

Good morning commissioners, Council Staff, applicants and submitters.

My name is Joy Morse and I am a Planner at KTB Planning Consultants based in Cambridge. I was engaged by the New Zealand Transport Agency prior to the notification of this proposal and was involved in the drafting of the Transport Agency's submission on the proposal.

Before I start, I would like to table further documents. These include a revised set of conditions which have resulted from further correspondence with the Applicant. Prior to this hearing the applicant has also been kind enough to provide a memo prepared by Stantec in the short absence Ian Carlisle which included initial comments on the Transport Agency's proposed conditions included in Appendix A of my evidence. The applicant has also provided a copy of what I understand to be Mr Carlisle's comments presented on Tuesday as part of proceedings – I have included these for ease of reference. In light of this memo and Mr Carlisle's comments, Principal Road Safety and Transport Engineer, Robert Swears, has also provided further technical transport advice to the Transport Agency by way of a letter which is also included.

Commissioners, may I take my evidence dated 5 November 2018 as read? Thank you. On that basis I will provide a brief summary of those matters raised in my evidence and those which have arisen in relation to my evidence as a result of further correspondence with the applicant.

Part 4 of my evidence sets out the key concerns raised by Mr Swears in relation to adverse effects on the local transport network, and those conditions proposed to address Mr Swears concerns. I have drafted an amended set of proposed conditions which have been tabled. These amendments seek to address some of the concerns recently identified by the applicant, or to provide clarity on existing conditions proposed. Please take note of these amendments identified in yellow.

Conditions 100 and 109 – In correspondence with the applicant, it is understood that the proposed amendments to conditions 100 and 109 are considered too broad and therefore not appropriate. To clarify the intent, a revision to these conditions is now proposed which specifies *'and the haulage of other materials to or from the site associated with this consent'*.

Conditions 104 and 104A – the applicant has raised the possibility that aggregate and backfill materials may be transported via alternative routes, however by way of mitigation only offers that Council be notified of this in advance. Without certainty of routes, it has not been possible to assess the effects, in particular whether those routes and intersections can safely accommodate the proposed use. It is understood that Mr Carlisle considers that traffic effects resulting from aggregate movements between a quarry and the arterial network as more appropriately addressed as part of the quarry's consent. Given that the potential adverse effects are a result of this proposal, it is appropriate that these potential effects are addressed as part of this consent.

Part 4.4 of my evidence regarded an advice note which refers to the application of proposed conditions 105 to 108. It is noted that this was not updated within Appendix A of my evidence and has now been amended for consistency.

Condition 107 – On the basis of correspondence with the applicant, it is understood that the proposed amendment to condition 107 is accepted.

Condition 108 – Similar to my comments provided on condition 104 and 105, condition 108 is proposed to address Mr Swears' concerns relating to those adverse traffic effects which may arise in the event that an alternative route is used for the transport of aggregate. Those amendments highlighted have been included as the current condition may be interpreted as only having relevance upon a particular intersection being

upgraded pursuant to condition 107. Mr Swears has recommended that it is appropriate that condition 108 apply regardless of whether an intersection has been upgraded.

Condition 109A – On the basis of condition 109 being adopted, condition 109A is considered appropriate to ensure the traffic management plan is in effect during transportation of aggregate and materials associated with this consent.

Condition 109B – Condition 109B will ensure that Council are able to identify issues relating to heavy vehicle movements, including transport safety, efficiency or damage to the road pavement. The condition will also provide a platform for compliance monitoring. This condition may also benefit the Applicant from the point of having access to records which demonstrate the level of use by heavy vehicles on local roads when determining costs of road maintenance that are attributable to the applicant under condition 102. Those amendments highlighted are proposed for the purpose of clarity.

Overall, based on the technical advice provided by Mr Swears, it is my opinion that the conditions included in the amended conditions tabled are appropriate to mitigate adverse effects on the transport network. The Transport Agency is not opposed to the proposal in principle on the basis that the potential adverse effects identified by Mr Swears are appropriately mitigated.

To assist in this process, Mr Swears has accompanied me to today and is prepared to answer any technical questions associated with his advice included with my evidence and tabled today.

Thank you,