

UNDER

the Resource Management Act 1991
("RMA")

IN THE MATTER

of the Proposed Waikato District Plan:
Hearing 25 – Zone Extents.

**SUMMARY STATEMENT OF JOHN DOUGLAS PARLANE ON
BEHALF OF KĀINGA ORA-HOMES AND COMMUNITIES**

TRANSPORTATION

17 February 2021

**ELLIS GOULD
LAWYERS
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SUMMARY STATEMENT

1. My full name is John Douglas Parlane. I am a traffic engineer and a director of Parlane and Associates Limited. I provided a statement of transportation evidence dated 17 February 2021 (“**EIC**”) on behalf of Kāinga Ora-Homes and Communities (“**Kāinga Ora**”) in relation to the submissions it made on the Proposed Waikato District Plan (“**PDP**” or “**Plan**”) on this hearing. My qualifications and experience are set out in paragraphs 2.2-2.4 of my EIC. The purpose of this statement is to summarise my EIC.
2. The proposed medium density zone (“**MDRZ**”) that Kāinga Ora is proposing be applied to rural towns in the Waikato District has the potential to increase housing options in locations where it would lead to an increase in walking and cycling and where the housing would support future improvements to public transport.
3. Medium density zones should reduce car use through enabling alternative modes to be used. By comparison locating all new houses on the periphery of towns is likely to result in an increase in car use.
4. Each of the towns has its own unique travel characteristics. Tuakau and Pokeno due their location are home to many people who commute to Pukekohe or further north. However, both towns have the capacity for further growth without creating adverse traffic effects and in my view the MDRZ is an appropriate way to accommodate that growth.
5. Te Kauwhata, Huntly and Ngaruawahia are more self-contained in that many local residents work or study in the same area where they live. All three towns were once part of the SH1 route and have been bypassed by the new motorway route. Te Kauwhata was bypassed in the 1970s, and the other two towns more recently. The road networks within all three towns now have ample capacity to accommodate residential growth. Again, I consider the proposed MDRZ a good way to achieve that.
6. Raglan sits out on its own as a quiet coastal village throughout the year that gets considerably busier at holiday times. In my view the proposed zoning is a good way to increase the opportunity for people to live close to the town centre where they will not have to use their car for all of their trips out from their residence.

7. Since writing my evidence I have had the opportunity to consider matters raised in relevant parts of other submitters' evidence and rebuttal evidence. I remain of the view that the proposed MDRZ is appropriate from a transport perspective for the towns I have assessed. I consider the proposed zone will result in more sustainable development where residents will be able to use modes other than private cars.

John Douglas Parlane

Date: 12 May 2021