

**BEFORE THE HEARING COMMISSIONERS  
AT WAIKATO DISTRICT COUNCIL**

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

**AND**

**IN THE MATTER** of submissions and further submissions on the Proposed  
District Plan

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**REBUTTAL STATEMENT OF EVIDENCE OF JUDITH VICTORIA MAKINSON  
FOR SUBMITTER #387: DIAMOND CREEK FARM LIMITED  
19 April 2021**

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## **INTRODUCTION**

- 1 My full name is Judith Victoria Makinson. I am the Transportation Engineering Manager for CKL. My qualifications are as per my Statement of Evidence of 19<sup>th</sup> February 2021.
- 2 I reconfirm that I have read and am familiar with the Code of Conduct for Expert Witnesses in the current (2014) Environment Court Practice Note. I agree to comply with this Code of Conduct in giving evidence to this hearing and have done so in preparing this written brief. The evidence I am giving is within my area of expertise, except where I state I am relying on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed. I understand it is my duty to assist the hearing committee impartially on relevant matters within my area of expertise and that I am not an advocate for the party which has engaged me.

## **SCOPE OF REBUTTAL EVIDENCE**

- 3 This rebuttal statement of evidence has been prepared to consider the Waikato District Council S42A Report Hearing 25: Zone Extents Rest of District by Catherine Boulton (16<sup>th</sup> April 2021) ("S42A Report"), specifically in relation to :
  - a) public transport; and
  - b) connectivity.

## **PUBLIC TRANSPORT**

- 4 Paragraph 123 (d) of the S42A Report identifies that Beca undertook a peer review of the ITA and were in general agreement with the findings. It is mentioned that further information should be provided in relation to the potential future bus route design and bus stop locations, including consultation with Waikato Regional Council.
- 5 As set out in Section 4 of the Integrated Transportation Assessment ("ITA"), there is an existing bus service that passes site. The route is currently as shown in Figure 1.

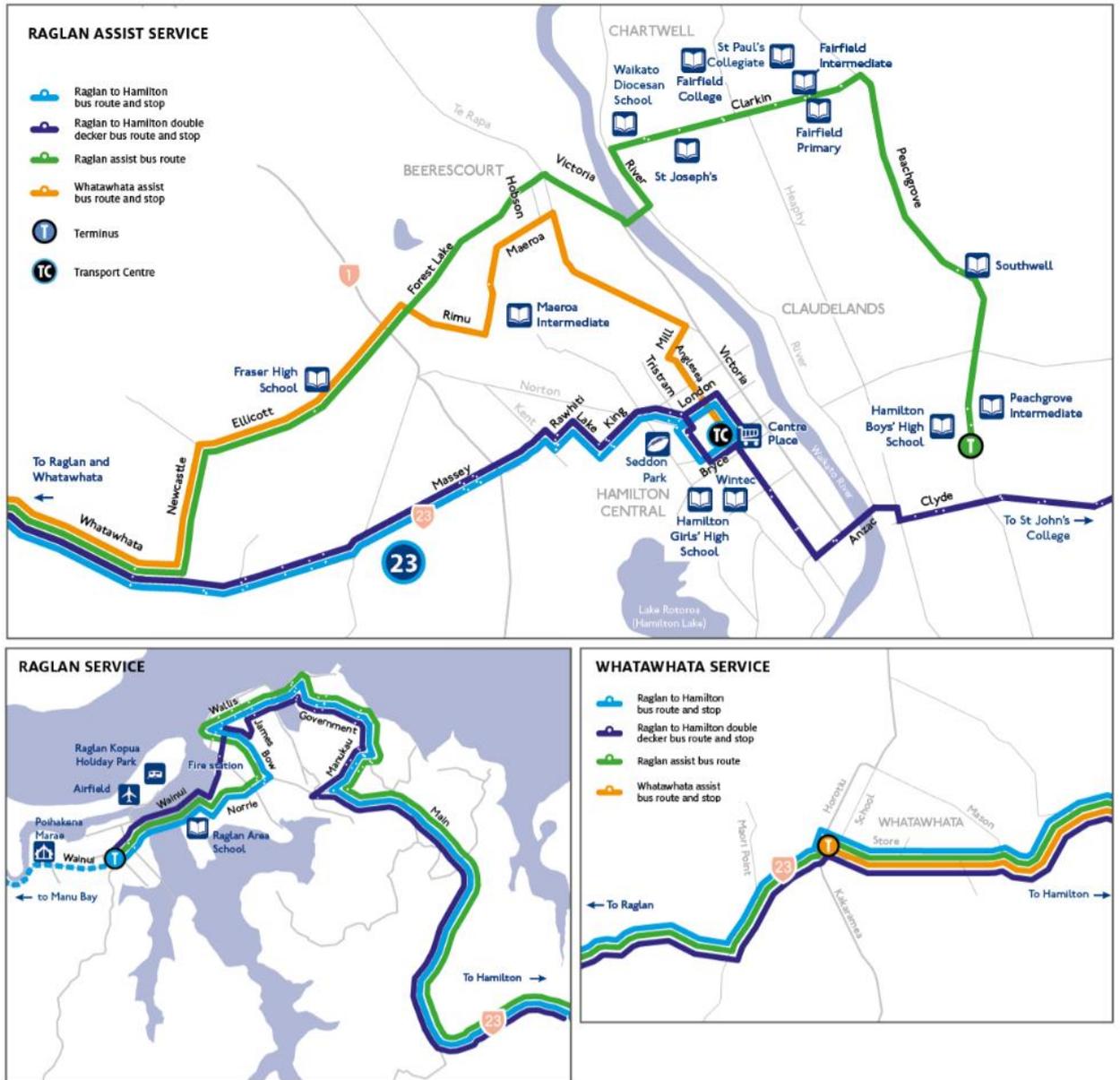


Figure 1: Raglan Regional Bus Route

- 6 As there is only one direct road from Hamilton to Raglan (i.e. State Highway 23), the route map is not continuous, and focuses on those areas of particular route interest or complexity.
- 7 The service operates Monday to Friday and has differing levels of service during term time and school holidays. During school term time, the service in relation to Te Uku is as follows:
  - (a) departs Raglan at 6.50am, then 7.15am departure from Te Uku towards Hamilton arriving at the Transport Centre at 8.10am (double decker bus)

- (b) 'assist'<sup>1</sup> service departs Raglan at 6.45am, then 7.10am departure from Te Uku, which then calls at Whatawhata and Hamilton Boys' High school only
  - (c) departs Raglan at 9.50am, then 10.10am departure from Te Uku towards Hamilton arriving at the Transport Centre at 10.50am
  - (d) departs Raglan at 1.40pm, then 2.00pm departure from Te Uku towards Hamilton arriving at the Transport Centre an 2.47pm
  - (e) departs Raglan at 4.50pm, then 5.10pm departure from Te Uku towards Hamilton arriving at the Transport Centre an 5.47pm
  - (f) 8.30am departure from the Transport Centre arriving at Te Uku at 9.10am, then Raglan at 9.30am
  - (g) 12.15pm departure from the Transport Centre arriving at Te Uku at 12.55pm, then raglan at 1.15pm
  - (h) 3.25pm assist service departing from Hamilton Boy's High School and arriving at Te Uku at 4.23pm, then Raglan at 4.47pm
  - (i) 3.40pm departure from the Transport Centre arriving at Te Uku at 4.31pm (double decker bus), then Raglan at 4.50pm
  - (j) 6.00pm departure from the Transport Centre arriving at Te Uku at 6.40pm, then Raglan at 6.55pm
- 8 During school holidays, the 'assist' services do not run and the double decker bus is replaced by a single level vehicle.
- 9 The existing bus service is focused on providing a regional level service to and from Hamilton and is linked to key school and employment timeframes, with there being additional services during the day supporting access to other goods and service outside of these peak times. The service also provides connection opportunities to Raglan, again allowing for employment and access to goods and services on offer in the town.
- 10 Policy T6 of the Waikato Regional Public Transport Plan 2015 - 2025 ("RPTP") identifies the aim of providing for peak and off peak services to connect satellite towns (including Raglan) to Hamilton. The existing

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<sup>1</sup> i.e. provides an extra vehicle to accommodate peak demand associated with travel to and from high schools in Hamilton

Raglan bus service meets this aim and provides a key connection in both directions to Te Uku. The proposed rezoning at Te Uku has the ability to take advantage of this service as it is located en route between Raglan and Hamilton and is already served by the Raglan bus route. It also provides free wifi, further supporting school and employment commuter based trips.

- 11 Policy P1 of the RPTP seeks to have 90% of the urban population within a 600m walk of a bus service. Although this policy does not apply in a rural setting such as Te Uku, it provides context for considering accessibility of the proposed development to public transport service. Approximately one third of the site would fall within this boundary based on the existing bus service provision. This is a very high degree of coverage in a rural community context and compares favourably with Whatawhata nearby where the existing dwellings around Highbrook Way and Bell Road have no direct access to public transport at all and are unsupported by footpaths or cycle links to facilitate access to the same.
- 12 The existing Raglan buses are also fitted with bike racks, supporting cycle and ride trips from within the proposed rezoned area.
- 13 In terms of bus stop provision within the proposed rezoned area, the details of services and stops locations are more usefully considered at subdivision stage as public transport routing, service level and frequencies etc, change over time. As set out in the ITA and my statement of evidence, there is sufficient scale of roading within the development to allow for bus stops if Waikato Regional Council wishes to divert the service into the rezoned area in future. If Waikato Regional Council does not wish to divert the service now or in future, there is a high level of pedestrian and cycle connectivity, supported by bike racks on buses, to allow for local connectivity from within the rezoned land. It is anticipated that any associated infrastructure provision would be at developer cost.
- 14 Paragraph 123 (g) of the S42A Report raises the lack of formally marked bus stop within Te Uku as a reason to not support the proposed rezoning.
- 15 The lack of formal bus stop in Te Uku is an existing situation and clearly neither Waikato District Council nor Waikato Regional Council

consider one necessary at present. The proposed rezoning offers an opportunity for provision to be made off state highway, within a more walking and cycling friendly environment. The future roading connections to adjacent sites also allow for through routing to avoid the need to enter the site, turn around and leave again. The on and off site walking and cycling network also provides full connectivity from within the proposed rezoned area to the existing informal bus stop location, ensuring accessibility to public transport both now and in the future.

## **CONNECTIVITY**

- 16 As set out in the ITA, the proposed rezoning allows for and supports walking and cycling connectivity:
- (a) internal to the area subject to the rezoning proposal;
  - (b) to the adjacent land to east and west;
  - (c) to the local church;
  - (d) to the local school;
  - (e) to the local shops;
  - (f) to the community hall by way of a proposed pedestrian refuge on SH39, which is currently lacking, to support better community connectivity and extended footpaths within Te Uku centre, which are also currently lacking;
  - (g) to the existing public transport services; and
  - (h) off road leisure walking and cycling routes
- 17 As discussed in paragraphs 9 and 10, the existing level of public transport service promotes connectivity to both Raglan and Hamilton, providing access to secondary and tertiary education, employment opportunities, and day to day goods and services. The proposed area of rezoning has the potential to increase patronage and lead to a higher level of service, subject to Waikato Regional Council funding, which would also benefit the wider Raglan and Whatawhata communities.

**CONCLUSIONS**

- 18 I conclude that the site has a high level of connectivity to the existing community facilities, allows for further connectivity to a larger community in future as well as providing connectivity to Raglan and Hamilton via public transport.
- 19 I also conclude that the site is well connected to existing public transport services in the context of regional bus service provision and that there is nothing to preclude the uptake of this mode of transport from within the proposed rezoned area of land. I also conclude that the proposed rezoning represents an opportunity for the future in terms of upgrading service provision.
- 20 I remain of the opinion that with suitable rules in place as proposed within the ITA and my statement of evidence, that the transportation effects of the proposed rezoning will be less than minor for either around 50 dwellings under a Country Living Zone, 82 dwellings in an un-serviced Village Zone or up to 200 dwellings in a fully serviced Village Zone.



Judith Makinson

CKL

19 April 2021