BEFORE THE HEARING PANEL

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of Proposed Plan Change 12 to the Operative Hamilton City District Plan

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STATEMENT OF SUPPLEMENTARY EVIDENCE OF ALASTAIR JAMES BLACK

(TRANSPORT)

Dated 29 August 2024

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INTRODUCTION

1. My full name is Alastair James Black.

2. My qualifications and experience are as set out in paragraphs 1 to 4 of my primary statement of evidence dated 26 June 2024 (**Primary Evidence**).

3. I reconfirm that I have read and am familiar with the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2023 and I agree to comply with it.

PURPOSE AND SCOPE OF EVIDENCE

4. The purpose of this supplementary statement of evidence, which is provided on behalf of Hamilton City Council (**HCC**) as Plan Change 12 (**PC12**) proponent, is to respond to transport related matters and corrections identified through a review of the provisions notified on 27 May 2024.

EXECUTIVE SUMMARY

5. I have reviewed the transport provisions notified on 27 May 2024 and received feedback from HCC staff. Based on these, I recommend further changes to the following provisions to improve the accuracy and consistency of the District Plan:

   a) Appendix 15-5 Criteria for the Form of Transport Corridors and Internal Vehicle Access.

   b) Rule 25.14.4.1 h) Design and Access Widths.

   c) Rule 4.3.4.6 a) ii) relating to Building Setbacks.

APPENDIX 15-5 CRITERIA FOR THE FORM OF TRANSPORT CORRIDORS AND INTERNAL VEHICLE ACCESS

6. Table 15-5a) i) and Table 15-5a) ii) (27 May 2024) are missing values for footpath width, public transport requirements, stormwater requirements and service berm requirements.

7. In addition, some of the text does not align with amendments agreed as part of PC5.

8. Corrections are also required to the legal width and berm width of industrial collector roads so that these totals match the width of the individual components listed in the table.

9. I recommend that:

   a) The missing values are included in these tables to avoid any confusion in interpretating and applying these design criteria.

   b) Changes are made to Table 15-5a) i) and Table 15-5a) ii) so that the text is consistent with text agreed through PC5.

   c) Changes are made to Table 15-5a) ii) so that the dimensions for legal width and berm width are correct. These corrections only apply to industrial collector roads.

   d) The title for Table 15-6b is amended to include reference to 'Internal Vehicle Access'.

10. My recommended amendments to Appendix 15-5 are included at **Appendix B**. I have shown:

   a) Red text underlined, shows the additional text that should be included in to populate the blank cells.

b) Blue text underlined and ~~struck through~~ shows amendments to the text to align with PC5, and corrections to the dimensions for industrial collector roads and the berm of private ways serving 7-20 units.

DESIGN AND ACCESS WIDTHS, RULE 25.14.4.1 h)

11. As single detached residential units are a non-complying activity in the High Density Residential Zone (Rule 4.4.3.1e), I recommend that the references to Rule 4.4.5.14 b) and Rule 4.4.5.14 c) be deleted from the table at Rule 25.14.4.1 h)

12. My recommended changes (red text both underlined and ~~struck through~~) to the table at Rule 25.14.4.1 h) (as notified on 27 May 2024) are as follows:

Zone or Activity		Width (m)[1]	
		Minimum	Maximum
Residential Zones, except as provided below	Single residential unit (including ancillary residential unit) where Rules 4.2.5.13 c~~,~~ or 4.3.4.14 c~~, or 4.4.5.14 c~~ apply.	3.0	3.5
	Single residential unit (including ancillary residential unit) where Rules 4.2.5.13 b~~,~~ or 4.3.4.14 b~~, or 4.4.5.14 b~~ apply.	5.5	6.0

ACCESSORY BUILDINGS, VEHICLE ACCESS AND VEHICLE PARKING

13. The table at Rule 25.14.4.1 h) specifies vehicle crossing widths. I have identified that the rules notified on 27 May 2024 including a reference to a rule of the residential chapter only apply to residential units facing a transport corridor. There are no rules relating to residential units with vehicle access to a private way, internal vehicle access or rear lane.

14. I recommend that this table be expanded to specify vehicle access widths for residential units with vehicle access from a private way, internal vehicle access, or rear lane. My recommended changes (green text underlined) to the table at Rule 25.14.4.1 h) (as notified on 27 May 2024) are as follows

(the recommended changes from paragraph 12 above are shown in red text both underlined and ~~struck through~~):

Design and Access Widths

h. Vehicle crossing and internal vehicle access shall:

i. Comply with the relevant dimensions identified in the Tables below.

Widths of Vehicle crossings ~~widths~~ or vehicle access from a private way, internal access, or rear lane

Zone or Activity		Width (m)[1]	
		Minimum	Maximum
Residential Zones, except as provided below	Single residential unit (including ancillary residential unit) where Rules 4.2.5.13 c~~,~~ or 4.3.4.14 c~~, or 4.4.5.14 c~~ apply.	3.0	3.5
	Single residential unit (including ancillary residential unit) where Rules 4.2.5.13 b~~,~~ or 4.3.4.14 b~~, or 4.4.5.14 b~~ apply.	5.5	6.0
	Duplex housing where Rules 4.2.5.13 e or 4.3.4.14 e apply – a combined vehicle crossing to serve two units.	5.5	6.0
	Terrace housing where Rules 4.2.5.13 e, 4.3.4.14 e, or 4.4.5.14 d apply.	3.5	6.0
	Single residential unit (including ancillary residential unit) with vehicle access from a private way, internal vehicle access, or rear lane.	3.0	3.5
	Duplex housing - a combined vehicle access to two residential units from a private way, internal vehicle access, or rear lane.	5.5	6.0

RULE 4.3.4.6 a) ii) BUILDING SETBACKS

15. The version of Rule 4.3.4.6 a) ii) notified on 26 May 2024 does not align with the changes recommended in my Primary Evidence (paragraph 169 a) i)).

16. To ensure consistency within the District Plan, I recommend that Rule 4.3.4.6 a) ii) is amended to better align with the equivalent rules in the

General Residential Zone (Rule 4.2.5.6 a) i)) and High Density Residential Zone (Rule 4.2.5.6 a) i)).

17. My recommended changes to Rule 4.3.4.6 a) ii) are as follows

The feature from which setbacks for buildings and other specific features are measured		Minimum setback distance
a.	Transport Corridor boundary, except as provided for below:	1.5m
	i. A single story unenclosed verandah / patio / porch space attached to a residential unit	1m
	~~ii. garage doors or carports that face the transport corridor~~	~~1.5m, or at least 5m~~
	ii. Local and collector transport corridors	1.5m, except where garage doors or carports face a transport corridor, they must be setback 1.5m or at least 5m.
	iii. Arterial transport corridors	5m

CONCLUSION

18. I have reviewed the transport provisions notified on 27 May 2024 and received feedback from HCC staff. Based on these, I recommend further changes to the following provisions to improve the accuracy, clarity, certainty, and consistency of the District Plan.

19. I have recommended further amendments to the following provisions:

a) Appendix 15-5 Criteria for the Form of Transport Corridors and Internal Vehicle Access.

b) Rule 25.14.4.1 h) Design and Access Widths.

c) Rule 4.3.4.6 a) ii) relating to Building Setbacks.

Alastair Black

29 August 2024

APPENDIX A

OFFICERS' RECOMMENDED AMENDMENTS TO PC12 PROVISIONS IN RESPONSE TO SUBMITTER AND SUPPLEMENTARY EVIDENCE

A full set of the recommended amendments dated 14 August 2024 is available on HCC's external PC12 website at:

https://hamilton.govt.nz/property-rates-and-building/district-plan/plan-changes/plan-change-12/

APPENDIX B

RECOMMENDED AMENDMENTS TO APPPENDIX 15-5 CRITERIA FOR THE FORM OF TRANSPORT CORRIDORS AND INTERNAL VEHICLE ACCESS

Table 15-5a) i: Criteria for the form of Internal Vehicle Access

						Berm requirements[5]					
Transport corridor type[1]	**Land use environment [2]**	**Design speed environment (max desirable)**	**Legal width (min desirable)[4, 9]**	**Carriage way width[3]**	**Movement lane width[10]**	**Berm requirements[5]**	**On-street parking requirements (min desirable)**	**Public transport requirements (min desirable)[7]**	**Footpath requirements (min desirable)[8]**	**Cycle requirements (absolute minimum)**	**Service corridor (min desirable)[6]**
Residential Land Use Environment											
Private Way	Residential (serving 1-6 units)	10km/h	4m	3.5m	2-way flow, not marked	One side	None	None	Shared zone	Shared zone — no dedicated facility	One side
Private Way	Residential (serving 7-20 units — via common property under Unit Titles Act)	10 km/h	6m	5.5m	2-way flow, not marked	1.5m both sides	None	None	Shared zone	Shared zone — no dedicated facility	~~1.5m both sides~~ One side
Rear Lane	Residential	10 km/h	7m	5.5m	2-way flow, not marked	None	None	None	Shared zone	Shared zone — no dedicated facility	One side

Table 15-5a) ii: Criteria for the form of Transport Corridors

						Berm requirements[5]						
Transport corridor type[1]	Land use environment[2]	Design speed environment (max desirable)	Legal width (min desirable)[4, 13]	Carriage way width[3]	Movement lane width[14]	Berm requirements[5]	On-street parking, stormwater management, or landscaping		Public transport requirements (min desirable)[11]	Footpath requirements (min desirable)[12]	Cycle requirements (absolute minimum)	Service corridor (min desirable)[6]
							On-street parking requirements (min desirable)	Stormwater management or landscaping				
Residential Land Use Environment												
Local (low volume)	Residential (serving 7-20 units via fee simple tenure)	30km/h	16.8m	6m	2-way flow, not marked	5.4m both sides	Recessed parallel parking bays (2.1m) on both sides	Where parking is not provided -specific design (2.1m wide) on both sides[8]	None	1.8m wide footpath, both sides	Cycling on road shared in movement lane	1.5m both sides
Local	Residential	30km/h	20m	6m	2-way flow, not marked	7m both sides	Recessed parallel parking bays (2.1m) on both sides	Where parking is not provided -specific design (2.1m wide) on both sides[8]	None	1.8m wide footpath, both sides	Cycling on road shared in movement lane	1.5m both sides
Collector – Non-PT Route	Residential	40 km/h	24.2m or 22.9m with bi-directional cycleway	6.4m	2 @ 3.2m, marked	8.9m both sides or 6.1m and 10.4m with bi-directional cycleway	Recessed parallel parking bays (2.1m) on both sides	Where parking is not provided -specific design (2.1m wide) on both sides[8]	None	2m wide footpath, both sides	2m off road, separated from carriageway, both sides with 0.8m separator from parking. ~~(including shy distances)~~[15] Or 3.5m bi-directional off-road separated from carriageway on one side with 0.8m separator from parking[16].	2m both sides
Collector - PT Route	Residential	40km/h	24.6m or 23.3m with bi-directional cycleway	6.8m	2 @ 3.4m	8.9~~8~~m both sides or 6.1m and 10.4m with bi-directional cycleway	Recessed parallel parking bays (2.1m) on both sides	Where parking is not provided -specific design (2.1m wide) on both sides[8]	All bus stops to be in lane. 2.8m berm with bus shelter	2m wide footpath, both sides	2m off road, separated from carriageway, both sides with 0.8m separator from parking. ~~(including shy distances)~~[15] Or 3.5m bi-directional off-road separated from carriageway on one side with 0.8m separator from parking[16].	2m both sides
Minor Arterial	Residential (Managed or limited direct access)[10]	60km/h	Specific design[8]	Specific design[8]	2 @ 3.5m, marked, plus 3m flush median	Specific design[8]	Recessed parallel parking bays (2.1m) on both sides	Where parking is not provided -specific design (2.1m wide) on both sides[8]	All bus stops to be kerbside. Potential for bus priority at intersections	2m footpath on both sides	Separated cycle lanes on both sides or bi-directional off-road separated from carriageway one side (subject to specific design[8, 15, 16])	2.5m both sides
Major Arterial	Residential (Limited or no direct access)[10]	80km/h	Specific design[8]	Specific design[8]	4 @ 3.5m, marked, plus 3m	Specific design[8]	None	Specific design[8]	All bus stops to be recessed. Potential for	Separated footpath and cycle facilities subject to specific design[8, 15, 16]		Specific design[8]

						Berm requirements[5]						
Transport corridor type[1]	Land use environment[2]	Design speed environment (max desirable)	Legal width (min desirable)[4, 13]	Carriage way width[3]	Movement lane width[14]	Berm requirements[5]	On-street parking, stormwater management, or landscaping		Public transport requirements (min desirable)[11]	Footpath requirements (min desirable)[12]	Cycle requirements (absolute minimum)	Service corridor (min desirable)[6]
							On-street parking requirements (min desirable)	Stormwater management or landscaping				
					solid median				bus priority at intersections			
Industrial Land Use Environment												
Local	Industrial	40km/h	20m	9m	2 @ 4.5m, not marked	5.6m both sides	Recessed parallel parking bays (2.1m) on both sides	Where parking is not provided -specific design (2.1m wide) on both sides[8]	None	1.5m wide footpath, both sides	Cycling on road shared in movement lane	1.5m both sides
Collector	Industrial	40km/h	~~28.6m~~ 27.8m or 26.5m with bi-directional cycleway	11m	2 @ 4.5m, marked, plus 2m flush median	8.4~~5.6~~m both sides or 5.6m and 9.9m with bi-directional cycleway	Recessed parallel parking bays (2.1m) on both sides	Where parking is not provided -specific design (2.1m wide) on both sides[8]	All bus stops to be kerbside	1.5m wide footpath, both sides	2m off-road, separated from carriageway, both sides, with 0.8m separator from parking[15] Or 3.5m bi-directional, off-road, separated from carriageway, on one side with 0.8m separator from parking.[16]	2m both sides
Minor Arterial	Industrial	60km/h	Specific design[8]	12m Specific design[8]	2 @ 4.5m, marked, plus 3m flush median	Specific design[8]	Recessed parallel parking bays (2.1m) on both sides	Where parking is not provided -specific design (2.1m wide) on both sides[8]	All bus stops to be kerbside	2m footpath on both sides	Separated cycle lanes on both sides Or bi-directional, off-road, separated from carriageway, on one side (subject to specific design[8, 15, 16])	2.5m both sides
Major Arterial	Industrial	80km/h	Specific design[8]	Specific design[8]	4 @ 3.5m, marked, plus 3m solid median	Specific design[8]	None	Specific design [8]	All bus stops to be recessed	Separated footpath and cycle facilities (subject to specific design [8, 15, 16])	Both sides (subject to specific design[8])	Both sides (subject to specific design [8])
Business Centres Land Use Environment												
Service Lane	Business Centres	10km/h	9m	5m	2 way flow, not marked	Specific design[8]	None	None	None	Shared zone	Shared zone — no dedicated facility	1.5m both sides
Local	Business Centres	30km/h7	Specific design[8]	12m (subject to specific design[8])	2 @ 3m	Specific design[8]	Parking one side only. May be recessed, parallel or angled	Where parking is not provided -specific design (2.1m wide) on both sides[8]	All bus stops to be kerbside	2 @ 3.5m (subject to specific design[8])	Cycling on road shared in movement lane (subject to specific design[8])	1.5m both sides (subject to specific design[8])
Collector	Business Centres	40km/h7	Specific design[8]	Specific design[8]	2 @ 3.5m plus median	Specific design[8]	Specific design[8]. Parking and loading spaces recessed.	Specific design [8]	All bus stops to be kerbside	2 @ 3.5m (subject to	Separated cycle lanes on both sides or bi-directional separated	2m both sides (subject to

						Berm requirements[5]						
Transport corridor type[1]	Land use environment[2]	Design speed environment (max desirable)	Legal width (min desirable)[4, 13]	Carriage way width[3]	Movement lane width[14]	Berm requirements[5]	On-street parking, stormwater management, or landscaping		Public transport requirements (min desirable)[11]	Footpath requirements (min desirable)[12]	Cycle requirements (absolute minimum)	Service corridor (min desirable)[6]
							On-street parking requirements (min desirable)	Stormwater management or landscaping				
							Parking may be parallel or angled on both sides			specific design[8])	from carriageway on one side (subject to specific design[8, 15, 16])	specific design[8])
Minor Arterial	Business Centres	60km/h[7]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]. Typically recessed parallel parking bays (2m) on both sides	Specific design [8]	All bus stops to be kerbside	2 @ 3.5m (subject to specific design[8])	Separated cycle lanes both sides or bi-directional separated from carriageway on one side (subject to specific design[8, 15,16])	2.5m both sides (subject to specific design[8])
Major Arterial	Business Centres	60km/h[7]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]. Typically no on street parking provided	Specific design [8]	All bus stops to be kerbside. Potential for bus priority at intersections	Separated footpath and cycle facilities on both sides (subject to specific design[8, 15, 16])		Both sides (subject to specific design[8])
Future Urban Land Use Environment												
Local	Future Urban[9]	40km/h	Specific design[8] (no less than 20m)	8m	2 @ 3m plus 2 @ 1m shoulder	Specific design[8]	None	Specific design[8]	None	1.5m wide footpath, both sides	Cycling on road shared in movement lane	Both sides
Collector	Future Urban[9]	60 or 80km/h	Specific design[8] (no less than 23m)	9m	2 @ 3m plus 2 @ 1m shoulder	Specific design[8]	None	Specific design[8]	All bus stops to be recessed	2.5m, shared off road footpath and cyclepath, both sides	Both sides	Both sides
Minor Arterial	Future Urban[9]	60km/h	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]
Major Arterial	Future Urban[9]	80km/h	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]	Specific design[8]

Table 15-5b): Criteria for the form of Transport Corridors and Internal Vehicle Access in the Peacocke Structure Plan