

Hearing Statement

- 1.1 My name is Sarah Jenkin. The statement of my experience is provided in paragraphs 1.3-1.5 of my Evidence in Chief.
- 1.2 In addition to the pre-hearing conference I attended on 26 September 2023, I also attended expert conferencing on 15 and 16 November 2023, which culminated in a Joint Witness Statement – Planning (JWS – Planning). As signalled in Topic 2.4 of that statement, I subsequently met with Ms Copplestone on several occasions to review and update amendments to the transport-related provisions in Proposed Plan Change G (PPCG). The outcome of this review is provided in the updated District Plan provisions posted on the PCG website on 1 Dec 2023.
- 1.3 My EIC (paragraph 9.2) identified three areas where I considered the relief sought by Waka Kotahi in its submission and further submission had not been addressed:
 - a Drafting of the provisions as they related to transport upgrades required to support growth enabled by PPCG; and
 - b Funding for the required transport-related mitigation, and hence certainty that the necessary mitigation would be delivered in the required timeframe to mitigate potential transport-related effects on SH57.
 - c Assessment of how a reduction in Vehicle Kilometres Travelled (VKT) would be achieved
- 1.4 The transport expert conferencing resulted in preparation of a JWS which provide helpful input for resolving some of the concerns in Waka Kotahi's original submission. The outcome of the expert conferencing, and Ms Copplestone's and my further discussions, have largely addressed my concerns about provisions drafting. Accordingly I support the amendments as shown in the updated DP provisions subject to the corrections she identified in her summary yesterday.
- 1.5 As a consequence, item P on Aokautere Structure Plan Map 7A.4 – Reply Evidence Rectified Version dated 4 December, for a new pedestrian crossing of SH57 between Adderstone Reserve and Silkwood Place (P) is no longer required, consistent with Ms Copplestone's amendments to Table 7A.1.
- 1.6 The amendments also address my concern about the potential impacts on SH57 of development in the rural residential overlay. Consistent with the approach to subdivision in the Aokautere Greenfield Residential Area, subdivision in the Rural Residential Overlay would require a transport assessment, as would an application for a retirement village in the Aokautere Greenfield Residential Area. The one aspect the amendments don't cover is notification in relation to these activities.
- 1.7 Whilst applications for an RDA and NCA in the Aokautere Greenfield Residential Area require Waka Kotahi to be limited notified unless written approval has already been provided (Rules 7A.5.4.1 and 7A.5.6.1 respectively) the equivalent requirement doesn't apply to the equivalent rules in the Rural and

Residential chapters of the District Plan despite the similar approaches to manage the transport-related impacts of development.

- 1.8 I acknowledge this wasn't explicitly referred to in my evidence as an amendment. I have raised it now because, in amending the transport-related policies and rules in Chapters 7 and 10 to be consistent with the approach in Chapter 7A and to recognise the potential impacts of development on SH57 at Aokautere, I would seek that a consistent approach is also taken with regard to notification. This would ensure that Waka Kotahi has the opportunity to consider the impacts of relevant development on the state highway and assist it to fulfil its statutory obligations. Waka Kotahi's original submission raised a concern about the potential for the notified provisions to compromise Waka Kotahi's statutory obligations and I consider this provides the scope for this request.
- 1.9 Turning to funding, Mr Murphy noted on Monday that funding for years 1-3 of the transport upgrades is proposed to be included in the 2024 LTP, however, funding for years 4 onwards would require external funding under the Infrastructure Funding and Financing Act (IFF), developer agreements or external funding mechanisms. I wasn't sure whether this also included development contributions. Whilst funding for the SH57 transport upgrades is not specifically an RMA matter since financial contributions are not proposed, if this is not resolved there may reach a point at which development can no longer occur in the PCG area because the intersection upgrades are not operational, transport assessments are showing that the intersection and turning capacity thresholds have been exceeded and the effects of additional traffic are shown to be more than minor or contrary to the relevant objectives and policies (s104D of the RMA).
- 1.10 Clause 3.5 of the NPS-UD requires PNCC to be satisfied additional infrastructure is likely to be available. If any applications for Waka Kotahi funding for the SH57 intersection upgrades are unsuccessful, alternative funding sources will be required to ensure there is certainty that the upgrades can be delivered to continue to support growth once capacity has been exceeded.
- 1.11 I note Ms Copplestone's conclusion that PCG has had appropriate regard to Target 1 of the National Emissions Reduction Plan (NERP) and hence this means regard has been given to reducing VKT.

Error correction

- 1.12 There is one minor error in my EIC I would like to correct – on page 18 in the fourth line from the top 'approach' should be 'approval'.

Thank you for the opportunity to speak to this summary. I am available to answer any questions from the Commissioners.

Sarah Lea Jenkin

6 December 2023