

Before the Hamilton City Council Hearings Panel

Under the Resource Management Act 1991 (the **RMA**)

In the matter of a submission by the Waikato Regional Council (submitter reference 41) on Private Plan Change 2 -Te Awa Lakes

And

In the matter of Hamilton City Council District Private Plan Change 2

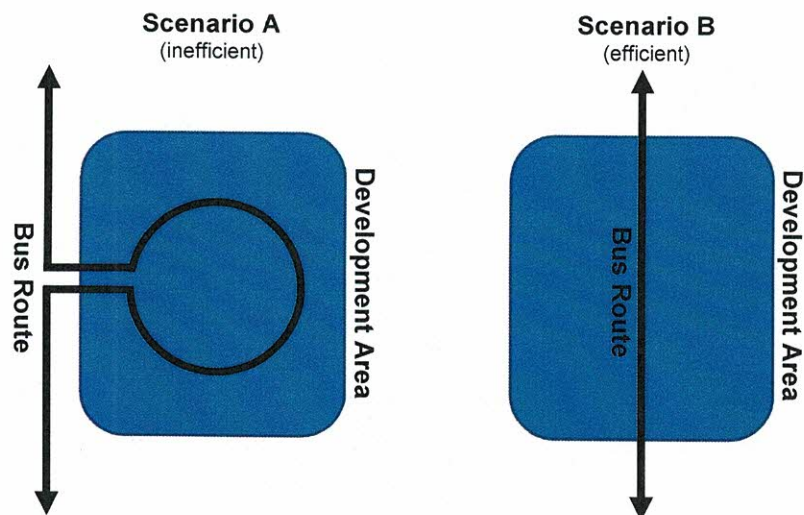
Summary of evidence of Andrew Stephen Wilson for the Waikato Regional Council

Dated 1 December 2019

- 1 My full name is Andrew Stephen Wilson.
- 2 I am employed by WRC in the role of Public Transport Manager. I am responsible for the planning and delivery of public transport services within the Waikato region, including within Hamilton City.
- 3 I repeat the confirmation given in paragraph 9 of my EIC that I have read, and agree to comply with, the Code of Conduct for Expert Witnesses (Environment Court Practice Note 2014).
- 4 This statement is a summary of the key matters within my primary statement of evidence dated 12 November 2019.

SUMMARY OF EVIDENCE

- 5 Based on the evidence I have presented, I consider that:
 - a) Plan Change 2 offers land-use activities and housing densities that warrant provision of quality public transport services.
 - b) The proposed roading layout and lack of connectivity to adjacent sites precludes the effective and efficient provisioning of public transport services.
 - c) The single vehicular access point to and from the site means any public transport service must double back on itself in order to service the development area (akin to *Scenario A* below).



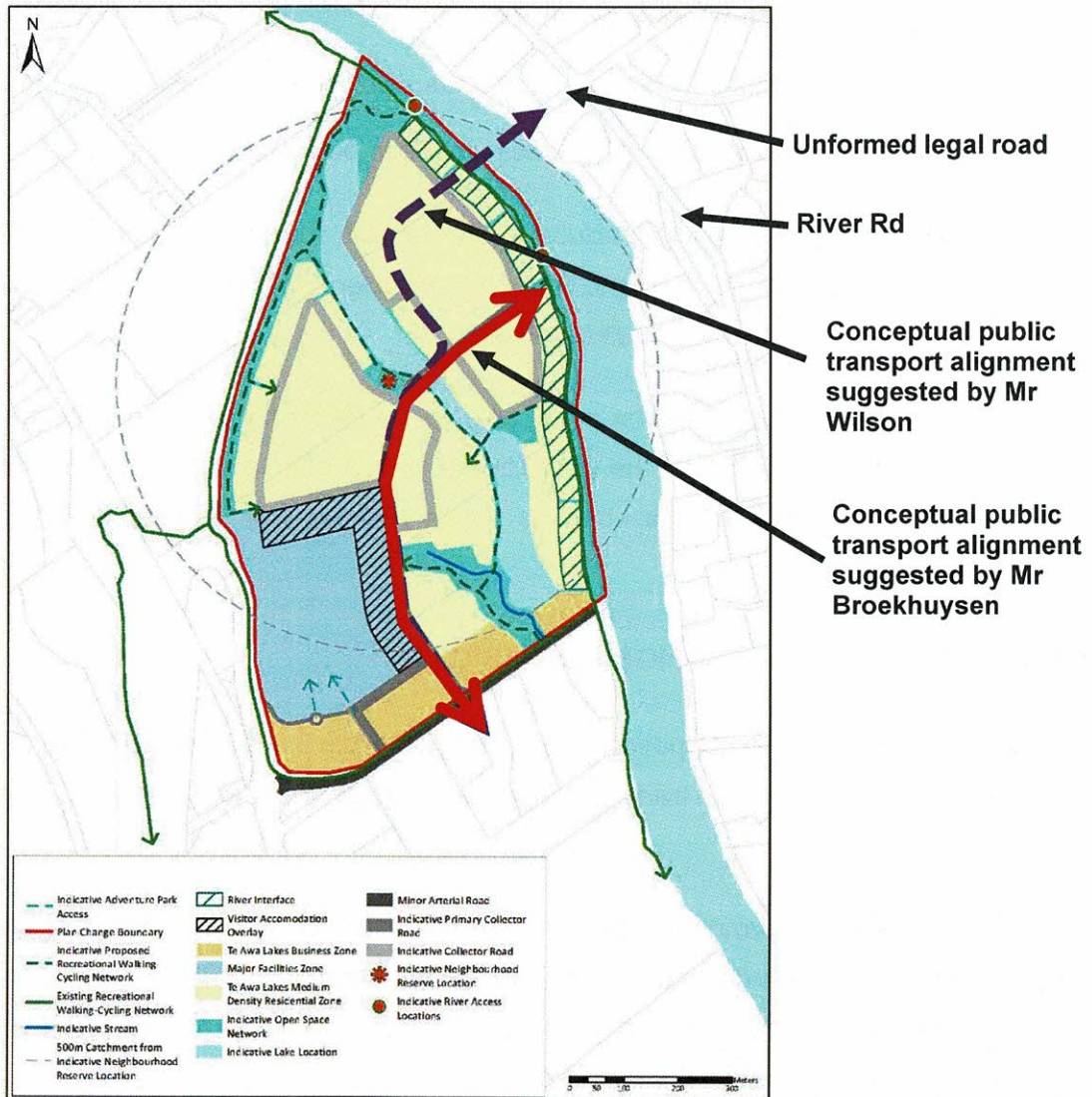
- d) *Scenario A* is inefficient and compared with *Scenario B* it would result in:
- i. longer travel times;
 - ii. less patronage and less fare revenue;
 - iii. higher resource requirements indefinitely (vehicles, drivers and fuel);
 - iv. higher operating costs indefinitely;
 - v. higher public subsidy requirements indefinitely
 - vi. opportunity cost - (resources unable to be utilised elsewhere)
- e) There is potential to not preclude a future public transport route through the plan change area (akin to *Scenario B*) such that it aligns with an unformed legal road on the opposite side of the Waikato River.
- f) If public transport services were able to be efficiently provisioned through the development area then the plan change would offer a superior public transport outcome compared to a scenario where the site was developed for industrial purposes.

AMENDMENT TO PLAN CHANGE PROVISIONS

- 6 Ms Heppelthwaite has proposed a new provision (Rule 3.8.5.3.3A) which would enable consideration of a public transport alignment through the plan change area at a later date.
- 7 Crucially, the new provision would require consideration of a through route alignment prior to final confirmation of the roading alignment and prior to development occurring. A copy of the proposed new provision (Rule 3.8.5.3.3A) is included as Attachment 1 to this summary statement of evidence.
- 8 I consider that the amendment would provide sufficient scope and opportunity for all relevant parties to agree a through route alignment for the site at a later date.

OTHER MATTERS – PUBLIC TRANSPORT THROUGH ROUTE OPTIONS

- 9 Mr Broekhuysen has suggested an alternative concept¹ for achieving a public transport through route alignment to that presented in my primary statement of evidence². The two alignment concepts are illustrated below.



- 10 Mr Broekhuysen's suggestion does not seek to utilise the unformed legal road on the opposite side of the river to the plan charge area. I have concerns with the rationale outlined by Mr Broekhuysen in his reply statement and note that the suggested alignment would likely require extensive public acquisition of private land on the opposite side of the river.

¹ Reply Statement Jonathan Broekhuysen, paragraph 3.10

² described in my EIC, paragraph 64 – Figure 4 Alternative Public Transport Concept

- 11 However I also note that provided the new provision (Rule 3.8.5.3.3A) proposed by Ms Heppelthwaite is adopted, then any differences in opinion can be worked through at a later date.

CONCLUSION

- 12 If public transport services are able to be efficiently provisioned through the development area then the plan change would offer a superior public transport outcome for the site and wider area.
- 13 I consider that the proposed amendment (Rule 3.8.5.3.3A) would provide sufficient scope and opportunity for all relevant parties to agree a public transport through route alignment for the site at a later date and at a time when all parties have greater certainty regarding the site and emerging public transport planning within the wider area.
- 14 If Rule 3.8.5.3.3A were to be included then I would no longer be opposed to the plan change on public transport grounds.

Andrew Stephen Wilson

1 December 2019

Attachment 1

Rule 3.8.5.3.3A:

For any Land Development Plan Consents and resource consent applications in the Business 6 zone and the Te Awa Lakes Adventure Park Major Facilities zone that include any part of the Indicative Primary Collector Road shown on Structure Plan Figure 2-21, the Integrated Transport Assessment is also to include evidence of consultation with Waikato Regional Council and Hamilton City Council on the provision of public transport. In particular it is to include:

- a. the location, alignment and corridor cross section dimensions of the Indicative Collector Road; and ,*
- b. connection opportunities to a potential future transit connection over the Waikato River (connecting Te Awa Lakes (in the west) to River Road (in the east)). Evidence of how that feedback has been addressed is to be included in the ITA.*