

WAIKATO DISTRICT PLAN REVIEW SUBMISSION

SUBMITTER KONING FAMILY TRUST and MARTIN KONING

TOPIC: Extent of residential zoning at Raglan

STATEMENT OF REBUTTAL EVIDENCE OF RHULANI MATSHEPO BALOYI

Dated: 3 May 2021

INTRODUCTION

1. My full name is Rhulani Matshepo Baloyi.
2. I am a Senior Traffic and Transportation Engineer employed by Bloxam Burnett & Olliver Ltd (**BBO**), a firm of consulting engineers, planners and surveyors based in Hamilton. I have held this position since July 2019.
3. I outline my qualifications, experience, and commitment to comply with the Environment Court Expert Witness Code of Conduct in my evidence in chief (“EIC”).

PURPOSE AND SCOPE OF REBUTTAL EVIDENCE

4. The purpose of this statement of rebuttal evidence is to address the traffic and transportation-related issues raised in Waikato District Council’s (WDC) Section 42A Report for Hearing 25: Zone Extents Raglan related to the submission and further submission made by The Koning Family Trust and Martin Koning (“the Submitter”).
5. Specifically, I address the following:
 - a. Capacity constraints at the Wainui Road one-way bridge and proposed mitigation measures.
 - b. Inclusion of specific transport infrastructure triggers (including a requirement for an Integrated Transportation Assessment for any subdivision of the land) within the planning provisions.
 - c. Connectivity of the indicative roading network within the Koning land with future development within the wider area. More specifically, the continuation of the east-west link to the east and Rangitahi South, and a southern connection to the remainder of the Raglan West future growth area.
 - d. Other matters for clarification in Mr Skip Fourie’s (Beca Ltd) Transport Peer Review memorandum dated 12 April 2021, for WDC.

Wainui Road One-Way Bridge

6. The planned upgrading of the Wainui Road one-way bridge (“Wainui Road Bridge”) to a two-lane bridge (more specially, the timing of the planned upgrade) has been raised

by Council's reporting officer, Emily Buckingham, as one of the matters that need addressing in order to support live zoning the Koning land to Residential¹.

7. Ms Buckingham considers that there should be a specific infrastructure provision/trigger requiring the Wainui Road Bridge to be double laned prior to any occupation of dwellings². I disagree with this recommendation.
8. While I agree that capacity and safety related upgrades at the Wainui Road Bridge will be required to accommodate the full anticipated yield of the Koning land (300 to 400 dwellings), I consider that an alternative solution (the installation of traffic signals on the bridge approaches) can be implemented in the interim in order to mitigate the present capacity and safety effects observed at the bridge should the planned upgrade works at the bridge not be concluded by 2024 as per the 2018 Long Term Plan (LTP)³.
9. As I have outlined in paragraph 43 of my EIC⁴, the signalised bridge is anticipated to operate at acceptable levels of service up to the 2044 horizon year (with the full rezoning proposal traffic added to the 2044 baseline).
10. While the draft WDC 2021 LTP⁵ has created uncertainty with regards to the timing and exact design of the Wainui Road Bridge upgrade works, I anticipate that even with the deferral of the bridge upgrade to a later period (2031-2035), the proposed interim solution (signalisation) will provide sufficient capacity to mitigate any adverse effects on the functioning of the transport infrastructure.
11. Furthermore, the Submitter is willing and able to enter into a development agreement with the Council regarding the implementation of this proposed interim solution.
12. Mr Fourie⁶ has noted that there appears to be significantly different findings in relation to the effects assessment of the operation of the one-way bridge with traffic signal control in the evidence of Ian Clark for Rangitahi Limited.

¹ S42A Report, para 90 and 115.

² S42A Report, para 130.

³ The WDC 2018 LTP identifies the Wainui Bridge as being near the end of its useful life due to the delays that are currently observed at the bridge during the peak hours. The LTP therefore proposes the replacement of the bridge to address safety and congestion issues at this locality. WDC is currently investigating two upgrade options for the bridge as part of the LTP: the first and preferred option includes the replacement of the bridge with a newly constructed two-lane two-way bridge, while the second option includes constructing a new one-lane one-way bridge. The LTP indicates that a decision will be made by 2021, and that the design and implementation of the proposal will occur between 2023 and 2026.

⁴ The full assessment is provided in Section 7.2.4 of the Integrated Transport Assessment report for the rezoning submission.

⁵ The Draft 2021 LTP states that due to a lack of funding, the timing for upgrade works for the Wainui Road Bridge have been pushed back to 2031-2035 (being some eight to nine years later than indicated in the 2018 LTP), with a cost estimate of approximately \$10m.

⁶ Section 5 of the Transport Peer Review memorandum by Beca Ltd, dated 12 April 2021.

13. I have undertaken a very high-level review of Mr Clark's EIC in relation to the operation of the one-lane bridge with traffic signal control⁷ and have noted the following key differences between the assessments for the Koning and Rangitahi Ltd submissions:
- a. Different assessment years: Mr Clark's assessment for a signal operation at the bridge was assessed on the basis of a 2050 development scenario. His finding that ... " *While signal control would improve safety, it is predicted to perform worse from an operational and efficiency point of view and it would not be able to support the level of development anticipated by 2050.*" relates to the 2050 development scenario, with no assessment conducted for the base year or 2030 development scenarios. The Koning Rezoning ITA only assessed the performance of the signalised bridge up to the 2044 horizon year. In my view, that is a more than adequate assessment period (20-year assessment), given the provisions in the 2018 LTP and the Draft 2021 LTP for this infrastructure.
 - b. Different levels of development within Raglan West: As shown in Table 2 of Mr Clark's EIC, the 2050 development scenario for the Rangitahi Ltd submission was assessed on the basis of the completion of approximately 1,220 dwellings in the Raglan West area (as per Waikato 2070), while the 2044 baseline + development scenario in the Koning Rezoning ITA was assessed on the basis of the completion of approximately 900 additional dwellings in the Raglan West area (400 dwellings within the Koning land + 500 dwellings within the consented Rangitahi Peninsula).
 - c. Different assessment periods and baseline traffic demand projections: The Koning rezoning submission was assessed on the basis of the AM (07:00 to 09:00) and PM (16:00 to 18:00) peak periods, based on traffic data collected during these peak periods in May 2019 (applying a 1.5% annual traffic growth rate figure). Mr Clark's assessment for the Rangitahi Ltd submission was assessed on the basis of the Interpeak period, based on traffic data collected in 2013 (applying a 2% annual traffic growth rate figure).
14. As shown above, Mr Clark's assessment was based on a later assessment year (2050 vs 2044), a long assessment period (30 years vs 20 years), and assumed higher levels of development in Raglan West. On this basis, I consider that the findings and

⁷ EIC of Mr Clark, para 56 to 59.

recommendations from the assessment provided in the Koning Rezoning ITA in relation to signalisation of the Wainui Road Bridge remain valid.

Planning provisions in relation to transportation triggers

15. I agree with Ms Buckingham that a requirement for an Integrated Transport Assessment (ITA) and/or transport upgrade thresholds need to be included within the planning provisions in order to ensure that the Koning proposal does not compromise the operation of transport infrastructure.
16. As per Ms Buckingham's recommendation, the planning provisions and draft Structure Plan text have subsequently been updated to include the requirement for an ITA to be prepared for any subdivision within the Koning land. That/ Those ITA(s) should address the status of the Wainui Road Bridge upgrade at that time, as well as the need for other upgrades to transport infrastructure, including the Bow Street / Norrie Avenue intersection and the SH23 / Te Pahu Road intersection.

Potential connections with the wider future growth areas

17. Ms Buckingham raises concerns⁸ that the early development of the Koning land, including the east-west connection shown in the Draft Structure Plan, would compromise the achievement of a more direct connection to Wainui Road and compromise the continuation of the east-west link to the east and to the Rangitahi South future growth area.
18. Ms Buckingham also notes that the location of the proposed Te Hutewai Road intersection for the east-west connection (referred to as Proposed Access 4 in Figure No. 16 of the Koning Rezoning ITA) does not appear to be ideally located for this road to continue to the east, as it is not opposite one of the 'major landholdings' that have development aspirations.
19. As I stated in the Koning Rezoning ITA⁹, the access locations shown in the Draft Structure Plan are indicative and will be refined through further work and investigation. The final intersection locations and configuration will be confirmed in future as part of the future subdivision consents and will be subject to planning and engineering approvals from WDC.

⁸ S42A Report, para 115 (e)

⁹ Chapter 5.3, 11 and 12 of the Rezoning ITA

20. Having said that, the Submitter is willing and happy to work with WDC to ensure that the potential for connectivity with the wider area is retained. Connections through to private properties to the north, south and east have been identified on the updated Draft Structure Plan (attached as **Attachment 1**) to ensure that the potential to integrate with the wider development is not lost. Additional text is proposed to be included in the Draft Structure Plan to provide stronger guidance on this matter.

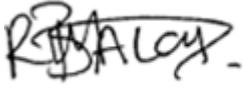
Other matters

21. With regards to Mr Fourie's commentary regarding requiring further clarity in relation to the design of the internal roading network (road gradients, cross sections and internal roading intersections) and the placement of the access intersections on the external roading network:
- a. I consider that this matter is most appropriately addressed at resource consent and detailed design stage.
 - b. The Draft Structure Plan reflects only the high-level transport network configuration; the finer details of the road network will be refined at future subdivision stages.
 - c. The proposed internal roads and intersections will be designed in accordance with Council standard as provided in Chapter 14.12 of the Proposed District Plan (PDP), the Regional Infrastructure Technical Specifications (RITS) and Austroads Guide to Road Design guidelines Part 4A and 4B.

CONCLUSION

22. I have reviewed the traffic and transportation-related issues raised in WDC's Section 42A report for Hearing 25, as well as the Transport Peer Review by Beca Ltd. My opinion remains that the Koning rezoning can be supported from a traffic and transportation perspective provided that the transportation infrastructure proposed as part of the Proposal and the identified mitigation measures are implemented.
23. In my opinion, the concerns raised in the s42A report in relation to the timing of dual-laning the Wainui Road Bridge, as well as the uncertainty regarding the location of the potential future connections to the wider area, have not demonstrated that the Koning rezoning is likely to cause unacceptable traffic and transportation effects that cannot be mitigated and therefore is not appropriate for rezoning.

Dated: 3 May 2021



Rhulani Matshepo Baloyi

.....
Rhulani Matshepo Baloyi

**Attachment 1 -
Draft Structure Plan**