

## **May it please the Commissioners**

1. This memorandum provides an update to the commissioners on the work undertaken by the Hawea Community Association since the closing of the Stage 3 Hearing on Stream 18 – Hawea Settlement Zone.
2. The information provided is relevant to the commissioner's final decision on Universal Developments rezoning sought.
3. The Hawea Community Association therefore seeks leave to submit this relevant information after the close of hearing, and asks that the commissioners take it into account when assessing the feasibility of infrastructure upgrades along with the ability for those upgrades to be funded.

## **Intersection upgrades:**

Since the close of the hearing the HCA has become aware of a specified HPMV route that runs through the two intersections Universal Developments and the council are jointly working on upgrading.

In discussions with QLDC councillors the HCA has been informed that this route is critical to the movement of freight through the area. But the designs submitted so far will not be able to accommodate HPMV truck movements safely by separating the HPMV truck movements from the large increase in traffic brought about by Universals proposed rezoning.

## **Wastewater System**

The HCA have been trying to ascertain the parameters and assumptions involved in the business case put forward by the QLDC as justification for a connection to Project Pure for over a year now. We have been told on numerous occasions that it is just not financially feasible to have a separate system with the business case used as justification.

Since the close of the hearing the council has sought to engage with the HCA around the wastewater issue. Our first questions related to the further information sought around the business case above. We were informed by the council that this was now irrelevant, and all options were now back on the table.

Since the hearings closed it has become public knowledge that Project Pure at the airport is currently operating with little to no redundancy available for maintenance of the current plant. A \$2.7 million dollar upgrade is proposed to provide this redundancy, but this does not include any capacity for the Hawea connection.

## **Conclusion**

Despite the SHA legislation requiring that the necessary infrastructure upgrades be in place or are likely to be in place as well as being fully funded. A wastewater system for Hawea is not in place, likely to be in place in the near future, and the neither is the funding for it. It is impossible to know how much funding will be required without knowing exactly what the QLDC is trying to fund. Until a final plan is presented by the QLDC with a realistic option of how Hawea's wastewater will be handled and how and when it will be funded, it is impossible to say exactly how much it will cost and then address how it will be paid for. There are many examples of urban growth being allowed to

occur in New Zealand communities without the wastewater system being in place and the subsequent cost of wastewater systems being far more than what was originally budgeted. The worst of which would have to be Mangawhai where a \$10.8 million dollar system blew out to \$57 million dollars. The QLDC is very near it's legally allowed borrowing limits and any cost over runs will most likely be borne directly by ratepayers.

The design of the relevant intersections proposed by the council and Universal developments do not include the critical factor that an Approved HPMV route runs through them. This should have been a basic parameter brought in at the beginning of the exercise. But the work on the intersections to date do not demonstrate how the HPMV truck movements will be accommodated safely especially considering the amount of traffic that will come about as a result of any re-zoning outside the current UGB.

Dated the 6<sup>th</sup> of November 2020

A handwritten signature in black ink, appearing to read 'R White', written in a cursive style.

Robert White

Vice Chair Hawea Community Association

### **Domain/Cemetery, Domain/Capell avenue intersections and trucking usage**

In the two weeks preceding the 22<sup>nd</sup> of October after the close of the hearings this year. The Domain Road-Noema Terrace intersection in Lake Hawea township was used by several trucking firms all under the ownership of HWR Richardson Group as a driver interchange. This came about because of the Edendale Fonterra plant needing unscheduled maintenance. The milk from the Local Devon Dairy farms had to go somewhere and Westport Milk Products Hokitika was apparently the only option.

*Insert map*

There were up to five trucks a day parked on each side of the intersection. With driver changes happening throughout the day and night. The distance between Hokitika and Hawea was the



maximum distance the drivers could do in one stint without a break. One driver was used to ferry trucks between Devon Dairies and Hawea and the long-haul drivers then took the trucks up to Hokitika and back.

The HCA is aware of milk truck movements through the township particularly after the Waiho Bridge collapse in March 2019 and subsequent West Coast road closures. As we stated in our submissions to the hearing all milk from South of the West Coast road closures must pass through Hawea to get to the Southland and South Canterbury milk processing facilities. This is because the Albert Town and Camphill bridges cannot carry the weight of these truck and trailer units. This leaves the truck operators with the Hawea Dam as the only land-based route to take these oversize and overweight trucks between the West and East coasts.

It was not until the Noema Terrace event that the size, classification and number of truck movements that relate to just one farm could be assessed. Then the issues surrounding them understood.

On first inspection of all the trucks at the Noema Terrace intersection they all had yellow H's attached to the front of the trucks and rear of the trailers. This delineates these trucks as operating under an H.P.M.V classification.

This classification of trucks are the heaviest and longest types of trucks allowed on New Zealand roads. They are so large they can only travel on set routes approved by the NZTA and local councils. This is for safety reasons and the potential damage they can cause to roads not designed for their use.

After ringing the N.Z.T.A to get information on the H.P.M.V trucks they suggested contacting the Q.L.D.C as they are of course in charge of local road H.P.M.V movements. In Tony Francis's (QLDC Road Corridor Engineer) email attached dated the 16th of September Tony confirms that Kane/Gladstone road - Cemetery road - Domain – Capell Avenue – SH6 are a designated H.P.M.V route.

There are serious safety and design implications that flow from the fact that this H.P.M.V route flows through the two major intersections Universal may have to contribute to upgrading.

In the hearings process the HCA submitted that there are parts of the road between the Cemetery/ Domain road and Capel Avenue/Domain road Dam intersection that are more than a metre smaller than the NZTA's recommended minimum width for private motor vehicle let alone the largest trucks that travel on New Zealand roads.

Universals latest design for the Dam intersection show a 15m radius for the roundabout. The below table found on page 9 of the TERNZ transport research which was found on the NZTA's website. Shows that HPMV 4 axel truck, 5 axel trailers like one of the trucks recently found in Hawea would stray outside its own lane even with a 50-metre radius to the roundabout. For the proposed design from Universal developments roundabout with a 15-meter radius the off-tracking of the truck below would be between 2.90m for the 12.5-meter radius and 1.51m for the 25m radius.

Vehicle Configuration	Offtracking (metres)			
	12.5m radius	25m radius	50m radius	100m radius
19m quad semitrailer	3.95	1.81	0.74	0.22
20m 4-axle truck and 4-axle trailer	2.90	1.02	0.31	0.16
23m HPMV 50MAX truck and trailer	3.94	1.61	0.56	0.18
23m HPMV 50MAX B-train	4.04	1.51	0.49	0.09



HPMV 4 Axel Truck – 5 Axel Trailer 17<sup>th</sup> September 2020

The competing interests on these intersections cannot all be reconciled.

We have an important trucking route that is dictated by the fact that little to no money has been spent on upgrading the bridges in the area so that HPMV trucks can stay on the state highways which are designed and maintained for their use rather than the local roads like Gladstone road which is constantly under repair as it's width cannot accommodate two trucks traveling in opposite directions to each other. This means all the trucks weight goes on the weakest part of road being the edge. The HPMV trucks currently operate on this route because of the relatively small amount of traffic compared to developed urban areas. This allows the HPMV trucks to use both lanes of the roadway as well as the grass verge in order to negotiate the relatively tight turning radii of these intersections despite the safety issues in doing so.

With the proposed growth by Universal developments the above situation will not be able to be continued on with safely. The amount of traffic on our roads will not allow these trucks to use the whole roadway to negotiate these intersections as well as allow for the rest of the traffic on the road.

We have the Dam structure that would need to be rebuilt or significantly added to in order to accommodate a 50-metre turning radius. The costs of which would be prohibitive.

Lastly, we have the safety of public and Hawea community as road users. This issue was completely ignored by the QLDC and the NZTA approved this designated route in the first place. Secondly the fact that this issue has not been raised so far in the hearings process is a further indictment of the lack of care being shown by the QLDC for the safety of its residents and road users. In working together with Universal Developments to come up with intersection designs without acknowledging the existence of this HPMV route and the implications it has for their design.

## **Wastewater**

In John Langley's (HCA Wastewater committee member) email of 6<sup>th</sup> of November attached, he sets out the HCA's meetings with the council and the information we have sought.

It is a reply to Councillor Niamh Shaw's email of the 5<sup>th</sup> of November which contains a link to a video of the last council meeting where clarification is sought by Councillor Shaw on the status of the Hawea wastewater upgrade. The council staff respond that the project is not "underway" as the report states and all options are back on the table.

Link: <https://www.facebook.com/NiamhShaw4QLDC/posts/413402596685834> at 27:00 minutes in