

1. Introduction:

Qualifications and Experience

- 1.1. My name is Claudia Jones. I am currently employed as a planning consultant at GMD Consultants, a small planning consultancy located in Hamilton. I have been employed by GMD for just over 2 years. I have been sub-contacting to the New Zealand Transport Agency since July 2017.
- 1.2. I hold the qualifications of a Bachelor of Environmental Planning with a specialisation of Environmental Economics from the University of Waikato where I graduated at the end of 2016.
- 1.3. In relation to this hearing, I will be providing a summary of the New Zealand Transport Agency's submission and further submission. I will be happy to answer any questions at the end of Robert Swears' statement of evidence.

2. Submission

In the NZ Transport Agency submission, the Agency stated that they supported Plan Change 50, subject to amendments.

The NZ Transport agency is satisfied that the mitigation measures identified in the Integrated Transportation Assessment undertaken by the applicant have been adequately incorporated into the Plan Change provisions. However, the Transport Agency has concerns that if vehicle movements exceed 387,000 per year based on visitor numbers, the safety at the state highway 29 and Hopkins Road intersection, and State Highway 27 and Firth Street intersection will be compromised. Therefore, the Transport Agency seek a new performance standard under 1.1 "Performance standards for permitted activities in Precincts 1 and 2" that states that vehicle movements shall not exceed 387,000 movements per year. If the vehicle movements exceed the 387,000 cap, the activity becomes a Restricted Discretionary Activity under performance standard 1.2.2. And discretion is restricted to the assessment of an Integrated Traffic Assessment that addresses the non-compliance.

The Transport Agency in their submission also stated that there are concerns about additional signage on the State Highway that is neither necessary nor relevant to the immediate environment. However, the Transport Agency is satisfied that this concern is addressed through the requirement under performance standard 1.1.12.e that directional signs on state highways may be erected for the Hobbiton Movie set provided that written consent of the NZ Transport Agency is obtained.

3. Further submission

In terms of the further submission, the Transport Agency supports in part the submission of Matamata-Piako District Council. The matters supported are either considered improvements to the plan change provisions or necessary to ensure the safety and efficiency of the transport network is not compromised.

The Agency does not support the submission of Carolyn and John Evans. The amendment proposed by the submitter seeking a roundabout at the corner of Hopkins Road and State Highway 29 is not supported. An improvement such on this State Highway would require approval from the Transport Agency and further assessment.

The Agency does not support the submission of J Swap Contractors in relation to rule 9.1.1. Specifically, the Transport Agency does not support improvements to the western end of Buckland Road that would provide incentives for visitors to Hobbiton to utilise this route. Significant effort has been made to reinforce the eastern end of Buckland Road as the primary and preferred route to avoid State Highway 1 and Karapiro Road.