

IN THE MATTER The Resource Management Act 1991

AND

IN THE MATTER of the Kapiti Coast Proposed District Plan, Chapter 6 –
Working Zones

SUBMITTER **Hingaia Centre Limited**

**STATEMENT OF EVIDENCE OF John Douglas Parlane
ON BEHALF OF ST HELIERS CAPITAL LIMITED**

5 September 2016

Introduction

1. My name is John Douglas Parlane. I am a traffic engineer and principal of Parlane & Associates Limited.
2. I hold a Bachelor's Degree in Civil Engineering and Certificates of Proficiency (Masters Level) in Traffic Engineering, Transportation Planning, and Environmental Law from the University of Auckland. I hold a Bachelor of Applied Economics from Massey University. I am a member of the Institution of Professional Engineers, New Zealand (MIPENZ). For the last twenty eight years I have worked as a specialist Traffic Engineer and transportation Planner, first as a staff member of Auckland City Council and then North Shore City Council and then in private practice both in London and Auckland.
3. I have been involved in the structure planning and District Plan development for many years including advising the Planning Committee of a large city through the hearings process of a District Scheme and giving evidence on behalf of two City Councils at the Environment Court on appeals to their District Plans. In addition I have recently given advice to the Panels charged with developing the Hamilton District Plan and the new Auckland Unitary Plan. I have appended my CV as Attachment1.
4. I am familiar with Paraparaumu and the St Heliers Capital Ltd site having given evidence at the Environment Court in 2013 as part of the PC72A appeal.
5. I have read and agree to comply with the Environment Court's Code of Conduct for expert witnesses outlined in the Environment Court's Practice Note 2014. I have complied with this practice note in preparing this statement of evidence. I also confirm that my evidence is within my area of expertise except where I state that I am relying on what I am being told by another person. I also confirm that I have not omitted to consider material facts known to me that might alter or detract from my expressed opinions.

Background

6. I have reviewed the provisions of the Proposed District Plan (PDP) as they relate to potential traffic and transportation issues associated with the future development of the land owned by St Heliers Capital Ltd (St Heliers). I have also reviewed the Council's Section 42A report on the provisions of Chapter of the PDP.
7. The Paraparaumu area is undergoing very rapid changes with the construction of the MacKay's Road to Peka Peka section of the SH1 Expressway. When this new road

opens, with a termination at Kapiti Road, the existing traffic patterns in the area will change markedly with a reduction in traffic expected on the old SH1 through Paraparaumu and an increase in traffic on Kapiti Road.

8. I am familiar with the modelling work carried out by Beca for the NZTA as part of the Notice of Requirement for the new road and the subsequent modelling work carried out by Mr Wignall for KCDC. In my work for the PC72A appeal I adopted the results of that Saturn modelling work and I remain of the view that the results of that model are the appropriate way to assess future development in the Paraparaumu area.

Structure Plan

9. I have reviewed earlier iterations of the proposed Structure Plan for the Paraparaumu area developed by KCDC staff. I have had concerns that the draft Structure Plan did not take account of the significant changes expected in traffic patterns in the area nor did it reflect the important opportunity to develop land located between the existing town centre and the new expressway.
10. In my view the new Structure Plan being advanced by KCDC staff includes significant changes that have addressed my earlier concerns. Specifically, the Structure Plan shows a realistic road network that would cater to future expected traffic demand. This will require both linkages from Kapiti Road to the land in the south as well as high quality connections to the existing town centre. It is these linkages to the town centre that are essential to ensure the land can develop in a way that supports the existing town centre rather than the land developing as an alternative to the town centre.
11. In my view this block of land located between an existing town centre and a new expressway represents a major opportunity for growth both in mixed use activities as proposed by the Structure Plan but also as a location for the larger scale home improvements and yard based activities and large format retail activities that would be damaging to traffic and transport amenity if they were to locate within the existing retail core. These types of activities have the potential to serve a much greater catchment area than the existing Paraparaumu Centre currently does and could bring people into the area via the new expressway.
12. While the transport needs of large format activities are quite different to the existing town centre, I consider that both can be linked in a manner that allows both sub-areas to gain the benefits of people visiting the other. For example, a trade supplies yard located on the St Heliers block is likely to generate weekend traffic that can increase patronage of

the Coastlands mall. These traffic and transportation advantages would be lost if the existing and new development areas are not well connected or indeed if new developments were forced to locate in more distant areas such as at the airport.

13. The Structure Plan shows a link from Kapiti Road to Ihakara Street. That link is now shown on what I consider to be a realistic alignment and is no longer being depicted as a very wide boulevard. I support these aspects of the new Structure Plan as that linkage to and from Kapiti Road is likely to cater for significant levels of traffic and will assist in providing for the relief in traffic flows on the existing SH1 that was modelled as part of the NoR process and is necessary in order to allow the existing Town Centre to improve.
14. It may still be desirable to develop the road as a wide boulevard, but in my view it is better that a Structure Plan does not specify a particular design of road but rather focuses on the function that the road is intended to have. I have seen many roads developed in advance of land use activities that were designed in accordance with the fashions of the day but were later seen as a design mistake. In my view the current Structure Plan will enable the road to be designed and built in a way that will balance its through-movement function with its required access function as land use activities become apparent.

Integrated Transportation Assessments

15. The PDP requires that traffic and transportation effects are assessed for discretionary activities in a manner that ensures that all modes are addressed. This is important as both the existing centre and the St Heliers block are located between a new expressway and the existing SH1 and both have access to the railway station. An ITA allows the impact of proposed developments to be assessed and ensures appropriate mitigation measures are developed. To that end I support the current provisions of the PDP as they relate to both ITA's and traffic and transportation effects.

Traffic Generation

16. I support the approach taken in the PDP that uses trip generation as a trigger to ensure that effects are assessed.

Micro-simulation Modelling

17. I recently participated by Skype in the briefing on Microsimulation modelling ordered by the Panel. My understanding is that a microsimulation model based on Vissim has been

developed for the area to look at the operation of the local road network using future flows. I understand that this model is not considered fit for purpose at this stage by KCDC staff. I accept that advice and note that in my experience, microsimulation models using future traffic flows have often proved to be unreliable. In my view microsimulation is a very good tool for assessing the impact of known existing traffic demands or in cases where localised changes are expected. However, where a fundamental change to traffic conditions is expected or where there is likely to be significant growth I have seen similar issues arise where micro-simulation is attempted. My view is that a more traditional demand and assignment model is likely to prove a far more robust way to consider future land use changes. My advice is that the Vissim model should not be used as part of the PDP process.

18. In contrast I have confidence that the Saturn model is an appropriate tool for the Panel to rely on in its consideration of the PDP.

Conclusions

19. Paraparaumu has an opportunity to develop a significant area of land between its existing centre and a new expressway. The traffic patterns in the area are likely to change significantly regardless of the PDP. However the PDP will determine whether growth occurs in a manner complementary to the existing centre or whether the growth occurs as a substitute for the existing centre. There are significant benefits of allowing growth on the St Heliers block as it can be supportive of the existing centre.

20. In my view the Structure Plan now proposed will allow enable development that expands and enhances the existing centre while ensuring that expected traffic is catered for.

21. In my view the ITA process and use of trip generation assessments at each stage of development will ensure that the development proceeds in a manner that integrates the land use development with appropriate transport network improvements.

DATED at Auckland this 5th day of September 2016



John Douglas Parlane

Attachment 1

John Parlane BE(Civil), BAppEcon, MIPENZ**Personal**

- Nationality: New Zealander

- Age: 51

Information

- Place of Birth: Te Awamutu, New Zealand

Education**Economics and Finance – Massey University 2004 - 2013**

- Westpac Prize for Post Graduate Financial Economics 2011.

- Post graduate study in economics and econometrics 2010 - 2013

Bachelor of Applied Economics (BAppEcon) specialising in Financial Economics. Graduated 22 April 2009. Awarded Massey Scholarship 2008 for academic achievement, Dean's List 2007 for academic achievement

1988 – 1990 University of Auckland

Certificates of Proficiency - Masters Level in Traffic Engineering Transportation Planning and Environmental Law

Bachelor of Engineering - Civil, BE(Civil) (graduated 1988)**1984 – 1987 University of Auckland**

- Awarded Automobile Association Prize in Traffic Engineering 1987

Professional**experience****Principal****1998 – 2016 Parlane & Associates Ltd Auckland, NZ**

- Carried out professional traffic engineering studies for private developers and local authorities.
- Safety Audits for Auckland territorial councils including Warkworth roundabout (June 2011), East Coast Road widening and HOV (Sept 2009), Waiouru Peninsular crossing and motorway ramps (March 2007), Fred Thomas Drive bus and cycle lane (Sept 2006), Easton Park Parade (June 2006), New Lynn Integrated Transport Package (March 2006),
- Safety Audits at concept and design stages for Transit NZ of Route J and Route K projects in Tauranga and the PJK interchange. Team leader for final safety audits on both major projects.
- Safety audits for Transit New Zealand Rangiriri Bypass and Ohinewai Bypass for the joint venture.
- Singapore Expressways safety audits for Singapore Government with Duffill Watts and King.
- Presenting evidence at the Environment Court on traffic engineering matters and preparing affidavits on traffic issues for submission to the High Court of New Zealand. Recent cases include Wairau Road Pak n' Save for North Shore City Council (April – Oct 2008 and 2000 appeal), McDonalds Balmoral (Aug 2010), Takanini Plan Change (July 2010), Countdown Manukau Hypermarket for Manukau City (Settled July 2006), Glen Innes PC61 (Dec 2007), Omaha Plan Change (Mar 2010), Wairoa Marina Village PC (May 2009). Other cases include Hingaia Development, Sylvia Park retail centre, North Shore Busway, , McGintys Tourist Resort and Browns Bay apartments appeal, East Coast Road composting and others.
- Economic analyses and peer reviews of scheme assessments including Huntly, Ngaruawahia and Puhinui Road SH20 project for Transit NZ and numerous intersection and road improvements for North Shore City Council. Specific projects such as Glenvar Rd realignment for NSCC and (Feb 2010), Kyle Rd

upgrade (April 2006), Aberdeen Rd intersection (Sep 2005).

- Assisted Auckland City and North Shore City with the appeals against their District Plans at the Environment Court. Included presenting evidence, cross-examination and redrafting rules as necessary.
- Liveable Communities projects for Auckland City at Panmure and Glen Innes, Structure Plans for Hingaia, Takanini, Papakura, Silverdale Kumeu/Huapai and Mangawhai.
- Assessment of Notices of Requirement for Councils for SH18 Upper Harbour extension, Waiouru Peninsula, Constellation Busway Station, Victoria St Carpark and Downtown Carpark extensions.
- Leader of the Pedestrian Accident Research and Blackspot study for the LTSA.
- Smales Farm Technology Park traffic assessments and resource consents and design works (2002 to 2011).
- Traffic modelling using SIDRA from 1988 to 2011, attended course in Brisbane May 2010 run by Rahmi Akcelik and Mark Beasley of Sidra Solutions.

Senior Engineer

1993 – 1998 Traffic Design Group Auckland, NZ

- Motorway extension scheme assessment for the Grafton Gully project. Assisted Project Director (Wayne McDonald) with project management of a multi-disciplinary team of consultants.
- Part-time lecturing at University of Auckland for Traffic Systems Design 52.371 students in queuing theory and traffic flow theory for Mr Roger Dunn 1994 and 1995 including setting and marking exam questions.

Consultant

1991 - 1993 Oscar Faber TPA London, UK

- Highway planning for the A40 North of Oxford Bypass and the A40 Headington Bypass.
- Seconded to Union Railway Company to lead a team of four Engineers and Economists planning the high-speed rail link from London the Channel Tunnel.
- Managed data collection phase (team of 7 for six months) for a comprehensive pedestrian accident study carried out for TRL.

Engineer

1990 – 1991 North Shore City Council New Zealand

- Construction project management. Construction contract management for stormwater lines, pavement reconstruction and bus facilities. Assisted G Nell with Upper Harbour Highway (now SH18) construction supervision.
- Traffic safety studies and traffic management. Blackspot studies for Northcote & East Coast Bays. Local traffic management issues and liaising with public.

Assistant Engineer

1987 - 1990 Auckland City Council New Zealand

- Traffic engineering design and planning. Intersection designs, traffic model building and validation. Transportation modelling.

Awards received Highly commended (2nd prize) from the International Parking Institute (USA) 2000 Awards for Excellence for the Sturdee St Parking Building.
