11. Hingaia 1 Precinct – Appendix 1

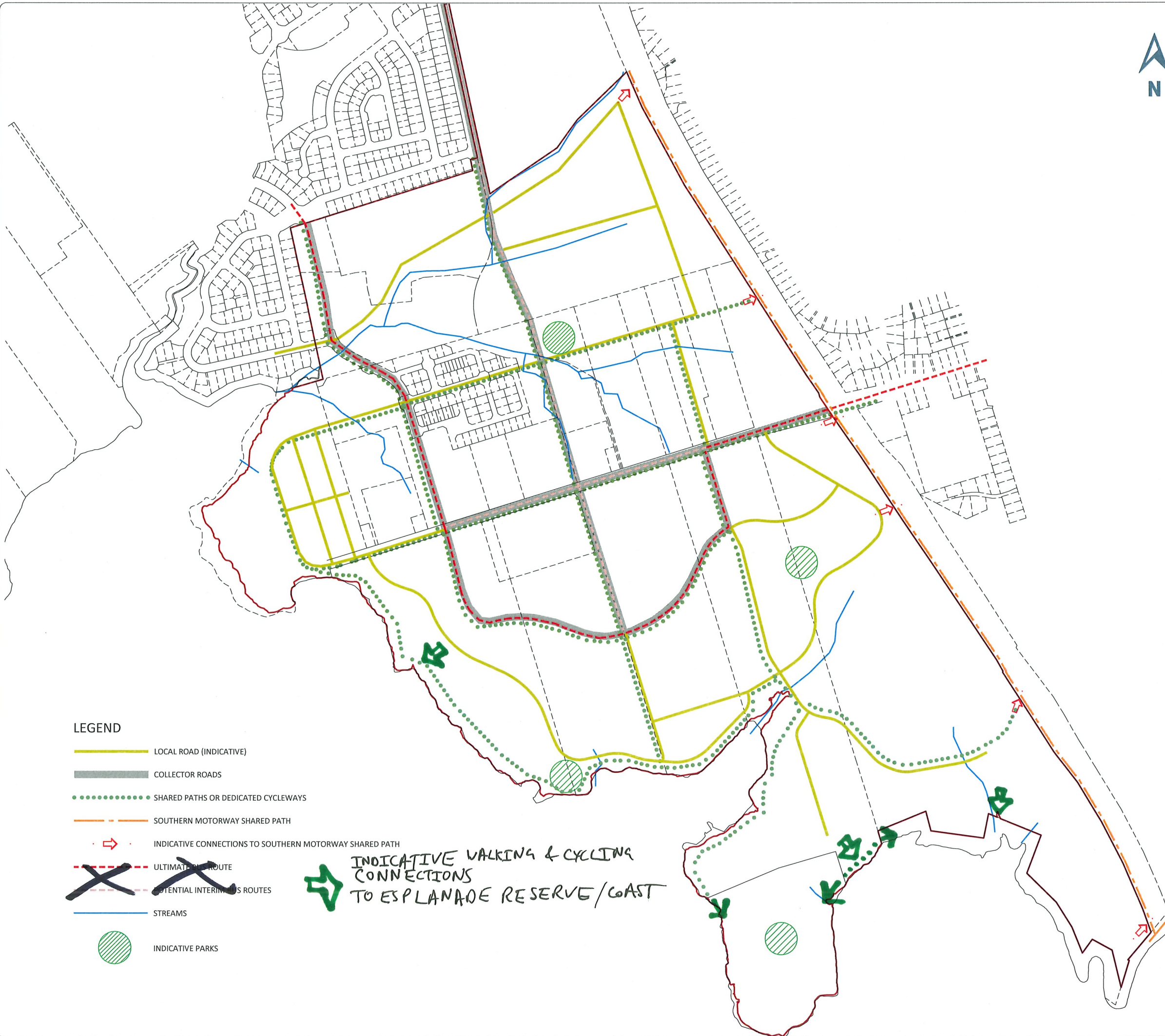
This appendix sets out the guidelines for the construction of roads in the precinct but is not intended to represent the only design solution.

Table I4XX.11.1 Hingaia 1 Precinct road construction guidelines










Road Type/Function	Minimum* Road Reserve Width	Total Number of Lanes	Design Speed	Cycle Provisions	Pedestrian Provision	Access Restrictions	Bus Provision
Park Estate Road, Hinau Road or Ngakoro Road (Collector)	21m	2	50 km/h	Yes	Both sides	Where cycle provision is made, in accordance with Standard I4XX.6.1.7.	Yes
Other Collector Road	21m	2	30 km/h	Yes	Both sides		Yes
Local Road	16m	2	30 km/h	If shown on Figure I4XX.10.1. Hingaia 1 - Precinct Plan	Both sides		No
Park Edge Local Road	12m	2	30 km/h		Both sides, but can be provided within park rather than the road		No

* Typical minimum cross section which may need to be varied in specific locations where required to accommodate batters, structures, intersection design, significant constraints or other localised design requirements.

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LEGEND

-  LOCAL ROAD (INDICATIVE)
-  COLLECTOR ROADS
-  SHARED PATHS OR DEDICATED CYCLEWAYS
-  SOUTHERN MOTORWAY SHARED PATH
-  INDICATIVE CONNECTIONS TO SOUTHERN MOTORWAY SHARED PATH
-  ULTIMATE ROUTE
-  POTENTIAL INTERIM ROUTES
-  STREAMS
-  INDICATIVE PARKS

INDICATIVE WALKING & CYCLING CONNECTIONS TO ESPLANADE RESERVE/COAST

REV	REVISION DETAILS	BY	DATE
2	AMENITY CONNECTOR REMOVED AND MOTORWAY SHARED PATH MOVED	DKP	03.03.21
1	PLAN CHANGE	LL	04.11.20

DRAWN: LL	DATE: 11.2020
CHECKED: AJG	DATE: 04.11.20
APPROVED: AJG	DATE: 04.11.20

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PROJECT TITLE:
**HUGH GREEN LTD
 HINGAIA 1 PRECINCT
 PLAN CHANGE**

SHEET TITLE:
PROPOSED PRECINCT PLAN

ISSUE STATUS: **FOR INFORMATION**
 SCALE: (A1/A3) 1:4000 / 1:8000
 SCALE BAR
 NOT TO SCALE
 DRAWING NUMBER: **2197-00-SK02-1** REV: **2**