

EWL Hearing Summary – Philip Osborne - Business Disruption

1. My name is Philip Osborne. I am an economic consultant for Property Economics. I have prepared rebuttal evidence for this Project related to potential business disruptions resulting from the East West Link in response to evidence filed by certain submitters.
2. In addition, I provided an economic community well-being assessment for the Project's corridor and alignment options and I was involved in the MCA workshops and scoring. In the MCA process that assessment was referred to as "business disruption". However, the scoring did not relate to individual businesses but refers to the local and regional business activity.
3. In assessing the alternatives, several variables contributed to the MCA 'scoring' including:
 - a. Land take.
 - b. Accessibility (residual)
 - c. Severance.
 - d. Vulnerability and risk to residual properties affected.
 - e. Activity and land value.
 - f. Connectivity and business dependencies.
4. While an assessment on the overall impact of the alternatives on the general business environment was undertaken, specific attention was also directed towards 'substantial' businesses affected by the alternatives, such as AHLP, Ports of Auckland and TR Group.
5. Given the extent of the East West Link Project a level of localised business disruption is inevitable. However, the resulting business environment will exhibit greater efficiencies and levels of productivity.
6. My rebuttal evidence responded to the evidence of The Local Lockup, Ward Demolition, Downer and Z Energy (as well as TR Group, AHLP, and Tram Lease 19-21 Sylvia Park Road below). The concern from these businesses was that varying degrees of land take would undermine the feasibility of their businesses in their current locations. It is my opinion that the resulting disruptions, that cannot be addressed by site acquisition or reconfiguration, will not impact upon the wider community's economic wellbeing.
7. The development of the EWL at 19-21 Sylvia Park Road (the Tram Lease/Stratex site) is likely to marginally impact upon it due to the size reduction of the site and changes in accessibility. While these changes may impact upon the configuration options of the current tenant at this location, the site itself will remain a commercial competitive site with a greater level of wider network accessibility and connectivity. Additionally, the greater levels of efficiency provided by EWL will result in a high level of commercial attraction for this site.
8. In the case of TR Group, I consider that while the business is likely to incur an impact proportional to the land take, it will also benefit from the increased transport efficiencies. Potential impacts can also be mitigated through improved site efficiencies and alternative expansion opportunities.

9. In conclusion, while the development of the EWL is likely to impact upon the operations and viability of some of the business outlined above, none of these impacts will be regionally significant or are likely to result in a net loss to the wider community wellbeing.