

**BEFORE INDEPENDENT HEARING COMMISSIONERS  
APPOINTED BY THE WAIKATO DISTRICT COUNCIL**

**IN THE MATTER** of the Resource Management Act 1991  
(**RMA**)

**AND**

**IN THE MATTER** of the Proposed Waikato District Plan

**BETWEEN** **RANGITAHİ LIMITED**

Submitter No. 343

**AND** **WAIKATO DISTRICT COUNCIL**

Local Authority

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**SUMMARY STATEMENT OF EVIDENCE OF  
IAN DAVID CLARK FOR RANGITAHİ LIMITED**

**2 December 2020**

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Solicitors on Record

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## **INTRODUCTION**

1. My name is Ian David Clark. I provided evidence in chief, dated 16 November 2020, on the need for a secondary access to serve the development of the Rangitahi Peninsula.
2. My experience and qualifications are set out in that statement of evidence and I repeat my acknowledgement and acceptance of the Code of Conduct.

## **SUMMARY OF EVIDENCE**

3. I summarise my evidence as follows:
  - (a) I support the concept of secondary accesses for new developments of a certain size, in principle;
  - (b) However, the need for secondary access to service the development of up to between 500 and 550 households proposed on the Rangitahi Peninsula is not clear, particularly now that the primary access, via a new bridge connection to the pre-existing section of Oporuru Road (which has been upgraded), has been fully established;
  - (c) The secondary access is not required for capacity reasons, rather it appears to have been recommended solely for reasons of resilience;
  - (d) The resilience benefits of a secondary access are likely to be minor in this case;
  - (e) The potential (wider) future growth of Raglan West, as envisaged by Waikato 2070, may be the more appropriate means to secure a secondary road link through to Rangitahi.

## **REBUTTAL EVIDENCE**

4. I have read the rebuttal Section 42A report, written by Ms Chloe Trenouth, and note that:
  - (a) Ms Trenouth states that further amendments to the policy and

subdivision rule may be appropriate;

- (b) However, she notes that there is a desire within the Council's transport team to retain the requirement for a secondary access to ensure that an alternative access is maintained for emergency vehicles, in the event that the Opoturu Road bridge is not accessible;
  - (c) She also notes the desire for the secondary access to be provided, for construction traffic.
5. The summary evidence of Mr Inger suggests further revisions to the relevant policies and rules to allow the secondary access to be solely used by construction traffic in the shorter term and solely to ensure emergency access to the Peninsula in the longer term. I support this agreed outcome and note that the existing metalled farm track is suitable for these two purposes, without the need for a further upgrade.

**2 December 2020**

A handwritten signature in blue ink that reads "Ian Clark". The signature is written in a cursive, slightly slanted style.

**Ian David Clark**