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Memo

To Waipa District Council
CC Mark Chrisp – Mitchell Daysh
From Cameron Inder
Date 21 February 2024
Job No. 147940
Job name Hautapu Private Plan Change
Subject **Hautapu Landowners Group - Private Plan Change – Area 7**

I prepared a statement of evidence dated 13 March 2023 (refer Appendix A) and a supplementary statement of evidence on 24 May 2023 (refer Appendix B) on behalf of the Hautapu Landowners Group, in relation to transportation effects and structure plan matters for the hearing of Plan Change 17 to the Waipā District Plan.

The conclusions reached in my statement of evidence and supplementary statement of evidence remain relevant and valid in relation to the proposal to live zone Area 7 to Industrial Zone, now the subject of a Private Plan Change.

Yours sincerely
Bloxam Burnett & Olliver

Cameron Inder
Traffic and Transportation Engineering Manager
021 715 377
cinder@bbo.co.nz



Appendix A – C Inder Statement of Evidence



**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

**Evidence of Cameron Beswick Inder
(Transport)
on behalf of the Hautapu Landowners' Group
Dated: 13th March 2023**

MAY IT PLEASE THE HEARING PANEL

INTRODUCTION

Qualifications and Experience

1. My name is Cameron Beswick Inder. I am a transportation engineer and the Transportation Engineering Manager at Bloxam Burnett & Olliver (“BBO”), a firm of consulting engineers, planners and surveyors based in Hamilton. I have been employed by BBO since 2004.
2. I hold a Bachelor of Engineering (Honours) degree in Civil Engineering from the University of Auckland (1999). I am a Chartered Professional Engineer (CPEng), a Chartered Member of Engineering New Zealand (CMEngNZ), and a member of the Engineering NZ Transportation Group.
3. I have 24 years’ experience in the field of transportation and traffic engineering gained through 20 years of employment in New Zealand and approximately four years employment in the United Kingdom.
4. I have experience in transportation and traffic engineering matters associated with resource management including effects assessment for resource consents, plan changes and structure plans. I also have experience in the design of traffic infrastructure and facilities, road safety engineering, traffic calming, urban design, subdivision design, and traffic modelling.
5. I have appeared as an expert transportation engineering witness on numerous occasions over the last five years including:
 - (i) Ambury Properties Limited for a plan change to the Proposed Waikato District Plan (Ohinewai, 2020);
 - (ii) Rings Scenic Tours for a private plan change to the Matamata Piako District Plan (Hobbiton, 2019);
 - (iii) Waikato Regional Airport Limited for private plan change 10 to the Waipa District Plan (Hamilton Airport, 2018);
 - (iv) Waikato Kindergarten Association for a resource consent application to operate a childcare facility for 120 children (Hamilton, 2018); and

- (v) Otorohanga District Council at the Board of Inquiry in relation to an alteration to designation for Waikeria Prison expansion (2017).
- 6. I have been engaged by the Hautapu Landowners' Group ("HLG") to provide transportation and traffic evidence in relation to their collective submissions on proposed Plan Change 17 ("PC17").
- 7. I am familiar with the application site and the surrounding land. I have read the relevant parts of the application being
 - (i) the Integrated Transport Assessment ("ITA") for Waipā District Council ("WDC") by CKL.
 - (ii) the Section 42A Report (S42A report), and the accompanying Transport Assessment review by Stantec on behalf of WDC.
 - (iii) the evidence of Ms Mothelesi in her capacity as Transport Expert on behalf of WDC.

CODE OF CONDUCT

- 8. I confirm that I have read the Code of Conduct for Expert Witnesses within the Environment Court Practice Note (2023) and I agree to comply with it. In that regard, I confirm that this evidence is written within my expertise, except where I state that I am relying on the evidence of another person. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

PURPOSE AND SCOPE OF EVIDENCE

- 9. My evidence will:
 - (i) Provide an overview of PC17 transport proposal and the implications it has on the HLG land.
 - (ii) Provide a summary of my review of the PC 17 ITA report by CKL.

- (iii) Outline the Transportation solution enabled through the relief sought by the HLG (seeking a Deferred Industrial zone).
- (iv) Discuss the assessment of effects for the relief sought by HLG, followed by my recommendations.

OVERVIEW OF PC17 AND IMPLICATIONS ON HLG

10. Broadly speaking, PC17 proposes to update the existing Hautapu Structure Plan to provide additional industrial land within the Hautapu area. It includes changes:
- (i) To align with a new master plan developed by Waipa District Council for infrastructure upgrades in growth cell C8 of the Structure Plan area.
 - (ii) To change growth cell C9 Deferred Industrial zone to live Industrial zone.
 - (iii) To rezone approximately 20 ha of rural land on the north side of Hautapu Road to Industrial Zone. This is referred herein as the Kama Trust land (or Area 6).
11. Figure 1 illustrates the proximity of the growth cell areas in question.

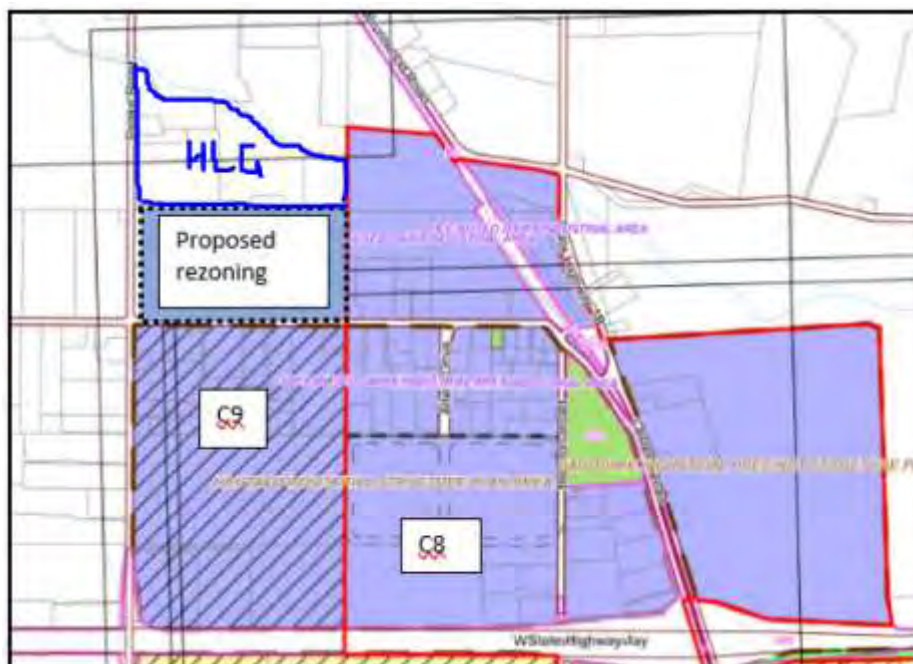


Figure 1: PC17 Reference Map¹

¹ S32 Evaluation Report

12. The HLG are the collective owners of approximately 16.3 ha of land immediately north of the Kama Trust land and bounded by Peake Road to the west, the Mangaone stream to the north and the existing Hautapu industrial zone to the east.
13. The combined HLG area is as outlined in blue in Figure 1 and shown in more detail in Figure 2.

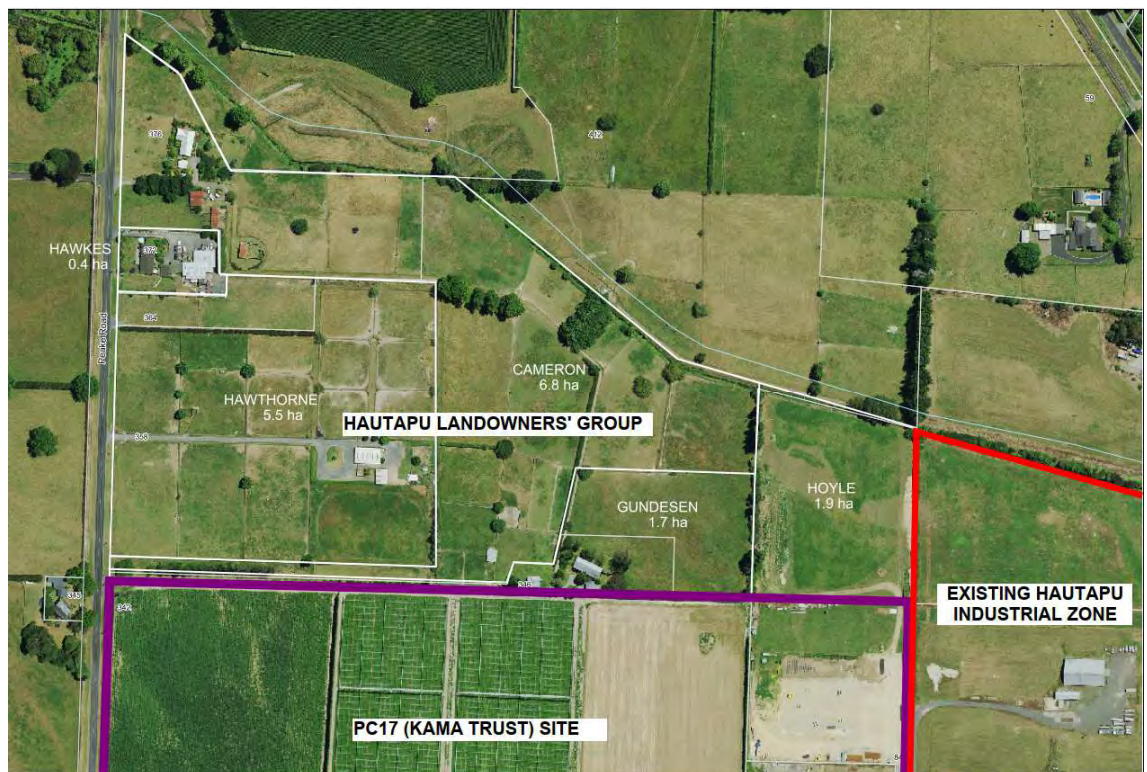


Figure 2: Hautapu Landowners' Group adjacent to Kama Trust

14. The ITA report for PC17 proposes a basic 24m wide cul-de-sac road, approximately 190m long from Hautapu Road, for accessing the Kama Trust land for industrial purposes.
15. The ITA Figure 6 illustrates this and is copied below as my Figure 3.
16. I understand from speaking with Mr Bryan Hudson, the Transportation Engineering Manager at WDC, that Council does not support any industrial land directly accessing Peake Road. This is also identified in section 9.1 of the ITA report that WDC's preference for access to the Kama Trust site is from Hautapu Road.



Figure 3: Indicative Proposed Road Access to PC17 Kama Trust Land

17. From a transportation effects perspective, the rezoning of Kama Trusts' land with the cul-de-sac access road as proposed will effectively neutralise the transport accessibility of the HLG land for potential industrial rezoning in future (which is sought in part of the relief outlined in the HLG submission).
18. This is further confirmed by the proposed large stormwater detention pond shown on the amended Structure Plan on the boundary shared by Kama Trust and the HLG.
19. The proposed amended Structure Plan is illustrated in Figure 4, which I have highlighted to show the HLG land.

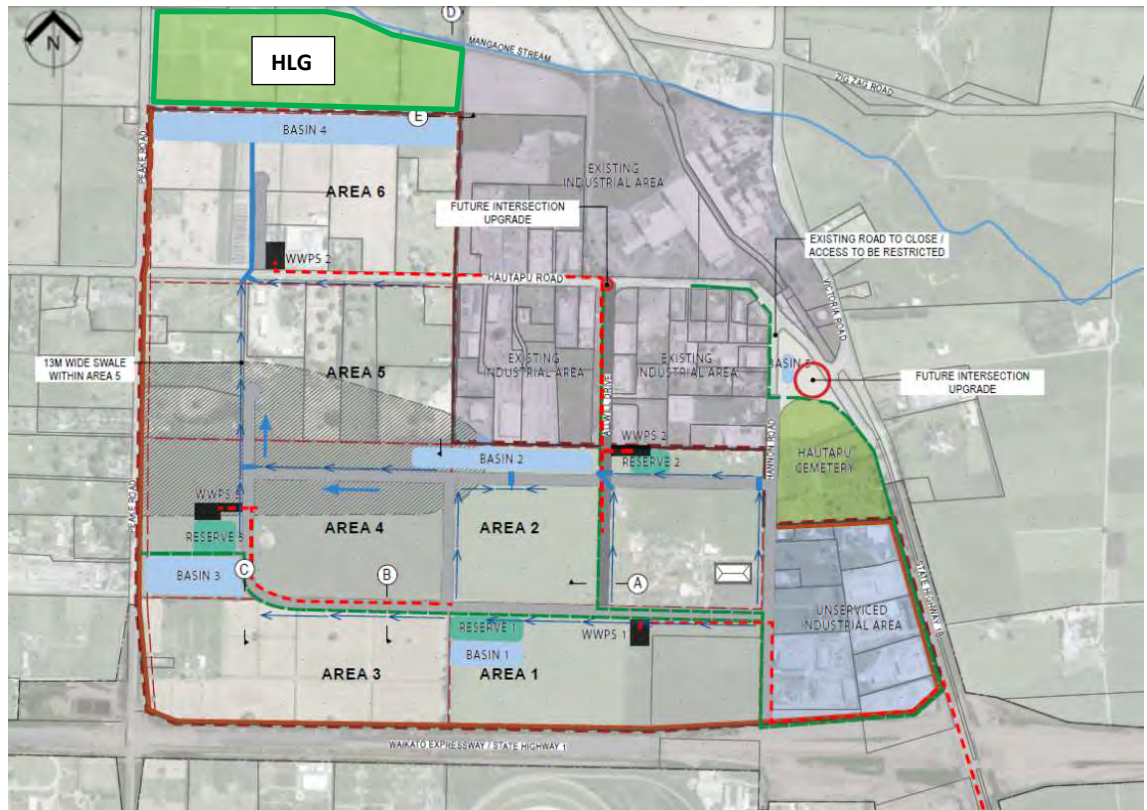


Figure 4: Proposed Amended Hautapu Structure Plan

20. Overall, I consider that the proposed rezoning of Kama Trust's land as part of PC17 fails to appropriately mitigate the expected adverse transport effects on the network and fails to future proof access to the adjacent HLG blocks for potential future rezoning.

SUMMARY OF REVIEW OF THE PC17 INTEGRATED TRANSPORT ASSESSMENT

21. The following are the additional key matters from my review of the PC17 ITA report that I consider will have potentially significant impacts on the HLG land with or without deferred industrial zoning, because there is insufficient mitigation of transport effects for PC17 as proposed. These matters are:

- (i) An assumption in the ITA that all PC17 traffic will travel to/from the SH1 expressway or Cambridge township in future via Hautapu Road / Victoria Road intersection, despite also showing the future roundabout proposed by WDC for this intersection will suffer unsustainable congestion levels in peak periods (a 4 km long queue on Hautapu Road in the PM) at full build out of the Structure Plan area.

- (ii) Section 8.1.4 suggests the mitigation to the identified congestion levels as “... people are likely to travel at different times, take alternative routes, or use different modes”. However, no assessment of effects is provided for the alternative routes and there is little information to demonstrate the viability of different travel modes. The planned infrastructure and timing for public transport services appears unclear while the planned walking and cycling network to Cambridge consists of a 2.5 m wide shared walking and cycling path through growth cell C8 to Victoria Road.
 - (iii) The PC17 ITA states “The effect of adding additional traffic associated with the plan change is therefore unlikely to be noticed by road users given that the intersection [the planned Hautapu Road / Victoria Road roundabout] is already modelled as being over capacity”.
 - (iv) I do not support that statement given the modelling results presented in the ITA, the lack of a proposed capacity upgrade to the Hautapu Road / Victoria Road roundabout, and no assessment of alternative routes and transport modes is provided.
- 22. Having spoken to Mr Hudson at WDC it was clear that Council had no plans to upgrade the future roundabout at Hautapu Road / Victoria Road intersection to a dual lane roundabout for increased capacity to mitigate future congestion.
- 23. Mr Hudson explained that in line with the Government’s GPS for Transport, Council intends to improve public transport and walking and cycling facilities to and through Hautapu and Cambridge which provides greater travel-mode choices and therefore reduce car dependency and potentially also transport emissions.
- 24. While I accept this type of infrastructure response aligns with the current Governments’ transport and funding policies, I remain of the opinion that significant congestion will still result on Hautapu Road and Victoria Road in future, without a capacity upgrade to the single lane roundabout. At the very least, I would recommend sufficient land be safe guarded to enable a capacity

upgrade that is likely to be required. Even with major investment by Council in public transport and cycling infrastructure at Hautapu, future alternative transport mode-share achieves aspirational targets of 20-25% of trips (currently less than 5% combined in Cambridge), it is clear the other 75-80% of trips will still be by vehicle.

25. Therefore, my concern in respect of the HLG site is that without appropriate planned capacity improvements to the local network in Hautapu, future significant traffic congestion is likely to lead to traffic diverting via unsuitable alternative routes leading to greater unmitigated safety and efficiency effects. These alternative routes include Peake Road and Racecourse Road to access Cambridge or the SH1 expressway, and Peake Road to Bruntwood Road to Hamilton or Cambridge. The alternative routes are illustrated below in Figure 5.
26. Further to traffic diversion effects, the HLG land is affected not only by significant unmitigated congestion on their immediate road network (based on the CKL ITA findings), but also, they would be severely disadvantaged from a transport perspective in seeking any future rezoning to industrial because any further traffic generation would exponentially increase delays and congestion on the network. To support a rezoning in that situation, it is quite likely the HLG would have to commit more than their fair contribution towards local infrastructure upgrades just to increase capacity enough to address their transport effects.
27. For example, it is not possible to add $\frac{1}{4}$ of a lane to a roundabout to address a small increase in traffic volume that has a disproportionate effect on efficiency, so the upgrade the HLG would be likely faced with is the cost of adding an additional lane in each direction through the future roundabout. This would effectively be also mitigating the incremental increase in transport effects by PC17 rezoning (Kama Trust land), which is unfair.

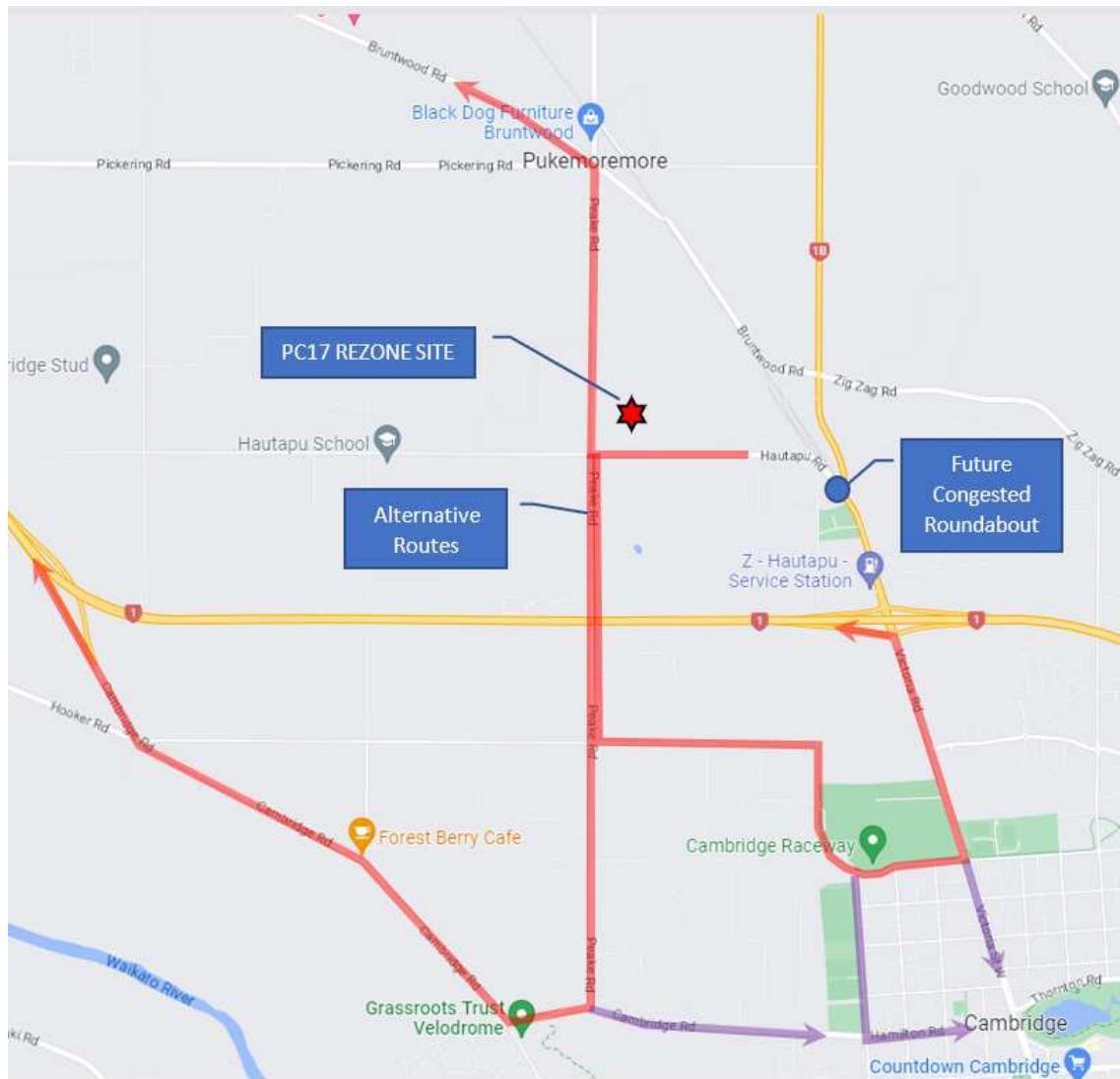


Figure 5: Alternative Routes from Hautapu to avoid future roundabout congestion

TRANSPORT SOLUTION ENABLED BY INTEGRATING HLG AS DEFERRED INDUSTRIAL

28. In my opinion, rezoning the HLG land area of 16.3 ha to deferred industrial as part of PC17 enables a much-improved transport solution for Hautapu industrial zone relative to the current PC17 amended Structure Plan and rezoning proposal.
29. The effects issues I outlined above can be properly addressed with the integration of 16.3 hectares of HLG land with the 20 hectare "Area 6" rezoning proposal. In the long-term, this combined land area of approximately 36 ha would result in greater financial contributions for roading and sharing of the real costs towards mitigating the combined effects. Without this, rezoning of the 20 ha of Kama Trust land effectively gets away without proper mitigation of its'

adverse effects on the network since it is not a large contributing area relative to the rest of Hautapu industrial zone.

30. The following Figure 6 illustrates how the two land areas (Kama Trust and HLG) could be effectively integrated from a transport perspective to give a better outcome for both parties, a better outcome for the Hautapu industrial zone overall and ensures the HLG land can be integrated in terms of connectivity for rezoning.



Figure 6: Indicative Integrated Road Network

31. This illustrates that the integrated network involves replacing the large stormwater basin proposed in the amended structure plan along the boundary between Kama Trust and the HLG, with alternatives which could be wholly on HLG land. I understand the two basins shown are just one option of multiple options available for integrating the land areas. Mr Dickey discusses in his evidence, the issues with the PC17 stormwater management proposal and the benefits of the alternative stormwater solutions enabled by integrating the HLG land area.
32. In my opinion, the benefits to the wider network of integrating Kama Trust and HLG roads in general accordance with the indicative network shown, include:

- (i) More efficient use of resources. Road 4 and its intersection with Hautapu Road are under-utilised servicing just 20 ha (gross) of land. This reduces to 17.2 ha of developable area once the stormwater basin (2.3 ha) and Road 4 (0.5 ha) are deducted,
- (ii) Spreading of construction costs for Road 4, the intersection, and the services infrastructure to the subdivision (water, wastewater, power, communications and stormwater) across almost twice the land area reduces the square metre cost for subdividing each lot, making each lot more affordable.
- (iii) Avoidance of future access applications to Peake Road from HLG land for rezoning purposes, and therefore avoidance of the cost for urbanisation upgrades to Peake Road north of Hautapu Road in the event Council had little option but accept future industrial accesses.
- (iv) A fair and equitable contribution of costs towards the further network improvements identified by Ms Mothelesi to properly mitigate the effects of PC17 traffic on the network, including a future capacity upgrade to the Hautapu / Victoria Road roundabout as highlighted in the ITA review report.
- (v) Contributions to the roundabout capacity upgrade together with Council's future upgrade of Peake Road south of Hautapu Road as part of C7 cell development helps to address the otherwise-likely effects of traffic 'rat-running' via unsuitable alternative routes to avoid delays and congestion at the Hautapu Road / Victoria Road roundabout.

33. The PC17 transport assessment review report² by Ms Rhulani Mothelesi and Mr Mark Apeldoorn appended to the S42A report, and the evidence of Ms Mothelesi, Transport engineer for Waipa District Council – specifically paragraph 14 identifies that the proposed Road 4 intersection with Hautapu Road is suitable

² Section 7.2, first bullet point, and Appendix C SIDRA model results for 80/20 east/west trip distribution respectively on the basis Waipa District Council plans to upgrade Peake Road south of Hautapu Road commensurate with development of C7 growth cell.

for accommodating the additional traffic associated with rezoning of the HLG land to industrial in future.

34. It is worth noting that the capacity assessments by Ms Mothelesi in relation to adding the HLG land are based on an additional 20 ha of industrial land to that notified in PC17, when in fact the total HLG land area is 16.3 hectare. After removing the land required for a combined stormwater management system the remaining HLG area is approximately 14 hectares. This reduces the potential peak hour trips from 400 veh/hr as calculated by Ms Mothelesi, to 280 veh/hr (a 30% reduction). This means Ms Mothelesi's assessment of potential effects of rezoning the HLG land, in respect of the modelled performance of the Hautapu Road/Victoria Road roundabout with capacity upgrade, is conservative and potentially a worst-case assessment.
35. I also refer to the wider effects mitigation measures for PC17 identified by Ms Mothelesi in her evidence paragraphs 9(a)-(d) and confirm that I concur with each of those recommendations. I also agree with Ms Mothelesi's recommended changes to the notified Structure Plan³ to give improved safety outcomes and greater certainty around timing of the effects mitigation.
36. However, based on the evidence and effects assessment of Ms Mothelesi and my own assessment, in my opinion Road 4 should be shown as extending to the shared boundary of the Kama Trust and HLG land areas on the Structure Plan. Figure 7 below illustrates this for clarity.

³ Ms Mothelesi evidence in chief, paragraphs 12(a) – (c).

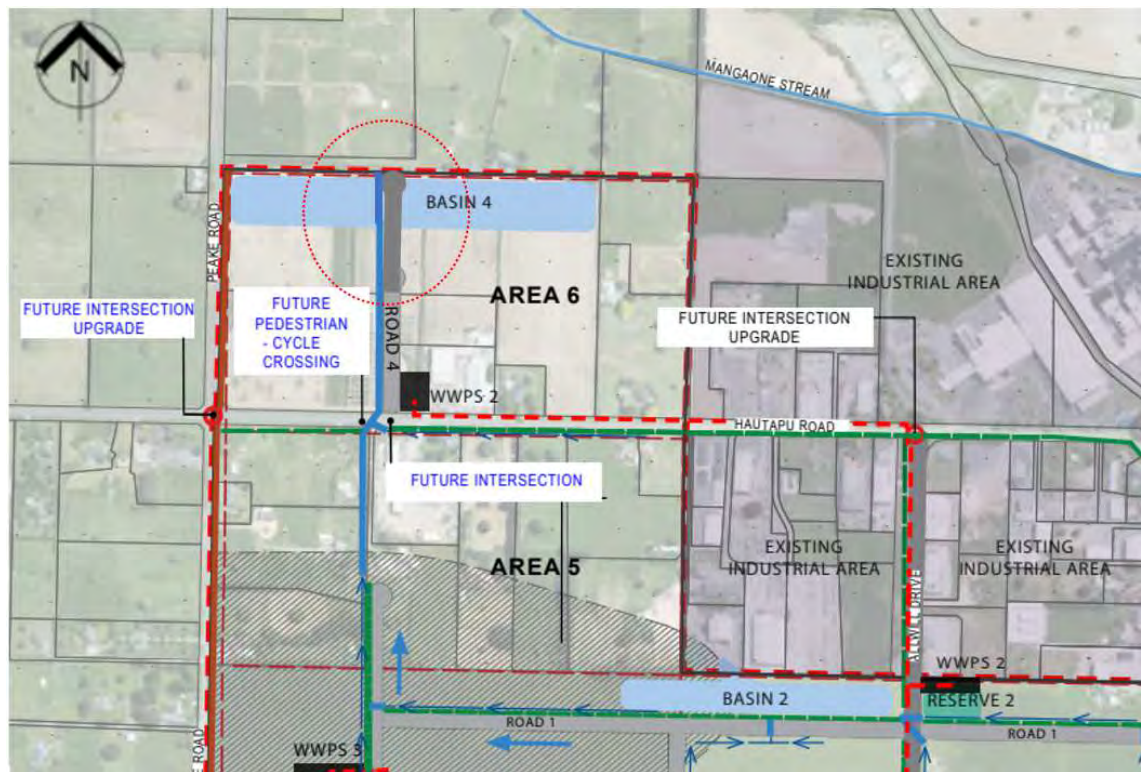


Figure 7: Extension of Road 4 and pedestrian/cycle path to Kama Trust/HLG Boundary

37. I consider this modification is appropriate regardless of the question of scope for rezoning the HLG land as deferred industrial. Extension of the road to the boundary appropriately future proofs the ability for an integrated road connection of the HLG land areas to Hautapu Road for potential rezoning to industrial.

CONCLUSION

38. I consider that the proposed rezoning of Kama Trust's land as part of PC17 fails to future-proof access to the adjacent HLG blocks for potential future industrial rezoning, and in doing so disadvantages the HLG and potentially Waipa District Council with potentially having to accept access to Peake Road for HLG land. PC17 also fails to appropriately mitigate the expected adverse transport effects on the network which could also disadvantage HLG in any future rezoning application they may seek.
39. I have set out how I consider that integrating a roading network between the Kama Trust land and HLG land areas would solve the access future-proofing issue and in the long-term benefit both parties, Council and the wider Hautapu

industrial area through enabling appropriate cost-sharing and delivery of the necessary transport effects mitigation that Ms Mothelesi identifies and that I endorse as being needed.

40. I support the recommendations of Ms Mothelesi for the amended Hautapu Structure Plan, but I consider my evidence and that of Ms Mothelesi demonstrates that Road 4 should be shown extending to the shared boundary of the Kama Trust and HLG land areas on the amended Hautapu Structure Plan, regardless of the outcome on the issue of scope for rezoning the HLG land as deferred industrial.



Cameron Inder
13 March 2023

Appendix B – C Inder Supplementary Statement of Evidence



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.

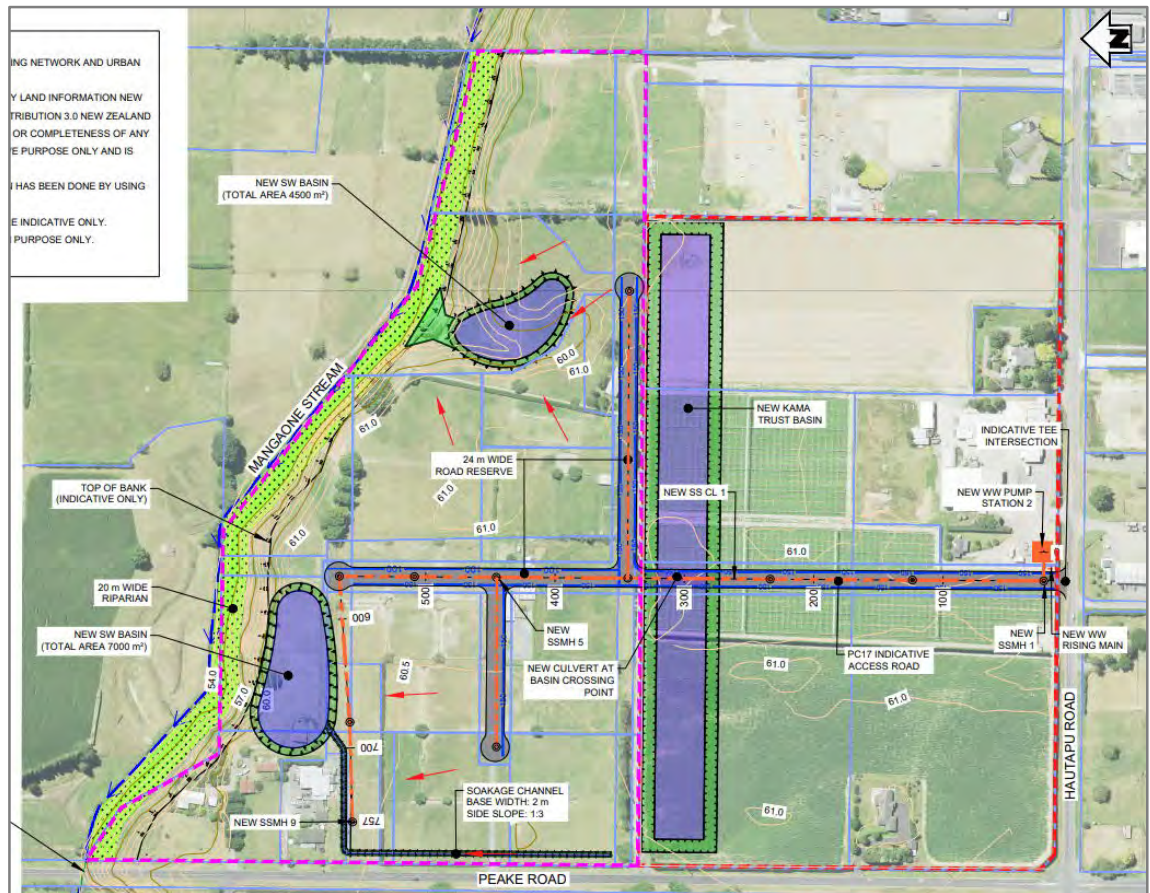


Figure 1: Potential Hautapu Structure Plan integrating Area 6 and the HLG land (Area 7).

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 Chrisp's evidence.

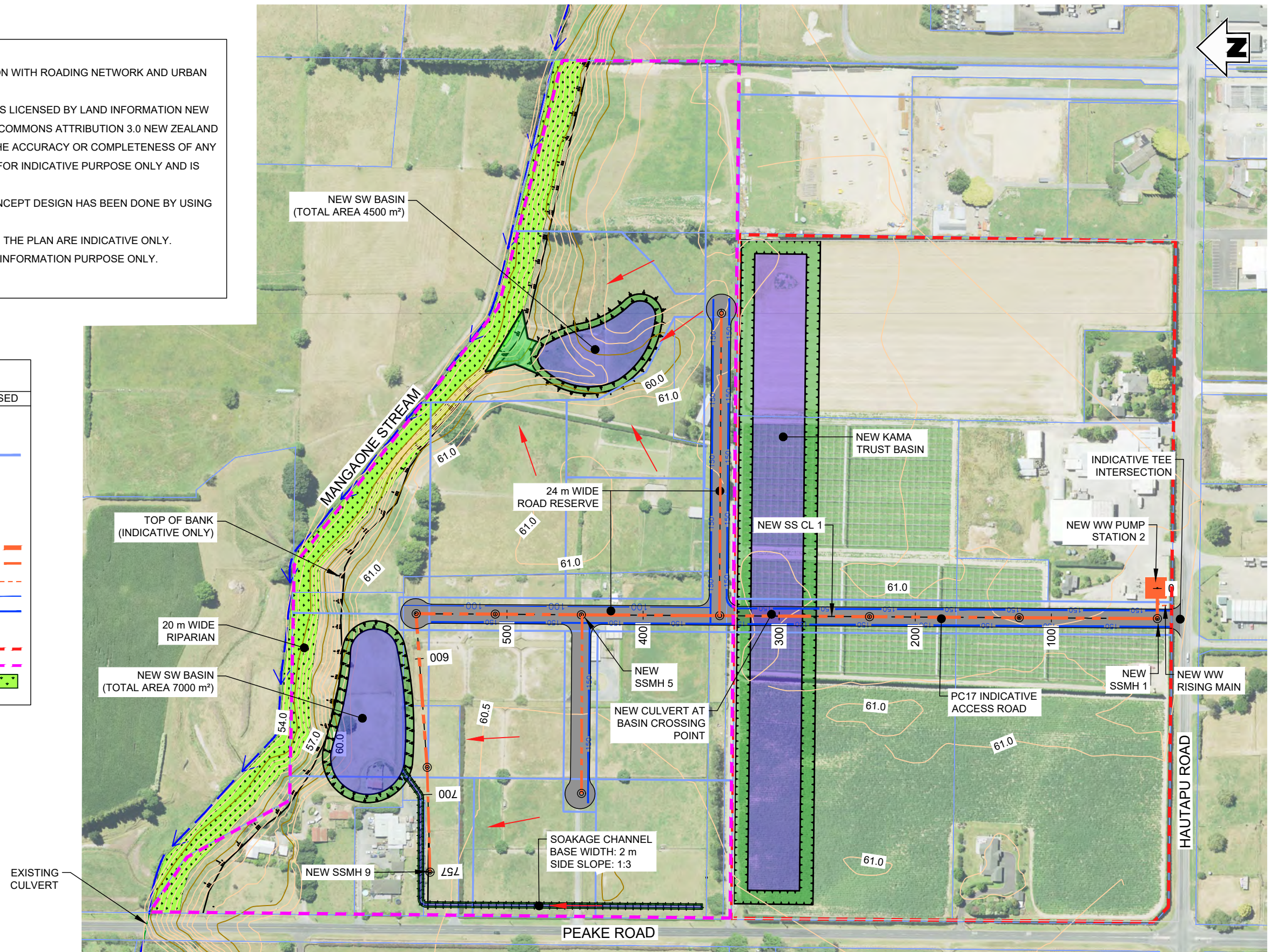


Cameron Inder
24 May 2023

ATTACHMENT 1

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.

<u>LEGEND</u>		
	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**

[illegible]

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			TITLE HAUTAPU LANDOWNERS HAUTAPU STRUCTURE PLAN AREA 6 AND AREA 7			
PROJECT No. 221096						
A3 SCALE	AS SHOWN					
SURVEYED	-	-	ORIGINAL SIZE	DRAWING No	SHEET	REVISION
DRAWN	K.AUNG	17/05/2023	A3	221096-02	C01	A
CHECKED	M.DICKEY	17/05/2023				