

Proposed Private Plan Change 20 to the Waipā District Plan – Airport Northern Precinct Extension

Summary of evidence of Julie Hansen, Waikato Regional Council

Presented at the hearing at Waipā District Council on 17 March 2023

**Introduction**

1. My name is Julie Ann Hansen. I am a Senior Policy Advisor – Transport and Infrastructure in the Transport Policy and Programmes team at Waikato Regional Council (WRC). My written evidence gives further details of my qualifications and experience.
2. I have anticipated the hearing panel will take my evidence as read. Therefore, this is a summary of the main points of the transport aspects of the WRC submission, and my written evidence in support of that submission. It also summarises my response to the s42A report prepared by Mr Nick Williamson and the rebuttal evidence of Mr Nick Grala.

**WRC Submission**

3. My contribution to the WRC submission related to transport matters and sought new provisions for climate change and transport emissions reduction, public transport, end of journey facilities, Crime Prevention through Environmental Design and EV charging facilities (otherwise known as Electric Vehicle Supply Equipment or EVSE).

**Expert conferencing**

4. I attended the transport expert conferencing sessions on 10 February and 15 February 2023 and signed the Joint Witness Statement (JWS). I was asked to suggest specific relief in my evidence for end of journey facilities and EVSE. This is provided in Appendix 1 of my written evidence.

**S42A report**

5. The s42A report recommended accepting the WRC submission in relation to transport and indicated that I would provide specific relief for end of journey facilities and EV charging facilities in my written evidence. Despite the recommendation to accept the WRC submission (and excepting the specific relief to be provided in evidence), there were no amendments proposed or suggested for the other matters raised in the WRC submission.

**Climate change**

6. Transport plays a significant role in climate change and vehicles reliant on fossil fuels are a major source of greenhouse gas contributions to the environment.
7. I do not intend to traverse the relevant legislation and policies in this summary but note that there is strong national, regional, and local policy direction in relation to climate change. There are benefits in integrating transport and land use planning to achieve good transport outcomes, including reduced transport emissions.
8. I support the s42A report recommendations for walking and cycling and anticipate that any infrastructure will be built using best practices for location, efficiency, and safety.

9. I acknowledge that wide-ranging provisions to address climate change cannot be applied beyond the area subject to PPC20 but seek at least one policy that would give some relief. I suggest the following or similar:

*New policy XX: Development and subdivision should be designed to actively reduce greenhouse gas emissions, including from transport sources.*

10. In the absence of more comprehensive climate change and emissions reduction provisions that align with national and regional policy, it is even more important that the remaining points of the WRC submission are accepted. Travel behaviour is influenced by the provision of infrastructure and facilities that make using public transport, and walking and cycling easier, safer and more convenient.

#### **Public transport**

11. I support the recommendation of the s42A report and the JWS to amend Rule 10.4.2.13A and matters of discretion, which would require bus stops when building the roundabout access from State Highway 3 to the Northern Precinct.
12. Note that the Regional Public Transport Plan provides guidance for the type and location of bus stops. The coordinated provision and planning of infrastructure and services by all relevant agencies is expected.

#### **End of journey facilities**

13. End of journey facilities, such as secure parking, lockers, and showers support cycling and other active modes of transport. The presence of such facilities, especially at workplaces, encourages people to use active transport, promotes a healthy and active community, and reduces reliance on cars.
14. The WRC submission sought to require end of journey facilities, to encourage and support mode shift. Both the JWS and the s42A report reference my agreement to provide specific relief in my evidence. My suggested text, based on Hamilton City Council's proposed plan change 12 for urban intensification is included in my written evidence in Appendix 1.
15. The suggested text indicates the number of gear lockers, showers and changing rooms would be based on the number of bicycle parks required under existing rule 16.4.2.21.<sup>1</sup>
16. Mr Grala correctly calculates that end of journey facilities would not be required unless the activity had at least 100 employees. Mr Grala questions the efficiency and effectiveness of such a rule and "expect[s] the market would provide a similar, if not greater level of end of trip facilities than what is sought".
17. Even if it is the case that the market provides a greater level of end of journey facilities, that would be a positive outcome in terms of the broader goals to encourage and support mode shift, thereby reducing transport emissions.

---

<sup>1</sup> In areas other than the Rural Zone and Pedestrian Frontages, and where the activity employs more than ten people, bicycle parking facilities must be provided at a rate of one bicycle park for every ten people employed.

18. The suggested relief would, at the very least, ensure that larger employers in the Northern Precinct provide end of journey facilities.
19. Note that the specific relief includes "Or words to similar effect. Make consequential amendments as necessary". I consider this enables the reporting officer to advise on wording for "best fit" within the Waipā District Plan. The panel could make provision for end of journey facilities at a lower employee threshold.
20. At paragraph 30 of his rebuttal evidence, Mr Grala "considers that the requested relief should be supported by a s32AA assessment prepared by WRC to demonstrate that it is both effective and efficient". It is not the usual practice of WRC as a submitter to provide such an assessment. I consider that my submission and written evidence provide sufficient information for the reporting officer and the hearing panel to consider the merits of such provisions. If desired, I could provide an assessment if it will assist the panel with their decision making.

#### **Crime Prevention through Environmental Design (CPTED)**

21. The WRC submission sought the inclusion of CPTED principles in the Airport Business Zone to ensure accessible and inclusive communities, increase safety for users, minimise maintenance, manage the movement of people around areas and to discourage or encourage activities or behaviour.
22. If CPTED principles are considered at the time of subdivision and development, walking and cycling tracks will be safer to use, thereby encouraging their use and making a contribution to transport emissions reduction.
23. The s42A report recommended accepting the WRC submission to include CPTED principles but did not indicate any amendments to Section 10 – Airport Business Zone. On that basis, I suggested text in Appendix 1 of my evidence based on the existing CPTED provisions in the Residential Zone of the Waipā District Plan.
24. I agree with Mr Grala's statement that it is inappropriate to include a new objective and policy without an implementation method, and that it would be poor planning practice to implement a subjective CPTED assessment as a performance standard. However, I note that the existing rules relating to CPTED in the Residential Zone (Rules 2.4.2.20 to 2.4.2.24 Neighbourhood amenity and safety) do have measurable standards<sup>2</sup> and are not subjective.
25. It would therefore be possible to craft clear, quantifiable performance standards for the plan change.
26. It would also be possible to include an implementation method other than a rule, for example free urban design and amenity advice so that CPTED principles are reflected in new developments.
27. I didn't suggest specific text for a rule in my evidence as there are other factors that would need to be considered, such as street lighting and its impact on bats, amongst other things.

---

<sup>2</sup> Minimum level of glazing on front facades, fence height and landscape planting

28. Inclusion of the CPTED principles in the Airport Business Zone enables consistency across zones, supports existing policy and contributes to achieving emissions reduction goals in more areas of the district.

### **Electric Vehicle Supply Equipment**

29. The WRC submission sought to require EV charging facilities to support a shift to low carbon electric vehicles. In expert conferencing I clarified that enabling EV charging facilities in public spaces is a more appropriate relief sought and agreed to provide suggested text (Appendix 1 of my evidence).
30. Paragraph 57 of my written evidence references the anticipated continued increase in EVs in the region in response to the government's Clean Car Programme making the purchase of zero and low emission vehicles more affordable. Since then, the government has announced changes to the Clean Car Programme but I am not in position to inform the panel on implications for future uptake of EVs.
31. However, I do still consider it important to support and encourage the uptake of EVs as part of the overall contribution of transport emissions reduction goals. I support Mr Grala's rebuttal evidence that supports inclusion of enabling provisions for EVSE.

### **Conclusion**

32. I am of the view that Proposed Private Plan Change 20 is generally consistent with regional priorities, objectives and policies articulated in the Waikato Regional Policy Statement, the Regional Land Transport Plan and other policy direction at the national, regional, and local level in relation to transport matters.
33. The relief measures that WRC is seeking in relation to transport are straightforward and moderate, do not change the intention or extent of the plan change, easily fit into the existing district plan, and are for facilities and amenities that are expected in a modern and pleasant business and employment setting.
34. There is an opportunity to effect real change in relation to integrated land use and transport planning, and the potential to reduce transport emissions, a major contributor to climate change. National, regional, and local policy direction in relation to emissions reduction is very clear. Local government is expected to consider and include climate change in its planning and decision making. Embedding climate change policies and requirements into this plan change is critical to supporting the transformational change that is necessary to address the effects of climate change.