

Before the Hamilton City Council

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Under                      The Resource Management Act 1991

In the matter of        Proposed Plan Change 3 – Temple View Boundary Alteration

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**Statement of evidence of Joy Catherine Morse for the NZ Transport Agency – Planning**  
Dated 19 June 2019

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## **1 Qualifications and experience**

- 1.1 My full name is Joy Catherine Morse. I am employed as a Planner at KTB Planning Consultants Ltd, a planning consultancy based in Cambridge. I have held this position since March 2018. Prior to my current role I was employed by Waipa District Council as a consents planner.
- 1.2 I hold a Bachelor of Resource and Environmental Planning (Honours) from Massey University.
- 1.3 I have four years of experience in the field of resource and environmental planning which includes monitoring and consenting at a local government level, and preparing and processing resource consents for both private and local government clients.
- 1.4 My evidence relates to the NZ Transport Agency's ('**Transport Agency**') submission on the Proposed Plan Change 3 – Temple View Boundary Alteration ('**the Proposal**') by Hamilton City Council ('**Applicant**').
- 1.5 I was engaged by the Transport Agency prior to the Proposal being notified and was involved in the drafting of the Transport Agency's submission on the Proposal.

## **2 Code of Conduct**

- 2.1 Although this matter is not before the Environment Court, I confirm that I have been shown a copy of the Environment Court's Code of Conduct for Expert Witnesses, and have read that document. I confirm that I agree to comply with the Code of Conduct. I have outlined my expert qualifications above. I confirm that in this statement I address matters within my area of expertise and that I have undertaken sufficient research and data analysis to form the views and opinions that are expressed in my evidence. I confirm that I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

## **3 Process Matters**

- 3.1 It is acknowledged that this evidence is being submitted later than five working days prior to the commencement of this hearing required by Section 103B(4) of the Resource Management Act 1991. It is requested that the commissioners consider this evidence as part of proceedings and in making a decision on Proposed Plan Change 3. The reasons for the delay in submitting this evidence is as follows:
- Limited staffing and technical expert capacity following the release of the applicant's evidence.

## **4 Scope of evidence**

- 4.1 In preparing my evidence, I have reviewed the application and accompanying material and those sections of the 42A Report and accompanying expert advice relevant to the transportation network and the Transport Agency's submission.

## **5 Transport**

- 5.1 Transport Agency remains supportive of Proposed Plan Change 3, Option 5 to '*Rezone area to Temple View Zone and overlay Precinct provisions to ensure fully integrated development*

between 14ha and the existing Precinct areas (currently described in ODP as CDP areas), within the Temple View Zone,' as it is acknowledged that the rezoning of the subject land for residential development is generally anticipated.

5.2 The Transport Agency is generally supportive of the recommendations of Hamilton City Council's Policy Planner, Ms Laura Jane Gault as they relate to the transportation network. In particular, the inclusion of proposed Rule 25.14.4.3 e) iii) as follows:

*e) iii) A Broad ITA shall be prepared for subdivision creating any additional lots and/or any new development which generates greater than 100vpd, within Temple View Zone Precinct 3 identified in Volume 2, Appendix 4, Figure 4-5. In addition to the Broad ITA consent specified in 25.14.4.3 m) the assessment shall include but not be limited to, specific consideration of demand, levels of service and options for mitigation at the following intersections:*

1. Tuhikaramea Rd/SH23
2. Tuhikaramea Rd/Killarney Rd/Gibson St
3. Tuhikaramea Rd/Collins Rd

5.3 The Transport Agency concurs with the advice provided by Mr Alistair Black (refer page 14 of the S42A report) that states that there is a risk of incremental effects of smaller developments in the Temple View Zone not required to undertake an ITA potentially causing cumulative and adverse effects on the transport network. Whilst the Transport Agency is supportive of the proposed new rule above, we suggest that this could be improved to better address the concerns of Mr Black if the rule was amended to require a Broad ITA at the time of first subdivision of the land within Temple View Zone Precinct 3. This would enable the development of a more connected and integrated transport network as well as providing a comprehensive approach to identifying potential cumulative and adverse effects on the transport network.

5.4 It is further recommended that consideration be given to additional provisions which require the ITA to specifically consider the role of a multimodal transport system (walking, cycling and public transport) which may assist in reducing demand on the existing and future transportation network.

## 6 Conclusion

The Transport Agency supports Proposed Plan Change 3, Option 5. The Transport Agency is supportive of the inclusion of additional transportation rules within the Temple View Zone which seeks to address potential cumulative and adverse effects on the transport network. It is considered that further consideration should be given to the timing of a future ITA(s) and how a multimodal transport system approach could be incorporated to achieve a comprehensive approach to the development of Temple View Zone Precinct 3.



Joy Morse

**PLANNER**

For the NZ Transport Agency – Planning

Date: 19 June 2019