

Tabled 27/11

Before the Whangarei District Council Hearings Committee

In the Matter of the Resource Management Act 1991 (RMA)

And

In the Matter of Proposed Plan Changes 88, 109, 115, 136 and 148
(Whangarei District Plan).

Summary evidence of Brett Lewis Hood on behalf of Goal Holdings Ltd

Dated 27th November 2019

Reyburn and Bryant 1999 Ltd
PO Box 191, Whangarei
Email: brett@reyburnandbryant.co.nz

Summary

1. The GHL site has been discussed as a potential commercial development (incorporating a supermarket) as far back as 2002 when the Council commissioned the "Urban Growth Strategy", and five urban structure plans (one being the Maunu-Horahora Structure Plan) to guide subdivision and development over the next 10 year period.
2. I attended the community meetings for the Maunu-Horahora Structure Plan. The draft structure plan had identified a potential commercial site on the corner of Austin Road and SH14, with a view to accommodating a supermarket. It is obviously many years ago now, but I remember there was debate at those meetings about the need for a supermarket in Maunu given the population at that time, and whether this was the best site for it. Ultimately, the Maunu Structure Plan (ultimately adopted in 2009 due to an unexplained hiatus) did not provide for any additional commercial land in Maunu. My impression (at the time) was that this was not because Council did not want to provide for commercial land in Maunu, but rather because they were unable to get a consensus from the community at the time as to where to put it.
3. If we fast forward to 2019, in my view there is now really only one place in Maunu where a supermarket and ancillary commercial retail can be located, and it is the GHL site on the corner of Austin Road and SH14. As outlined in the submission, Maunu's linear spatial form, resulting from a combination of topography, public spaces (including Barge Park, Pompallier College, Maunu School, the Heritage Park and Forum North) and the existence of SH14 makes it inevitable that the future extension of the suburb will be in a westerly direction beyond the SH14/Austin Road intersection. Thinking beyond a 10-year planning horizon, the SH14 site will be centrally located, and as a result, it is strategically important. In my view, if it is not rezoned for commercial use now, it will inevitably be developed in accordance with the residential zoning during the next 10-year District plan cycle, and the opportunity will be lost.
4. It is accepted that gaining access to the site has its challenges, principally because it relies to a large extent on access to SH14, which is a Limited Access

Road with a 70 km/h speed restriction. The reality is though, that the same challenges apply to all other land adjacent to SH14 in Maunu (including the other proposed LCZ land further to the east). Accordingly, GHL engaged a traffic engineer to determine whether there were appropriate design solutions from a traffic and access perspective.

5. I am personally aware of the current level of service (LOS) experienced at the Austin Road/SH14 intersection during the morning and evening peaks and during school pickup and drop off times because I live at the end of Austin Road and further to the west. The traffic modelling carried out by TPC subsequently indicated that the LOS would be exacerbated by further residential development on Austin Road regardless of whether the Maunu Town Centre development proceeds. To that end, the access proposals associated with the MTCP (particularly potential signalisation at the SH14/Austin Road intersection) is seen as part of the solution rather than the problem.
6. Similarly, providing for convenience retail in Maunu will reduce the need for Maunu residents to travel from Maunu to the CBD to purchase groceries and like, therefore potentially reducing the number of vehicles passing the SH14/Hospital Road and SH14/SH1 intersections.
7. The MTCP also has the potential to formalise and improve the existing pickup and drop off arrangements for the school, which I know from first-hand experience can be somewhat of a shambles. Furthermore, there is potential to enhance the public transport system through the inclusion of a bus stop within the MTCP (this currently terminates on the other side of the road at Kiwi North), and also the pedestrian network by incorporating the footpath on the development side of the SH14 roadside stone wall.
8. The current and projected population statistics for Maunu now indicate that a supermarket is viable and needed in this suburb. In my view the GHL site is the best site available in both the short and long-term planning horizons.

A handwritten signature in black ink, appearing to read 'Brett Hood', is written above a horizontal dotted line.

Brett Hood (Planner)

This 27th day of November 2019

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Evidence of Anatole Sergejew on behalf of Goal Holdings Ltd

Dated 27th November 2019

Introduction

1. My name is Anatole Sergejew. I am a senior traffic engineer employed by Traffic Planning Consultants Ltd (TPC).
2. I have over 30 years' experience in the fields of transport planning and traffic engineering. I have a Bachelor of Engineering Degree from Auckland University, a Master of Engineering Degree in Transportation from the University of Toronto, a Master of Public Policy Degree with Honours from Massey University and I am a member of the Transportation Group of Engineering New Zealand.
3. My work experience has included designing signalised, roundabout and priority-controlled intersections and undertaking design and post-construction road safety audits of roading projects for local authority and private developer clients, mostly in the Auckland and Waikato regions. I am also experienced in assessing and reporting on the transport effects of commercial and residential developments and subdivisions, preparing expert evidence, and attendance at Council and Environment Court hearings.
4. I prepared the preliminary road access assessment submitted with the Goal Holdings Ltd submission.
5. I am familiar with the area to which the application for resource consent relates. I have visited the site and surrounds on several occasions, most recently on 22 March 2019.
6. I record that I have read and agree to abide by the Environment Court's Code of Conduct for Expert Witnesses as specified in the Environment Court's Practice Note 2014. This evidence is within my area of expertise, except where I state that I rely upon the evidence of other expert witness as presented to this hearing. I have not omitted to consider any material facts known to me that might alter or detract from the opinions expressed.
7. Mr Hood has forwarded me the Commissioners questions in respect to my assessment. My answers to the various questions are as follows.

Is State Highway 14 a Limited Access Road?

8. I can confirm that the section of SH14 adjacent to the site is a Limited Access Road.

How would your opinion change if the NZTA does not agree to the proposed access to State Highway 14?

9. I understand that the NZTA has not submitted against the proposal, and so I have assumed that this question relates to what the NZTA might agree to at the resource consent stage.
10. Regardless of whether the NZTA agrees to my design at the resource consent stage, it remains my opinion that the access solution advanced in my road access assessment will adequately manage the traffic associated with this development in this environment.
11. I expect that further detailed design and discussion with the NZTA will be required at the time of applying for resource consent as is normally the case. What I have presented in my assessment report is one of several access options that could be considered following further consultation with the NZTA.
12. I am also aware that future development in this zone will be subject to an Integrated Transport Assessment required under the TRA chapter being introduced under Plan Change 109. This provides another opportunity for both the NZTA and the Council to input on access related matters.

How would your opinion change if the NZTA does not agree to reducing the speed limit as proposed?

13. The speed limit reduction is in my opinion optional – a reduced speed limit would be appropriate to the level of roadside activity, but generally drivers adjust their speeds to suit the conditions.

Is there a 'rule of thumb' to estimate the required amount of land for parking and service lanes relative to gross floor area for a development?

14. I am not aware of any such 'rule of thumb'. On average 30 to 35m² of site area is needed per carpark (for the parking space, manoeuvring area and access aisle) but the number of parking spaces required is dependent on the nature and GFA of the development.



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Anatole Sergejew (Traffic Engineer)

This 27th day of November 2019

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Evidence of Adam Thompson on behalf of Goal Holdings Ltd

Dated 27th November 2019

Introduction

1. My full name is Adam Jeffrey Thompson. For the past 15 years I have provided consulting services in the fields of urban economics, property market analysis and property development advisory. For the past 13 years I have owned and managed two consulting firms that have provided services in these fields. I am presently the director of Urban Economics Limited.
2. I have a Bachelor of Resource Studies from Lincoln University (1998), a Master of Planning from Auckland University (2000) and a Dissertation in Urban Economics from the London School of Economics (2014). I have studied urban economics at Auckland University and environmental economics at Lincoln University.
3. I have undertaken over 600 economic and property market assessments for a range of private and public sector clients.
4. I have read the Environment Court's Code of Conduct and agree to comply with it. My qualifications as an expert are set out above. I confirm that the issues addressed in this statement of evidence are within my area of expertise.
5. Mr Hood has forwarded me the Commissioners questions in respect to my assessment. My answers to the various questions are as follows.

How do you define local convenience retail? Is it based on the size of the retail unit or the type of retail offering or both?

6. Local convenience retail is defined predominately by its function. It is retail that provides for the day to day goods and services of a localised market. It generally includes a supermarket (being the only large format convenience store) and/or a range of smaller tenancies. It is the size of the centre, the location of the centre and the size of the tenancies that ensure the function of a convenience centre.
7. The hypothetical development plans included in the submission show a GFA yield of 7,000 – 9,000m². In my experience these reflect a normal GFA yield for a site of this size. While the centre is at the upper end of a convenience centre, the location will limit its market in large part to the

Maunu area and rural catchment to the west. The District Plan provisions will limit the anchor to one supermarket, and this will help to ensure the function of the centre is limited to a supermarket based local centre.

What is the difference between the two columns both headed 2018 in Figure 13 of your report?

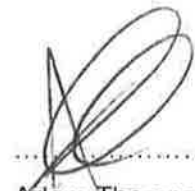
8. The second column header should read 2028.

You have noted that commercial services typically account for 30-40% of local centre GFA. How does this compare with the actual ratio of commercial services to convenience retail in other local centres in Whangārei?

9. This has not been assessed. However, my assessments of other centres across NZ indicate that this is a typical ratio.

Have you undertaken any further analysis to quantify the economic costs of the proposed zoning?

10. I don't believe that there will be any economic costs.
11. A *potential* economic cost is the impact on the CBD. However, as the centre is a local convenience centre, it would not compete with the CBD to any significant extent and would rather compete with other convenience centres. As an example, I have estimated the competitive impact on all other supermarkets in Whangarei, and the largest impact is 6%. This would not result in any supermarket closing, given market demand growth over time (estimated to increase from \$543m in 2018 to \$584m in 2028, an increase of 8%).
12. Another *potential* economic cost is the impact on the existing Maunu centre. This centre is of a small scale and would almost certainly continue to operate given its 'up stream' location of the proposed centre. There may be some changing of tenants, if the proposed centre is approved, however this does not have an economic cost.
13. I am also aware that the Maunu Health Camp is no longer recommended to be re-zoned LCZ, and so the Maunu Town Centre can be seen as replacing that.

A handwritten signature in black ink, consisting of several overlapping loops and a vertical stroke on the left side.

Adam Thompson

This 27th day of November 2019