

IN THE MATTER OF the Resource Management Act 1991

AND

IN THE MATTER OF Proposed Private Plan Change 56 to the Matamata Piako District Plan by Lockerbie Estate Limited and Lockerbie Estate No.3 Limited to rezone approximately 78 hectares of land at 76 Taukoro Road, 182 Morrinsville-Tahuna Road and Lockerbie Street from a Rural Zone (with a Future Residential Policy Area Overlay) to a Residential and Medium Residential Zone with supporting Development Area Plan.

STATEMENT OF EVIDENCE OF MICHAEL TURNER HALL

TRAFFIC

4 July 2022

Introduction

1. My name is Michael Turner Hall. I have a Bachelor of Engineering with Honours from the University of Auckland and I am a Member of Engineering New Zealand. I have over eight years' experience as a Professional Engineer and am currently employed at CKL NZ Limited (CKL) where I am a Senior Transportation Engineer.
2. My work experience includes undertaking transportation assessments and traffic modelling for over 500 commercial, residential and institutional developments throughout New Zealand. I have prepared traffic impact studies and Integrated Transportation Assessments, designed parking and provided technical advice regarding access arrangements.
3. I have been asked by the developers of the Lockerbie Estate development, located at the northern edge of the existing Morrinsville urban area, to assess the transportation matters related to the proposed Plan Change to enable further subdivision and development of an expected 1,200 dwellings.

Code of Conduct for Expert Witnesses

4. I am familiar with the Code of Conduct for Expert Witnesses (Environment Court Consolidated Practice Note 2014) and although I note this is a Council hearing, I agree to comply with this code. The evidence I will present is within my area of expertise, except where I state that I am relying on information provided by another party. I have not knowingly omitted facts or information that might alter or detract from opinions I express.

Scope of evidence

5. My evidence will cover:
 - (a) Traffic effects
 - (b) External accesses
 - (c) Internal road network
 - (d) Cycle and pedestrian provision
 - (e) Submissions related to my evidence
 - (f) Consultation with road controlling authorities
6. My evidence will provide a focus on matters raised within the submissions, as relevant to my expertise, including:

- (a) Appropriateness of road widths
 - (b) Safety and efficiency of George Street / Coronation Road intersection
 - (c) Form and function of Taukoro Road
 - (d) Downstream effects of traffic increases
 - (e) Cyclist and pedestrian provision
 - (f) Wider township parking issues
7. My role in the project is to assess the transportation effects in relation to the proposed Plan Change. I prepared the Integrated Transportation Assessment Report (ITA) dated 15 December 2021 that accompanied the Plan Change application. I also prepared a safety review of the George Street / Coronation Road intersection dated 17 May 2022. I have consulted with Matamata-Piako District Council ("MPDC") and their traffic consultants Gray Matter at various times following the submission of the Plan Change to discuss a variety of technical matters.
8. The land is currently zoned Rural within the Matamata Piako District Plan ("MPDP") and has been identified for future residential development through the Future Residential Policy Area Overlay that applies to the site. In this statement of evidence, I do not repeat the description of the site or the plan change and refer to the summary of the application in the evidence of Ms Kathryn Drew, Planner.
9. I last visited the plan change site on 23 June 2022.

Executive summary

10. In this matter, I have been asked by Lockerbie Estate Limited to assess the transportation related effects of the proposed Plan Change. I led and prepared the Integrated Transportation Assessment (ITA) that accompanied the Plan Change application and have been actively involved in engagement with MPDC and their transportation consultants Gray Matter through the processing of the Plan Change.
11. Within the proposed Plan Change, Appendix 9: Schedule of Works of the District Plan is proposed to be amended to insert the Lockerbie Development Area Plan (being Part 9.4). Part 9.4.2 relates to transportation connections including proposed cross-sections for Morrinsville-Tahuna Road and Taukoro Road. Part 9.4.3 relates to walking and cycling connections and includes a pedestrian network. Part 9.4.9 outline the triggers for upgrade works and Part 9.4.10.3 outlines the matters to be covered in the Development Agreement.

Key transportation and pedestrian network upgrades include the following matters which have all largely been agreed with MPDC:

- (a) Upgrade the Morrinsville-Tahuna Road / Taukoro Road / Hangawera Road intersection into a roundabout
 - (b) Upgrade Morrinsville-Tahuna Road and Taukoro Road across the site frontage to an urban form
 - (c) Provide new intersections onto Morrinsville-Tahuna Road and Taukoro Road
 - (d) A shared path network within the Plan Change site and an extension down Werewere Street
 - (e) Provide right turn bays at the George Street / Coronation Road intersection
12. In addition to the above, I have identified a further recommendation for change not already included within the proposed Plan Change, acknowledging that this is a separate MPDC process. This is to reduce the posted speed limit on Morrinsville-Tahuna Road and Taukoro Road, as they adjoin the Plan Change site, from 100km/h to 50km/h.
13. The proposed objectives, policies and infrastructure rule provisions will ensure an appropriate provision of transport infrastructure. It establishes a planning environment that properly manages and controls the traffic and transport effects arising from the expecting development outcomes enabled within the Plan Change area. In my opinion, there are no traffic or transportation reasons why the proposed Plan Change should not be approved.

Traffic Effects

14. Section 7 of the ITA outlines the number of trips likely to be generated by the expected development within the Plan Change area and how these would be distributed to the road network at various development stages noting that new intersection and routing opportunities will be available at different development stages. The Plan Change area is expected to generate some 1,188 vehicles per hour and 11,328 vehicles per day.
15. My assessment has also included traffic associated with the wider Lockerbie Estate development which includes some stages that are under construction as the traffic effects from these stages would not be included within existing traffic volumes. Overall, the wider Lockerbie Estate development is expected to generate 1,766 vehicles per hour and 16,284 vehicles per day.

16. My assessment within the ITA is conservative as I have assumed that all trips are external to the wider Lockerbie Estate development area. There are commercial activities proposed within earlier development stages, such as a medical centre, small-scale shops, eateries and a childcare centre, therefore it is reasonable to anticipate that some trips will remain within the wider development area, reducing traffic effects on the wider network.
17. The distribution and associated number of trips from the Plan Change area and wider Lockerbie development are provided in Appendix A of the ITA. These volumes have been used in my subject analysis of the road network. In broad terms, I have assessed that 10% of trips head north, 10% head east and the remaining 80% head south.
18. Section 8 of the ITA includes my analysis of the effect of the additional traffic movements on the surrounding road network. The full set of results from my modelling analysis are provided within Appendix B of the ITA. This shows that the form and function of the surrounding road network has sufficient capacity to accommodate the future traffic volumes associated with the Plan Change and the wider Lockerbie Estate development.
19. The modelling analysis within the ITA has been peer reviewed by Gray Matter acting on behalf of MPDC. There are no matters of disagreement that I am aware of in relation to how this intersection modelling was undertaken or its conclusions.

External Roads

20. Through consultation, it has been agreed with MPDC that the section of Morrinsville-Tahuna Road across the frontage of the site will be upgraded to an urban standard once an access from the Plan Change is established to this road. This in turn is required prior to the completion of 500 dwellings. Similarly, Taukoro Road across the frontage of the Plan Change area will be upgraded to an urban standard when an access is established which is required prior to the completion of 700 dwellings. The intersection between Morrinsville-Tahuna Road and Taukoro Road is also required to be upgraded into a roundabout at the same time that Taukoro Road is upgraded.

Morrinsville-Tahuna Road

21. At present, the section of Morrinsville-Tahuna Road across the frontage to the Plan Change area represents a typical New Zealand rural road with no kerb or footpaths and a 100km/h posted speed limit. It is my opinion that this road

should be upgraded to be more reflective of an urban environment when the intersection from the Plan Change site to Morrinsville-Tahuna Road is constructed and there is development fronting the road. In my opinion the upgraded road should include extending the 50km/h speed limit to be north and west of the Taukoro Road / Morrinsville-Tahuna Road / Hangawera Road intersection. This would result in the full length of Taukoro Road being included within the 50kmh posted speed limit. The change in speed limits is a separate MPDC process that sits outside this Plan Change.

22. Initially, and as illustrated in section 9.1.2 of the ITA and provided in Figure 1 below for ease of reference, it was proposed to widen the carriageway of Morrinsville-Tahuna Road to match the existing cross-section of the corridor as it transitions into Studholme Street. This included extending the painted flush median across the site frontage, provide a single traffic lane in each direction and provide kerbs on both sides of the carriageway. In addition, it was proposed to provide a shared path along the eastern side of the road across the frontage of the Plan Change area.

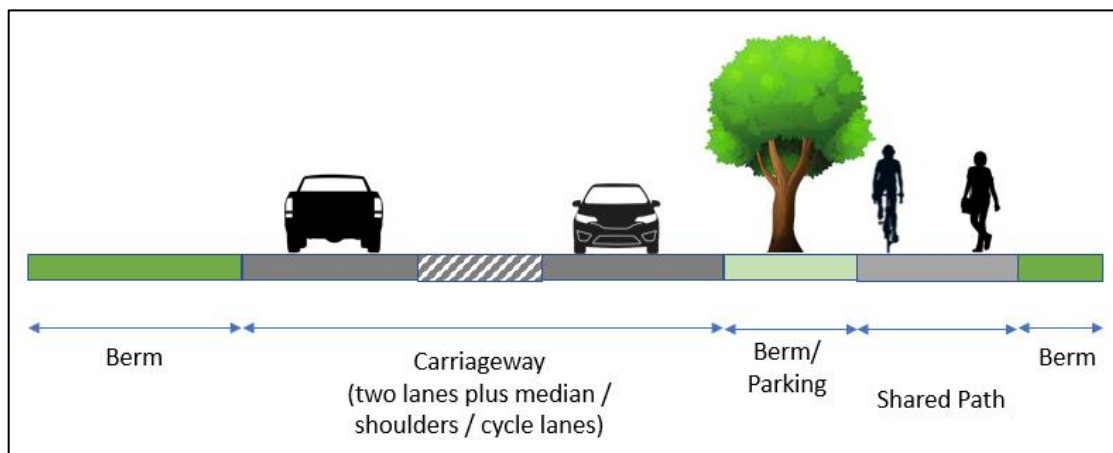


Figure 1: Initial Potential Morrinsville-Tahuna Road Cross Section

23. Through additional engagement, MPDC has indicated that 1.6m wide shoulders were also preferred within the carriageway in addition to the other elements. The agreed cross-section is shown in Figure 2 below and is also within 9.4.2 – Figure 1 e of the proposed Plan Change.

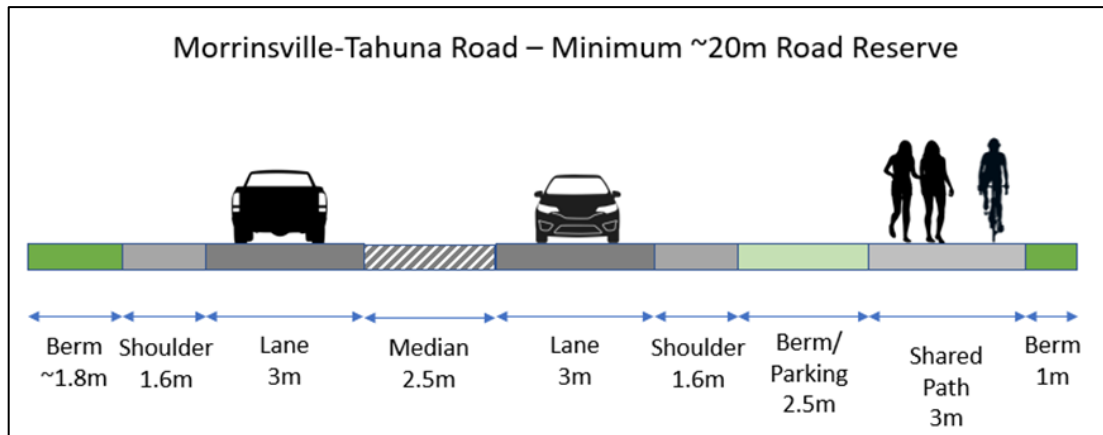


Figure 2: Morrinsville-Tahuna Road Cross Section

24. I have identified that there is approximately 1.8m of berm space on the western side of the carriageway (this width varies along this section of road). This is insufficient for a footpath, parking, services berm to be provided and therefore it is likely that land take will be required should the western side of the road be developed at some stage in the future. However, the above cross-section is preferred by MPDC and this has been agreed with Lockerbie.

Taukoro Road

25. Similar to Morrinsville-Tahuna Road, Taukoro Road also has a form that is typical of a rural New Zealand road. I recommend that the road across the frontage of the Plan Change area is also upgraded to an urban form when intersections to Taukoro Road are constructed. The agreed cross-section for this upgrade between Lockerbie and MPDC is included as Figure 18 within section 9.2.1 of the ITA, section 9.4.2 – Table 2 of the proposed Plan Change and is provided in Figure 3 below for ease of reference.

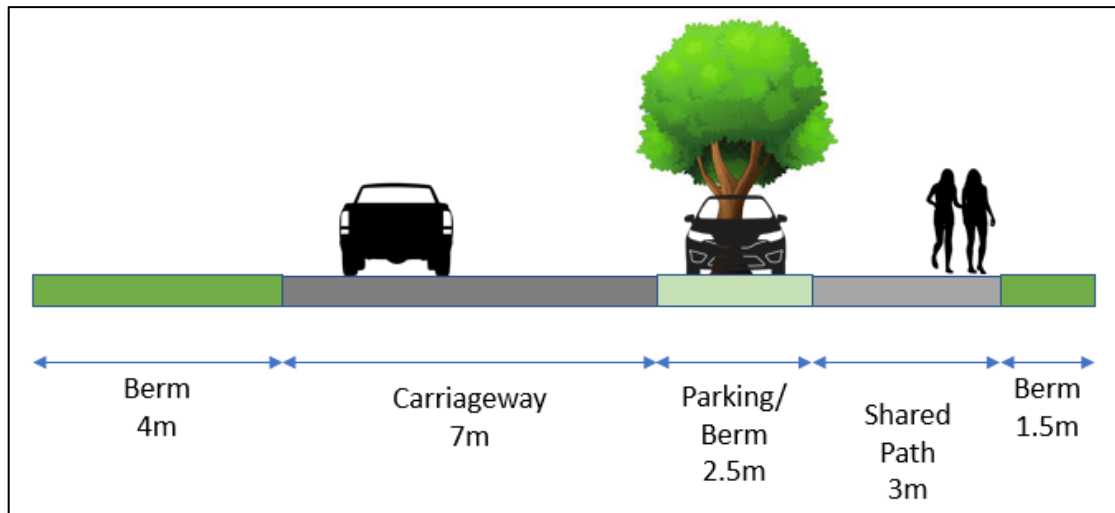


Figure 3: Potential Taukoro Road Cross Section

Taukoro Road / Morrinsville-Tahuna Road / Hangawera Road

26. It is proposed to upgrade the Taukoro Road / Morrinsville-Tahuna Road / Hangawera Road crossroads into a roundabout intersection. Roundabouts are inherently safer than crossroad intersections and also act as traffic calming devices as vehicles have to slow down to navigate around the central island. The reduction in operating speed will also assist vehicles comply with a potential reduction in the posted speed limit and provides a distinct location where the rural environment transitions to an urban environment. The change in speed limits is a separate MPDC process that sits outside this Plan Change process. I would recommend a reduction from 100km/h to 50km/h in this traffic environment.
27. The roundabout will require land take, from two properties, to fit within the road reserve. Through various meetings with MPDC, an agreed land take area has been confirmed (at the meeting with MPDC on 5 May 2022) within which an appropriate roundabout could be designed, included providing appropriate sightlines that remain within the road reserve. The conceptual design and associated land take are provided in Figure 4 below. The detailed design of the roundabout will be confirmed at a later stage. At the time of preparing my evidence, I understand that the conceptual plan has been presented to affected land and that there is general agreement that the land can be acquired. At the time of writing my evidence, the formal signing of the land purchases is yet to be completed. Further updates on this matter will be provided at the hearing.

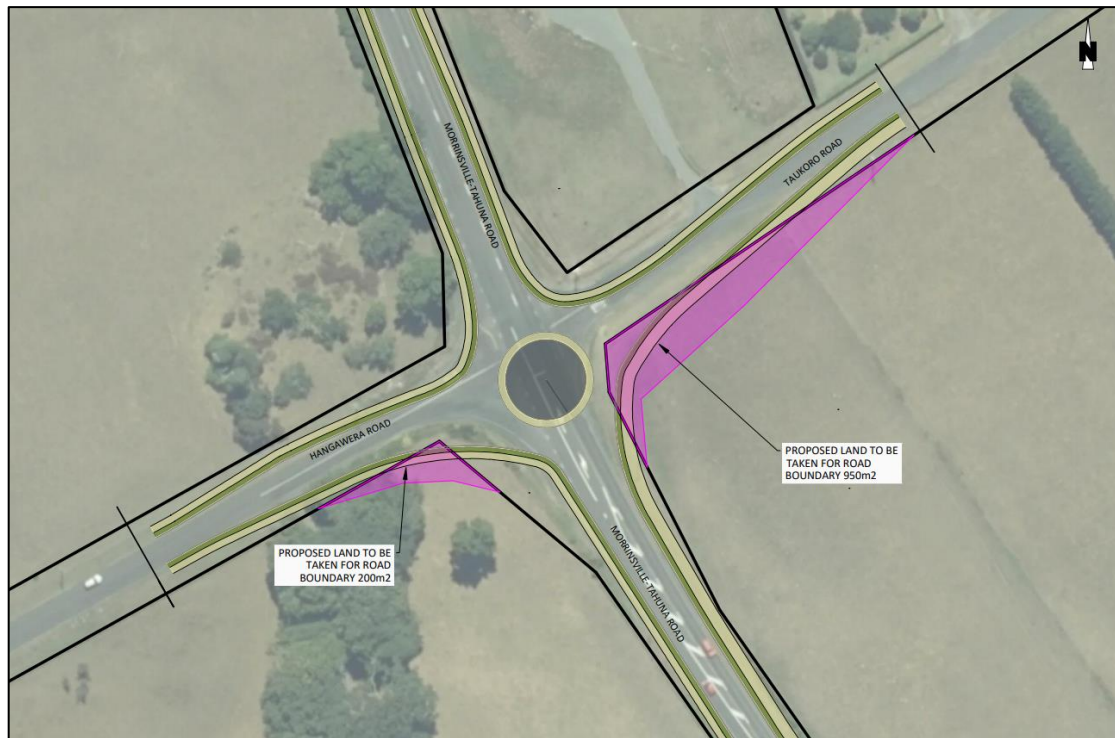


Figure 4: Conceptual Morrinsville-Tahuna Road / Taukoro Road / Hangawera Road Roundabout Intersection

Coronation Road / George Street Intersection

28. Part of the submission from MPDC requested that a safety assessment be undertaken of the Coronation Road / George Street intersection and was to be based on the Waka Kotahi Crash Estimation Compendium. I have undertaken this assessment and it has been provided to MPDC. The conclusion of that assessment is that the proposed Plan Change will not have a noticeable effect on safety when compared to the baseline scenario which includes the consented development stages of the wider Lockerbie Estate development.
29. Through further consultation with MPDC, it was agreed that right turn bays will be provided on Coronation Road with a concept design provided in Figure 5 below. This will only require changes to the painted road markings with no changes required to the existing kerb lines.

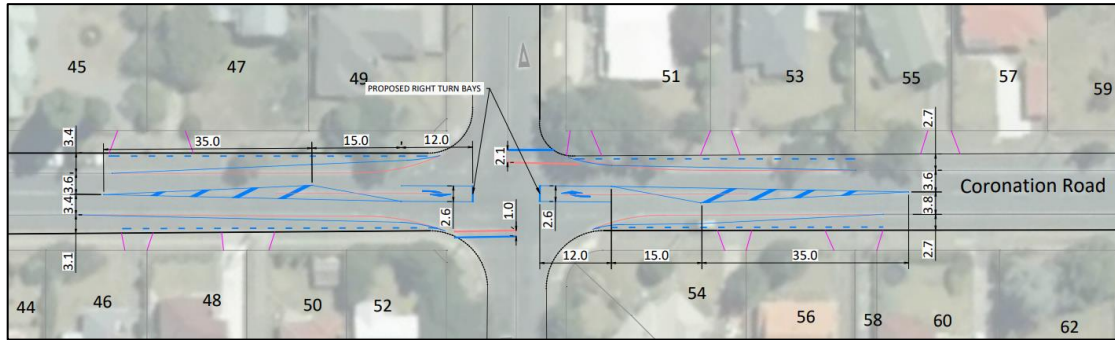


Figure 5: George Street / Coronation Road Concept Right Turn Bays

30. I identified that a number of vehicle crossings are within the extent of works of the right turn bays. However, it was concluded by MPDC that the effect on driveways will not be significant and that the benefits of the right turn bays will outweigh the drawbacks. I agree that the effect of adding right turn bays will not significantly affect nearby driveways.
31. A number of on-street parking spaces will also need to be removed to make space for the right-turn bays. Based on the times that I have visited the site, and also by reviewing historical streetview imagery, the car parking demand within this area has been low with plenty of capacity along both Coronation Road and George Street. For this reason, the removal of parking is unlikely to have a practical effect on parking demands.
32. It has been agreed as part of the Development Agreement that MPDC will undertake this work.

Internal Roads, Access and Parking

33. The detailed design and alignment of future roads within the Plan Change area will be confirmed through any subsequent subdivision applications. However, it is currently proposed to have two road types, being 20m wide collector roads and 16m wide local roads. The locations of the collector roads are included on the Lockerbie Development Area Plan to demonstrate the key network connections. The different cross-sections assist in practically illustrating the difference between collector and local to road users, creating a clear hierarchy. The typical cross sections are provided within section 10 of the ITA and reproduced in Figure 6 and Figure 7 below for ease of reference. These road reserves widths are suitable and appropriate for the future development outcomes anticipated and enabled by the Plan Change.

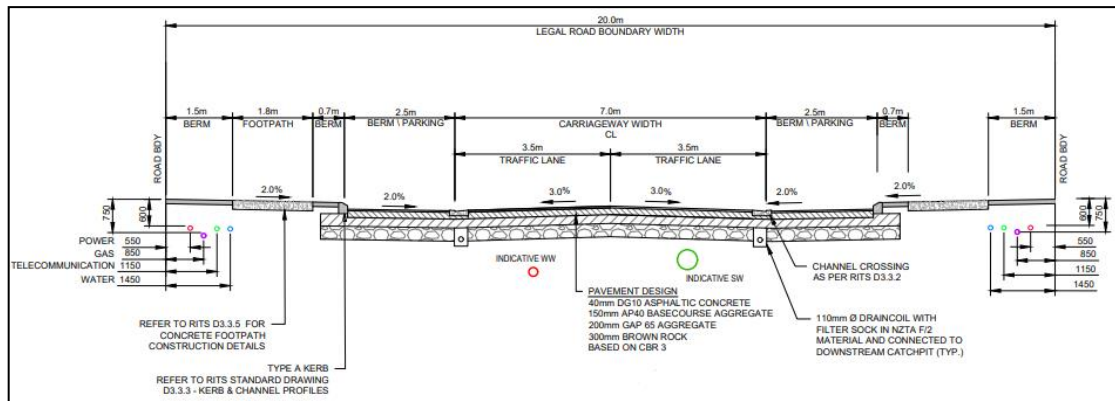


Figure 6: 20m Road Cross Section

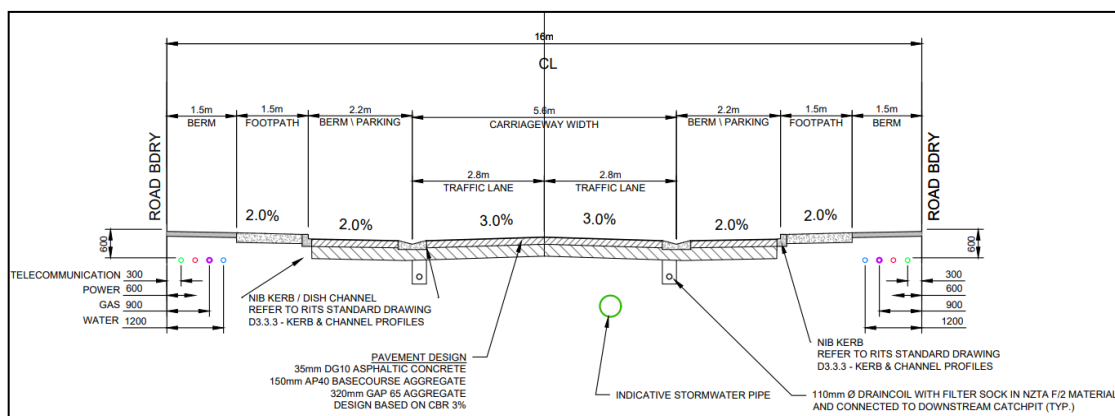


Figure 7: 16m Road Cross Section

34. Similarly, a detailed assessment of any vehicle crossings and parking spaces will be undertaken as part of subsequent resource consent applications. I expect that future development would be able to fully comply with the relevant transportation rules stipulated within the District Plan or an appropriate alternative solution identified.

Recommendations

35. While part of a separate MPDC process, I recommend that the speed limit on Morrinsville-Tahuna Road across the frontage of the Plan Change area is reduced to 50km/h to north and west of the proposed roundabout intersection with Taukoro Road. This change would result in the full length of Taukoro Road also being reduced to a 50km/h posted speed limit.
36. All other mitigation measures have been agreed between MPDC and the developer and are outlined in section 9.4 of the proposed Plan Change. I do not consider that any further mitigation is necessary.

Submissions

37. I have reviewed the submissions. The following traffic-related concerns were raised:
- (a) Appropriateness of road widths
 - (b) Safety and efficiency of George Street / Coronation Road intersection
 - (c) Form and function of Taukoro Road
 - (d) Downstream effects of traffic increases
 - (e) Cyclist and pedestrian provision
 - (f) Wider township parking issues

Appropriateness of road widths

38. Submissions 16, 22 and 25 raised concerns regarding the widths of internal roads. Submissions 16 and 22 were related to on-street parking provision while submission 25 was in relation to emergency vehicle access. Section 10.1.2 of the ITA includes the likely cross-sections for the future road within the Plan Change area, which are also reproduced as Figure 6 and Figure 7 in paragraph 33 above.
39. The new roads will be either 16m or 20m wide and include two traffic lanes and parking on both sides of the road with 20m used for collector roads and 16m for local roads. Both road types include parking on both sides of the road and two through traffic lanes and therefore the roads do not require further widening to provide additional space for car parking. Some landscaping build outs may be provided along the road within the parking areas to improve the amenity of the streetscape. The planted areas are typically less than one car length and are often located next to a driveway. Parking capacity would be unlikely to increase if the planted area were to be removed. Therefore, the cross sections have the same practical function and parking capacity as parking that is not recessed.
40. In terms of emergency vehicle access, the traffic lanes for the 16m road are 2.8m wide while the lanes on the 20m road are 3.5m wide. The maximum legal width of a vehicle is 2.5m and therefore emergency vehicles would be able to stay within their lane if there is oncoming traffic. For the 16m road, the total sealed width of the traffic lanes and adjacent parking areas is 10m. For context, this aligns with the approximate 10m carriageway widths on existing local roads within Morrinsville such as George Street and Willow Grove where parking is also permitted on both sides of the road. Similarly, the total sealed

width of the 20m road is 12m which aligns with the carriageway on Coronation Road. Table 3.1 of the Matamata-Piako District Council Development Manual requires only an 8.5m minimum total sealed width, which includes parking bays, and the cross sections therefore readily exceed the minimum requirement. There is sufficient carriageway width available for emergency vehicle access. I also note that there has been no submission from NZ Fire and Emergency that raises this concern.

George Street / Coronation Road intersection

41. As discussed in items 28-32 of my evidence above, I undertook a safety assessment of this intersection and concluded that the proposed Plan Change would not have a noticeable effect on safety when compared to the baseline scenario. However, following further discussion with MPDC it is proposed to provide right turn bays at the intersection. This will be achieved through changes to the painted road markings

Taukoro Road

42. Submitters 24, 31 and 34 raised concerns both about the overall width of Taukoro Road as well as the location of future intersection to the road from the Plan Change area. My evidence has confirmed that this road will be upgraded to a more urban form when new intersections to Taukoro Road are provided, which in turn are required when the subdivision reaches 700 lots. The likely cross section included in section 9.2 of the ITA and also reproduced in Figure 3 within item 25 of my evidence. This will include providing a wider carriageway along with a shared path across the site frontage. In addition, the Morrinsville-Tahuna Road / Taukoro Road / Hangawera Road intersection will be upgraded into a roundabout at the same time. The upgrades to Taukoro Road will address the concerns raised by the submitters in relation to the width and alignment of the road.
43. The exact alignment and design of future intersections onto Taukoro Road will be confirmed as part of future subdivision resource consent applications. This will also be part of the Taukoro Road upgrade from a rural to urban standard as per Figure 3 previously. Based on the current alignment, the Lockerbie Development Area Plan shows the western intersection to Taukoro Road as being approximately 70m east of the driveway serving 15 Taukoro Road and 80m west of a driveway to the adjacent pastoral land. The eastern intersection onto Taukoro Road is not within 100m of an a nearby driveway. The District Plan states that at least 60m separation should be provided between a

driveway and an intersection involving collector or local roads where the operating speed limit is 100km/h or 110km/h. This reduces to 20m where the operating speed is 70km/h or less. The current layout is therefore able to achieve sufficient separation to existing driveways on Taukoro Road. Further analysis of future roading connections will be undertaken at the relevant stage including assessing the separation between intersections and existing vehicle crossings. The Lockerbie Development Area Plan demonstrates that sufficient separation is achievable.

Traffic volume increase

44. A number of submitters raised concerns about traffic effects on other roads within Morrinsville beyond the area of influence assessed within the ITA. Submission 29 in particular identified the examples of Fairway Drive onto Studholme Street and Seales Road along with Snells Road, Avenue Road North and the SH26 interchange.
45. As part of the ITA, I undertook a first principles analysis to determine the likely distribution of trips to the wider road network. For Fairway Drive / Seales Road which are to the east of the site, I adopted a 10% value given that there are few notable commercial areas or other nearby traffic attractions to the east and that there are other more convenient routes for those residents travelling to the Morrinsville Town Centre. Tauranga is a potential metropolitan destination however Hamilton is a more convenient metropolitan area and therefore I consider that traffic heading east will be comparatively minor.
46. From Table 3 in section 7.2.11 of the ITA, I have calculated that up to 956 peak hour trips would be outbound for the wider Lockerbie Estate development which occurs for the morning peak period. Of these trips, 96 (10%) will likely use Fairway Drive / Seales Road.
47. Based on the latest traffic count data included within the MobileRoads database, Seales Road is reported as carrying 1,650 vehicles per day. This value was obtained just north of SH26. Traffic volumes further north from SH26 reduce from this value. Within the ITA, I adopted a 10% conversion factor between daily and peak hour traffic flows and therefore have calculated that Seales Road carries approximately 165 vehicles in the peak hour. The traffic volumes reported are for two-way traffic. For this analysis, I have adopted an 80%/20% split with most trips outbound in the morning peak, similar to that for the wider Lockerbie Estate development. The addition of 96 vehicles would likely result in up to 228 vehicles using Seales Road to access SH26.

48. Similarly, from the MobileRoads database, SH26 is reported as carrying 11,102 vehicle per day which I have converted to 1,110 vehicles per hour.
49. The AUSTRoads Guide to Traffic Management Part 2 Traffic Theory Concepts includes an absorption method that calculates the capacity of an unsignalised intersection. I have used this method to determine the absorption capacity for vehicles turning out of Seales Road onto SH26 based on the traffic volumes outlined above. I have also adopted a critical acceptance gap of 6 seconds, a follow up headway of 2.5 seconds and a practical efficiency of 80%. These values are from Table 5.2 within the AUSTRoads guide for right turning vehicles. With these parameters, the practical absorption capacity is 260 vehicles and the demand of 228 vehicles is within this capacity.
50. The analysis I have undertaken above has assumed that all vehicles on Seales Road would turn right onto SH26. In practice, it likely that a reasonable proportion would turn left. Left turning traffic has reduced gap acceptance parameters as well as there being less traffic to give-way to also reducing impedance and increasing capacity. However, given my conservative analysis has identified that there is sufficient capacity, I have not undertaken further detailed analysis.
51. For the Avenue Road North route intersection SH26, it is likely that only those heading west from Morrinsville would use this intersection with other traffic heading to the commercial or industrial areas within the town. From my overall distribution of traffic, I consider that 80% would travel south from the Plan Change area. From Census data, 17% of people living in Morrinsville are reported as travelling west of Morrinsville to work. Therefore, of the 956 trips outbound from the wider Lockerbie Estate development, 163 of these are likely to head west on SH26.
52. From the MobileRoad database, Avenue Road North carries 3,500 vehicles per day while SH26 adjacent to Avenue Road North carries 13,982 vehicles per day. These volumes equate to 350 and 1,398 vehicles per hour respectively. For both roads, I have conservatively adopted an 80%/20% split in the directional traffic distribution where the dominant traffic movements are southbound on Avenue Road North and eastbound on SH26 which increases the impedance on vehicles heading west from the Plan Change area.

53. With the additional traffic from the wider Lockerbie Estate development, southbound volumes on Avenue Road North are expected to be 443 vehicle per hour (163 + 80% of 350).
54. For the purposes of adopting the absorption method calculations, a roundabout can be considered as a series of unsignalised T-intersections. In this case, vehicles are all turning left into the roundabout and hence the gap acceptance parameter is 4 seconds with a 2 second follow up headway. I have again adopted a practical efficiency factor of 80%. With westbound flow on SH26 of 1,118 (80% of 1,398), the absorption capacity is 558 vehicles per hour. The calculated demand of 443 vehicles per hour is less than the practical capacity and I therefore consider that there is sufficient capacity within the road network. I reiterate that this is a conservative analysis that likely overestimates westbound traffic volumes on SH26.
55. Consultation was undertaken with Waka Kotahi in August/September 2021. Waka Kotahi stated that in their view that the effect on SH26 would be no more than minor and no specific improvements were required. This included particular consideration of the SH26 / Avenue Road North intersection which at the time was a temporary roundabout and has since completed its upgrade to a permanent mini-roundabout.
56. The area assessed are the parts of the network that will experience the greatest effects associated with the proposed Plan Change. Traffic has the opportunity to disperse via multiple difference routing options further from the site which reduces the effect of additional traffic at a particular location. In my opinion, there is sufficient capacity within the road network to accommodate the future traffic volumes associated with the proposed Plan Change.

Cycling and pedestrian provision

57. A submission from Bike Waikato seeks to encourage active mode use over private motor vehicle use. Bike Waikato has also acknowledged that many of their requests are more appropriate for consideration as part of future subdivision applications or as higher-level direction by MPDC given the concerns raised relate to more detailed design matters.
58. The current road reserves have been designed to align with the standards within the Matamata-Piako Development Manual. However, in addition to

these requirements, shared paths are proposed on Morrinsville-Tahuna Road as well as within the Plan Change area. Off-road paths are also provided through the open space areas within the site which improve connectivity for pedestrians and cyclists, at time providing more direct and convenient routes when compared to private vehicles. These features will assist in encouraging a mode shift towards active transport modes.

Parking

59. Concerns were raised in relation to the parking within the current Morrinsville town centre. New commercial activities are proposed within the wider Lockerbie Estate development which will provide other amenities for future residents that reduce reliance on having to travel to the town centre. Similarly, other residents from existing residential areas may also prefer to travel to the new commercial areas.
60. I also note that the Plan Change area is approximately 2-3km from the town centre. Based on Waka Kotahi Research Report 426, the average cycling trip length is approximately 3km and therefore I consider the town centre to be within cycling distance of the Plan Change area. Cyclists are able to use the existing residential road network to travel to the town centre. Traffic volumes are typically lower on these roads compared to the more major roading connections such as Studholme Street. *NZS4404 Land Development and Subdivision Infrastructure* states that it is expected for cyclists to share the road with other vehicles on suburban roads that accommodate approximately 2,000 vehicles per day. Any constraints regarding car parking within the town centre are likely to encourage use of alternative travel modes and is a matter that can be considered by MPDC.

Conclusion

61. I have assessed the transportation effects of the proposed Plan Change and address the submission relevant to traffic matters. The proposed Plan Change (and associated provisions as set out in Section 9.4 of the District Plan) enables appropriate management and control of the potential for traffic effects resulting from the anticipated future subdivision and land development. In is my opinion, there are no traffic or transportation reasons why the Plan Change should not be approved.

Michael Turner Hall
4 July 2022