

## **Summary Statement of John Parlane on behalf of Ladies Mile Property Syndicate Limited Partnership**

**(Primary Submission 77 and Further Submission 139)**

### **Key Evidence Points**

I have prepared a statement of evidence in chief dated 20 October 2023.

#### **1. DESIRED OUTCOMES**

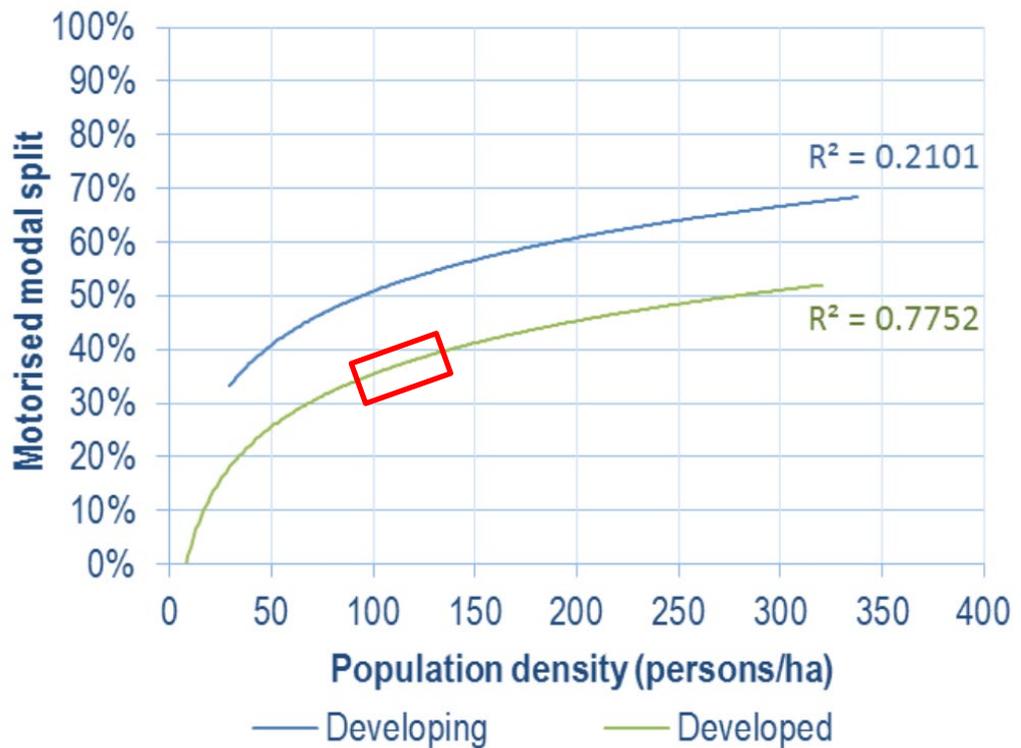
1.1 Higher density is associated with lower rates of driving. I support the goal of allowing higher density to occur if the market will allow it to occur. I don't support rules requiring a minimum density particularly if that rule is set above what the market can sustain.

#### **2. DENSITY RESEARCH**

2.1 A minimum density rule can be problematic because while higher density is a predictor of higher mode public transport and lower rates of driving, it is not a sole cause of those outcomes.

2.2 Mees showed the structure of a city and the type of public transport and extent of public transport matter as much, or more. That means we can't simply choose a density and expect a particular mode share outcome like choosing from a menu.

2.3 I understand from Mr Shields' answers that the Council has relied on Newman and Kenworthy's work and arrived at a range of 40 to 60 houses per ha. However many of the cities in their work had extensive high capacity rail systems, which do not apply in this case.



**Figure 2 of Evidence in Chief from Cooke and Behrens**

2.4 Cooke and Behrens showed little difference between 40 and 60 units per ha for bus based systems.

### 3. TRANSPORT IMPACTS IF THE MARKET CAN'T PROVIDE 60 UNITS PER HA

3.1 If the minimum density rule is at a level the market doesn't support, then some or all of the sites will simply not be developed. This has transport implications because minimum density rules allow zero units per ha, or 60 plus units per ha, but nothing in between. If only half the sites develop then the average of 30 units per ha impacts on the expected mode share, with only 30% using the bus. If only a quarter of the sites develop, then we might expect a reduction to around 20% to using the bus. My earlier caveats that the relationship between density and public transport use isn't an exclusive causal one still apply.

3.2 Similarly undeveloped sites would impact the chances of non-residential activities being developed which reduces the number of walking trips.

3.3 In my opinion total population matters more than density when using a bus based system because we can add bus stops to a wider area. We

can't do that with a rail system like Toronto or a ferry system like Hobsonville.

#### **4. A MORE REALISTIC RULE**

- 4.1 I understand from the Caucusing and Mr Shields' answers to questions that the Council witnesses consider a range is justified of 40 to 60 units per ha. Given the potential development risk, then this confirms my view that 40 units per ha is a more appropriate minimum.

**John Douglas Parlane**

Dated 12 December 2023