Before the Expert Panel appointed under the Fast-track Approvals Act 2024

Under	the Fast-track Approvals Act 2024
And	
In the Matter of	an application for approvals by Mt Iron Junction Limited to develop 250 medium to high density residential dwellings, a childcare centre, a retail building, a café, reserve areas and recreation amenities

Summary Statement of Evidence of **Andrew David Carr** on behalf of **Mt Iron Junction Limited**

Transport

Dated: 21 August 2026

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INTRODUCTION

1. My full name is Andrew (Andy) David Carr.

2. I am a director of Carriageway Consulting Ltd.

3. I have the qualifications and experience set out at paragraphs 2 to 8 of my statement of evidence in response to the Section 53 comments dated 26 June 2026.

4. Although this is not an Environment Court proceeding, I confirm that this summary statement of evidence has been prepared in compliance with the Code of Conduct for Expert Witnesses in the Environment Court Practice Note 2023.

KEY POINTS

5. I provide this summary statement of evidence on the matters that will be addressed at the limited hearing scheduled for 26 August 2026.

6. Paragraph 6 of Minute 8 of the Expert Panel dated 18 August 2026 provides that the hearing will focus on the following:

   (a) the provision and funding of the all-weather pedestrian and cycle linkages to and from the Site;

   (b) the rationale for the proposed design, width, and location of those linkages; and

   (c) the need for a connection to Aubrey Road, and potentially further north.

7. Paragraph 7 of Minute 8 also seeks further explanation of the matters raised in Minute 6 at paragraphs (3)(a), (3)(b) and (3)(c):

   (a) setting out the expected increase in traffic using the State Highway 6 (**SH6**) / State Highway 84 (**SH84**) / Riverbank Road roundabout (**Roundabout**) without the Mt Iron Junction Housing Scheme (**Project**), and the expected effects on queues and delays at the Roundabout;

   (b) adding in the increase in traffic that will be generated by the Project and showing the change in queues and delays at the Roundabout; and

   (c) taking the increase in traffic that would be generated by the Project in (b), but instead of allocating it to the Site, add it to scenario (a) as if it were to occur on other zoned land with housing capacity (this will help identify any specific operational roundabout issues or effects spatially caused by how

and from where a quantum of vehicles equivalent to what the Project would result in specifically enters/exits the Roundabout).

8. The matters of the funding of the all-weather pedestrian and cycle linkages to and from the Site (Minute 8, paragraph 6(a)) and the rationale for the proposed design, width, and location of those linkages (Minute 8, paragraph 6(b)) are addressed by others. This summary statement of evidence addresses the remaining matters, and reflects information previously provided to the Expert Panel in:

   (a) the Traffic Assessment dated February 2026;

   (b) my statement of evidence in response to the Section 53 comments dated 26 June 2026; and

   (c) my statement of evidence in response to Minutes 5 and 6 dated 20 July 2026.

Active transport links

Provision of active transport links

9. I attach a drawing as **Appendix A** to my evidence which shows the walking and cycling linkages in and around the Site, and photographs on existing walking and cycling provision are shown in Section 4.2 of the Transportation Assessment. In summary:

   (a) A1 is the existing Mt Iron Track which runs westwards from the Site to an underpass of the state highway, which in turn links to a shared walking / cycling network within the Three Parks mixed use development.

   (b) A2 is the continuation of the existing Mt Iron Track towards the north of the Site, which connects onto Old Racecourse Road.

   (c) A3 is an existing shared route that runs along the northern side of Old Racecourse Road (separated from the main carriageway of the road). At Aubrey Road, this route turns northwards, and there is then a formal crossing point of Aubrey Road that enables pedestrians and cyclists to move onto the eastern side of the road.

   (d) B1 is an existing route along the eastern side of Aubrey Road to the south of Old Racecourse Road. This is formed as a pathway that is separated from the main carriageway in some locations, but in other locations users have to walk/cycle on the shoulder of the road. A crossing of the road is

shown towards the south of B1, but no formal crossing provision is presently in place.

(e) B2 is not formed as a specific walking or cycling route and is presently a wide shoulder.

(f) C1 is a shared walking and separated pathway within the Site, to be formed at a 3m width and running along the southern side of Mountain Road.

(g) C2 is a short 'stub' of shared route that connects Mountain Road with a proposed shared walking and cycling route of D1 to the immediate north. Due to the expected low use of this, it is proposed to be formed with a 2m width.

(h) D1 is proposed to be formed within a redundant section of road corridor. It represents the westwards continuation of C1, with C2 connecting into it from the south.

(i) D2 is a shared route that runs along the northern side of the highway, and is therefore within the legal state highway corridor (for which New Zealand Transport Agency Waka Kotahi (**NZTA**) is the road controlling authority). I understand that NZTA is agreeable to this being formed with a 2.5m width.

(j) E1 is presently informally formed. It has an important role in connecting D1 (and hence the internal shared walking and cycling routes of the Site) to the existing Mt Iron Track, and so a 3m formed width is proposed.

(k) F1 is a shared route within the Site which runs along part of Mountain Road and Junction Road. This has been formed as part of existing resource consents but the proposal is for the route to be formally marked and signed.

10. Routes C1, C2, D1, D2 and E1 are already agreed as being funded by Mt Iron Junction Limited. I understand that the issue to hand is the formation of B1 and B2, which I discuss below.

11. The Site is located within a viable non-car travel distance and time of the Three Parks commercial area (which has a supermarket and other retail, community facilities, and employment). It is therefore important that residents of the Site are provided with suitable facilities to travel to and from Three Parks. In my view, proposed route D2 and existing route A1, coupled with the connections provided within the Site, create a high level of opportunity for non-car travel in this direction.

12. There are no public transport services in Wānaka at present. In the event that a service was to be implemented in future, in my view it is likely that this will connect

the main destinations in the area such as Hāwea, Albert Town, Three Parks and Wānaka. That being the case, the service is likely to run directly past the Site on SH6 and SH84. The size of development (250 houses) is unlikely to justify a service that enters the Site, but it would be possible for bus stops to be constructed on either state highway. This then means that it would be important for residents to walk or cycle to the bus stops.

13. It is increasingly common for buses to have a rack at the front of the vehicle that cycles can be attached to. It is uncommon that bus routes pass directly adjacent to all desired destinations, but the bus rack means that cyclists are able to catch the bus, and then use their cycle to reach their destination once they alight from the bus.

14. As there are no proposals for public transport within Wānaka, there are also no confirmed bus stop locations. However route F1 provides a main spine within the Site, and enables pedestrians and cyclists to easily reach the Roundabout.

15. Bus services almost always run in either direction along the same section of road (being the inbound and outbound services) which means that bus stops are typically constructed on both sides of the road. This means that to catch the bus and return home again, bus passengers need to cross the road. In this case, the Roundabout has already been constructed with shared walking and cycling routes on and across each approach, which facilitate these crossing movements of SH6 and SH84.

16. I therefore consider that the provision made 'future-proofs' the Site for possible public transport service to the extent that is reasonably possible at the current time.

17. Matters of funding are addressed by others.

Connection to Aubrey Road and further north

18. In my view, at a general level the need for walking and cycling infrastructure should reflect the likely demand for travel by those modes.

19. Walking and cycling can be split into two different categories, 'utility' trips (where the trip has to be made for a specific purposes, such as travel to employment or retail) and 'discretionary' trips (where the trip is made for recreation, walking a dog, and the like).

20. In this case, utility travel between the Site and destinations to the northeast (the direction of Albert Town) will be low because there are very few locations that people would be likely to travel to. The extent of employment activity is low, there are no schools and while there is some retail offering (including a small supermarket, takeaway, and café), these are located further from the Site than similar facilities in

Three Parks towards the southwest. I therefore do not consider that residents of the Site would be likely to travel for utility reasons towards Albert Town.

21. The proposed non-residential activities in the Site would be closer than the commercial offering in Albert Town for residents that live towards the south of Albert Town. It is therefore plausible that some residents of those southern parts of Albert Town might travel to the Site. However these lots are of a low density, and having reviewed aerial photographs, there are only around 100 residences for which this would be an attractive destination. On that basis then, I also do not consider that residents of Albert Town would be likely to travel into the Site on utility trips.

22. With regard to discretionary travel, in my view residents of the Site who are walking for leisure or recreation would be far more likely to choose to use the Mt Iron Track rather than walking alongside a state highway or main road. Movements between the Site and the Mt Iron Track are already provided for as part of the Project.

23. Residents of Albert Town might also wish to walk or cycle to the Mt Iron Track. However this volume would not be affected by the Project.

24. Finally, it is possible that residents of the Site will have friends or family that live in Albert Town, and would wish to travel to visit them (and vice versa). I am not aware of any database that would enable this to be quantified but intuitively in my view the number would be low.

25. Taking all of these factors into account, I am unable to identify a strong demand for walking and cycling towards the north of the Site. Rather, in my view, the vast majority of such trips will be made to and from the west. Accordingly, I do not consider that the Project gives rise to the need for route B1 or B2.

Roundabout

Effects without the Project

26. In order to undertake this assessment, three elements need to be determined:

    (a) the existing traffic flows;

    (b) any consented development in the immediate area that is not yet constructed but would affect traffic flows in future; and

    (c) the expected growth in traffic that could occur to the design year of ten years' time.

27. To understand the existing traffic flows at the Roundabout, I arranged for a traffic survey to be carried out at the Roundabout in the morning and evening peak hours on Wednesday 30 and Thursday 31 July 2025 via a video recording method.

28. Two days were selected to ensure that the general patterns seen were typical, but it also enabled an assessment to be made of which of the two days better fitted the expected volumes of traffic that were usually seen. The traffic flows which best fitted the typical patterns were seen on 31 July 2025, and are shown below.

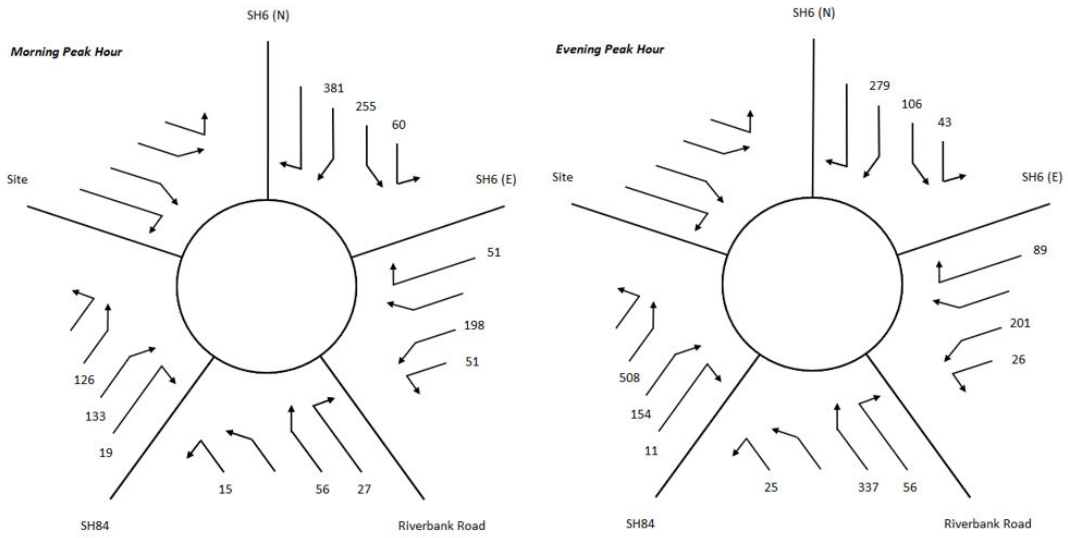


Figure 1: Observed Peak Hour Traffic Volumes, State Highway 6 / State Highway 84 / Riverbank Road Roundabout, 31 July 2025

29. I then modelled the Roundabout with these 2025 traffic flows using the computer software program Sidra Intersection, and the results are summarised below.

Approach	Morning Peak Hour			Evening Peak Hour		
	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service
Riverbank Road	11.5	0.8	B	11.0	3.7	B
State Highway 6 (East)	11.7	3.0	B	10.0	2.2	B
State Highway 6 (North)	10.8	4.5	B	11.5	2.6	B
State Highway 84 (West)	6.8	1.4	A	12.3	8.9	B
All	10.2	4.5	B	11.4	8.9	B

Table 1: Current (2025) Peak Hour Levels of Service at the State Highway 6 / State Highway 84 / Riverbank Road Roundabout

30. The modelling showed that the Roundabout is presently operating with low queues and delays. However, in the evening peak hour, the queue of vehicles departing Wānaka on SH84 reaches 9 vehicles.

31. The model is able to provide outputs showing how much of the available capacity is used and how much remains. It shows that the SH84 leg of the Roundabout in the

evening peak hour is presently operating at 70% saturation. A figure of 100% saturation means that an approach has no capacity remaining and more traffic is arriving on the approach than can exit onto the Roundabout. In essence, the modelling shows that the SH84 approach has only 30% capacity remaining in the evening peak hour.

32. There is a consented development already in place at the Site which could progress as of right. This comprises:

    (a) a service station with associated signage, retail store, car wash and laundromat;

    (b) worker accommodation buildings, with nine units providing a total of 54 bedrooms; and

    (c) 13 residential terraced housing units, with a mix of 2 and 3 bedrooms.

33. Accordingly, I added the traffic generation of this development into the prevailing environment.

34. Assessing future traffic growth is by its nature more difficult because it requires a prediction of future conditions. There are two general ways that this can be done.

35. Firstly, rates of historic traffic growth can be applied, on the assumption that the future growth will reflect historic rates of growth. In this particular case, a previous proposal for the Site meant that traffic volumes from 2017 were known, which then meant that I was able to calculate the rate of growth that had occurred between 2017 and 2025. I then used this rate to factor the 2025 traffic flows to a Design Year of ten years' time, 2035.

36. I modelled the Roundabout again, using the 2025 volumes factored to 2025, plus the consented development that could occur as of right. The results are summarised below.

Approach	Morning Peak Hour			Evening Peak Hour		
	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service
Riverbank Road	14.8	1.3	B	43.4	27.6	D
State Highway 6 (East)	38.3	12.8	D	11.6	2.9	B
State Highway 6 (North)	14.1	10.6	B	12.5	4.1	B
Site	6.5	0.5	A	35.1	4.2	D
State Highway 84 (West)	7.5	1.6	A	357.1	169.3	F
All	17.8	12.8	B	133.8	169.3	F

Table 2: Peak Hour Levels of Service at the State Highway 6 / State Highway 84 / Riverbank Road Roundabout Plus Service Station, 'Design Year' of 2035 (Growth from Surveys)

37. This shows a substantial queue of traffic on SH84 in the evening peak hour with very large delays.

38. However, historic traffic growth on any road is not necessarily a good indication of future growth, since there may have been factors present in the past which no longer apply in future. Thus a second approach can be taken, in cases (such as this) where a Council (in this case, Queenstown Lakes District Council (**Council**)) has a strategic transportation model of the district.

39. By way of background, traffic growth largely arises due to changes in land use which mean that people have an increased, or changed, need to travel from one place to another. For example, if a new residential subdivision is constructed then this would mean that people need to travel between that subdivision and work or schools. This would therefore increase the traffic volumes on the nearby roads.

40. The roads and intersections also affect the traffic flows. For example, drivers often divert onto different routes to avoid an intersection with large delays. Alternatively, if a new road is built, this might provide a faster route for some drivers who would then transfer from other roads onto it.

41. The transportation model is a representation of roads, intersections and land uses. By applying forecasts of future changes in land use (typically produced by economists), and Council expectations of new roading schemes, the model is able to predict future changes in travel, calculate the traffic volumes and assign these onto the road network. This therefore means that for any given road or intersection, the model is able to show what the expected growth in traffic will be at that location.

42. The Council has such a model, and this was made available for this assessment.

43. The approach of using a strategic transportation model is generally considered to be more accurate than projecting historic growth because it enables a more nuanced

approach to how traffic volumes might change in response to changes in land use. However it still has a margin of error because the land uses in the model are only updated every four or five years and therefore may be out-of-date.

44. I arranged for the expected traffic growth to be obtained from the model, and I used this to factor the 2025 observed volumes to 2035. I then modelled the Roundabout again, using these forecast 2035 volumes plus the consented development that could occur as of right. The results are summarised below.

Approach	Morning Peak Hour			Evening Peak Hour		
	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service
Riverbank Road	13.9	1.3	B	19.0	9.0	B
State Highway 6 (East)	21.4	7.8	C	11.3	3.2	B
State Highway 6 (North)	12.8	7.4	B	12.5	3.7	B
Site	6.6	0.5	A	36.5	4.2	D
State Highway 84 (West)	7.6	1.7	A	141.8	89.6	F
All	13.5	7.8	B	61.7	89.6	E

Table 3: Peak Hour Levels of Service at the State Highway 6 / State Highway 84 / Riverbank Road Roundabout Plus Service Station, 'Design Year' of 2035 (Growth from Model)

45. Modelling the Roundabout using the expected levels of growth from the Council's transportation model shows even larger queues and delays are expected on SH84 in the evening peak hour.

46. In summary then, both approaches to calculating future traffic flows at the Roundabout show that the Roundabout does not have sufficient capacity on SH84 in the evening peak hour.

47. I carried out a series of tests of intermediate years between 2025 and 2035, and these showed that the Roundabout capacity would be exhausted by 2030.

48. In my experience, caution needs to be exercised when models show delays of this scale. In large part this is because when significant delays are present, a proportion of drivers change their behaviour and travel earlier or later. This then 'spreads' the peak hour volumes so that they occur over a longer period of time, meaning that delays do not continue to increase at the same rate. However peak spreading is extremely difficult to take into account and thus has not been allowed for within my assessment.

49. As can be seen from Tables 2 and 3 above, the critical approach is SH84 in the evening peak hour. Whenever any intersection approach is approaching capacity,

very small changes in the traffic flows have disproportionately large outcomes in changing the resulting queues and delays.

50. I am a regular visitor to the district both for work and for leisure, and I have from time to time (informally) observed relatively long queues on SH84 in the weekday evening peak hour. As part of this commission I carried out a more formal survey of queue lengths in October 2025, and observed a queue of more than 30 vehicles for a period of around half an hour in the weekday evening peak hour. In my view this supports the conclusion that the SH84 approach in the weekday evening peak hour is approaching its maximum capacity.

Effects generated by the Project

51. I have calculated the traffic that is expected to be generated by the Project based on standard trip generation rates, and this is shown below.

52. In some cases, an activity in the Site will attract visits from people that are already travelling past. One example of this is retail – while some customers will make a special trip to go shopping, a proportion will 'call in' on the way past. This results in a trip from location A to location B changing to be a trip from location A into a site, and then a trip from a site back to location B. In turn, this results in some traffic volumes decreasing, as a trip changes from one turning movement to another.

53. This is not a significant effect in this particular case as the extent of non-residential development is limited, but I have allowed for diversion of trips to maintain accuracy, and this accounts for the negative numbers shown below.

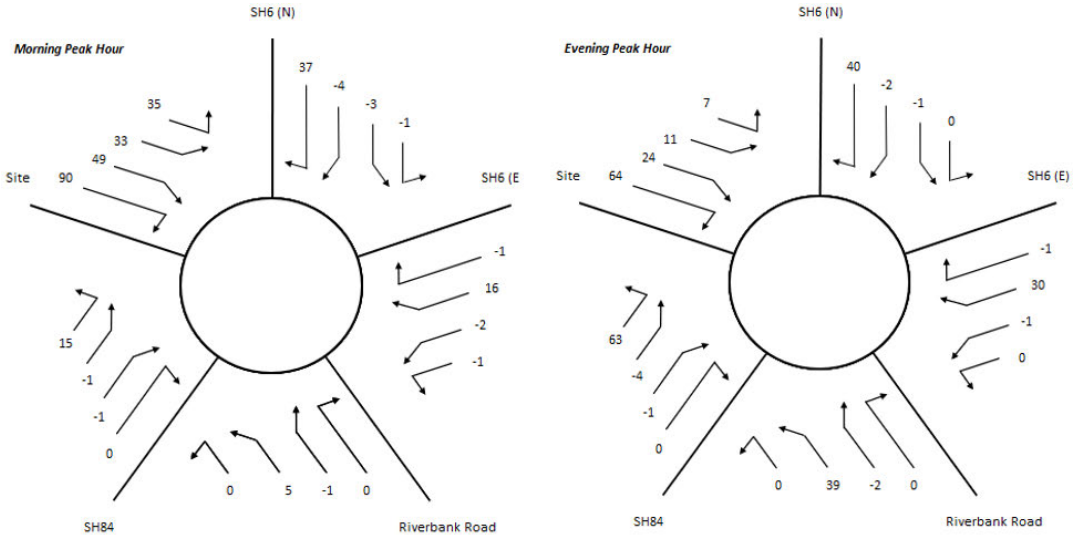


Figure 2: Traffic Generation of Proposed Development

54. I have then added these volumes to those expected without the Project in 2035.

55. As I noted above, I have used two ways to find the expected 2035 traffic flows, one based on projecting the historic growth rates and the other based on the growth forecast from the transportation model. This then means that there are two possible future scenarios with the Project in place.

56. The queues and delays at the Roundabout based on projecting the historic traffic growth rates to 2035, and then adding the Project, are shown below:

Approach	Morning Peak Hour			Evening Peak Hour		
	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service
Riverbank Road	16.5	1.7	B	170.5	85.0	F
State Highway 6 (East)	225.2	56.5	F	14.7	4.4	B
State Highway 6 (North)	28.5	25.7	C	14.0	5.3	B
Site	6.9	2.1	A	37.8	7.4	D
State Highway 84 (West)	7.7	1.7	A	434.4	198.4	F
All	59.3	60.8	E	189.6	198.4	F

Table 4: Peak Hour Levels of Service at the State Highway 6 / State Highway 84 / Riverbank Road Intersection Plus Service Station, 'Design Year' of 2035 (Growth from Surveys), Plus Proposed Development

57. In order to assist in comparing the situations with and without the Project (using historic growth rates), in the table below I have shown the changes in queues, delays and levels of service that would arise with the development in place compared to those that are forecast to occur without the development.

Approach	Morning Peak Hour			Evening Peak Hour		
	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service
Riverbank Road	+1.7	+0.4	-	+127.1	+57.4	D to F
State Highway 6 (East)	+186.9	+43.7	C to F	+3.1	+1.5	-
State Highway 6 (North)	+14.4	+15.1	B to C	+1.5	+1.2	-
Site	+0.4	+1.6	-	+2.7	+3.2	-
State Highway 84 (West)	+0.2	+0.1	-	+77.3	+29.1	-
All	+41.5	+48.0	B to E	+55.8	+29.1	-

Table 5: Differences in Peak Hour Levels of Service at the State Highway 6 / State Highway 84 / Riverbank Road Intersection Plus Service Station, 'Design Year' of 2035 (Growth from Surveys), with and without Proposed Development

58. By way of example, this shows that in the morning peak hour, the average delay for traffic on Riverbank Road increases by +1.7 seconds with the development in place compared to the situation if the Project did not proceed.

59. I have remodelled the Roundabout based on using the Council's transportation model to calculate traffic growth to 2035, and then adding the Project. The Roundabout performance is summarised below.

Approach	Morning Peak Hour			Evening Peak Hour		
	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service
Riverbank Road	16.2	1.8	B	38.9	18.7	D
State Highway 6 (East)	69.7	21.4	E	14.6	4.9	B
State Highway 6 (North)	19.9	14.3	B	13.5	4.4	B
Site	7.2	2.1	A	38.1	7.4	D
State Highway 84 (West)	7.9	1.9	A	343.9	176.7	F
All	25.7	24.9	C	135.8	176.7	F

Table 6: Peak Hour Levels of Service at the State Highway 6 / State Highway 84 / Riverbank Road Intersection Plus Service Station, 'Design Year' of 2035 (Growth from Model), Plus Proposed Development

60. Again, to assist in comparing the situations with and without the Project (using growth rates from the Council's transportation model), I have shown the changes in queues, delays and levels of service that would arise with the development in place compared to those that are forecast to occur without the development.

Approach	Morning Peak Hour			Evening Peak Hour		
	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service
Riverbank Road	+2.3	+0.5	-	+19.9	+9.7	B to D
State Highway 6 (East)	+48.3	+13.6	C to E	+3.3	+1.7	-
State Highway 6 (North)	+7.1	+6.9	-	+1.0	+0.7	-
Site	+0.6	+1.6	-	+1.6	+3.2	-
State Highway 84 (West)	+0.3	+0.2	-	+202.1	+87.1	-
All	+12.2	+17.1	B to C	+74.1	+87.1	E to F

Table 7: Differences in Peak Hour Levels of Service at the State Highway 6 / State Highway 84 / Riverbank Road Intersection Plus Service Station, 'Design Year' of 2035 (Growth from Model), Plus Proposed Development

61. As I set out previously, the Roundabout has insufficient capacity in the evening peak hour to accommodate the traffic flows by 2030 without any development. Consequently in my view it is unsurprising that queues and delays increase significantly when development traffic is added to the expected 2035 volumes.

Allocation of effects

62. As noted above, there are two ways of applying traffic growth to find the expected traffic flows in the Design Year of 2035, either by projecting historic growth rates or using the traffic growth expected from the Council's transportation model. In order to simplify my response to this request, I have only considered the scenario of applying the historic rates.

63. There is a range of other land in the area which is zoned for additional housing capacity. Within my Transportation Assessment, I discussed the scenario of growth in Albert Town, where housing intensification is expected under the District Plan. Consequently in order to respond to this matter, I have reallocated the traffic flows shown on Figure 2 to reflect a scenario of the same development occurring in Albert Town.

64. I have added these reallocated development traffic flows onto the 2035 volumes expected (found by projecting historic traffic growth as noted above) and remodelled the Roundabout using the computer software program Sidra Intersection. The results are summarised below.

Approach	Morning Peak Hour			Evening Peak Hour		
	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service
Riverbank Road	15.5	1.8	B	153.7	82.2	F
State Highway 6 (East)	345.1	78.2	F	13.3	3.7	B
State Highway 6 (North)	21.1	25.1	C	12.5	5.0	B
Site	6.8	0.6	A	34.3	4.1	C
State Highway 84 (West)	7.5	1.8	A	462.3	211.1	F
All	80.8	78.2	F	197.9	211.1	F

Table 8: Peak Hour Levels of Service at the State Highway 6 / State Highway 84 / Riverbank Road Roundabout Plus Service Station, 'Design Year' of 2035 (Growth from Surveys) With the Mount Iron Junction Development Added into Albert Town

65. To assist with comparing the outcomes with the Project with a hypothetical identical development in Albert Town, I have shown the changes in queues, delays and levels of service that would arise with the development in different places.

Approach	Morning Peak Hour			Evening Peak Hour		
	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service	Avg Delay (secs)	95 %ile Queue (veh)	Level of Service
Riverbank Road	+1.0	-0.1	-	+16.8	+2.8	-
State Highway 6 (East)	-119.9	-21.7	-	+1.4	+0.7	-
State Highway 6 (North)	+7.4	+0.6	-	+1.5	+0.3	-
Site	+0.1	+1.5	-	+3.5	+3.3	-
State Highway 84 (West)	+0.2	-0.1	-	-27.9	-12.7	-
All	-21.5	-17.4	-	-8.3	-12.7	-

Table 9: Comparison of Peak Hour Levels of Service at the State Highway 6 / State Highway 84 / Riverbank Road Roundabout Plus Service Station, 'Design Year' of 2035 (Growth from Surveys) With/Without Mount Iron Junction Added into Albert Town

66. A positive number in the table above means that the delay or queue is greater for the development at Mt Iron Junction than if it was to be in Albert Town. For example, in the morning peak hour, having the development at Mt Iron Junction would result in delays to vehicles on Riverbank Road being 1.0 seconds greater than if the development was instead located in Albert Town.

67. A negative number in the table means that that the delay or queue is lower for the development at Mt Iron Junction than if it was to be in Albert Town. For example, in the evening peak hour, having the development at Mt Iron Junction would result in delays to vehicles on SH84 being 27.9 seconds lower than if the development was instead located in Albert Town.

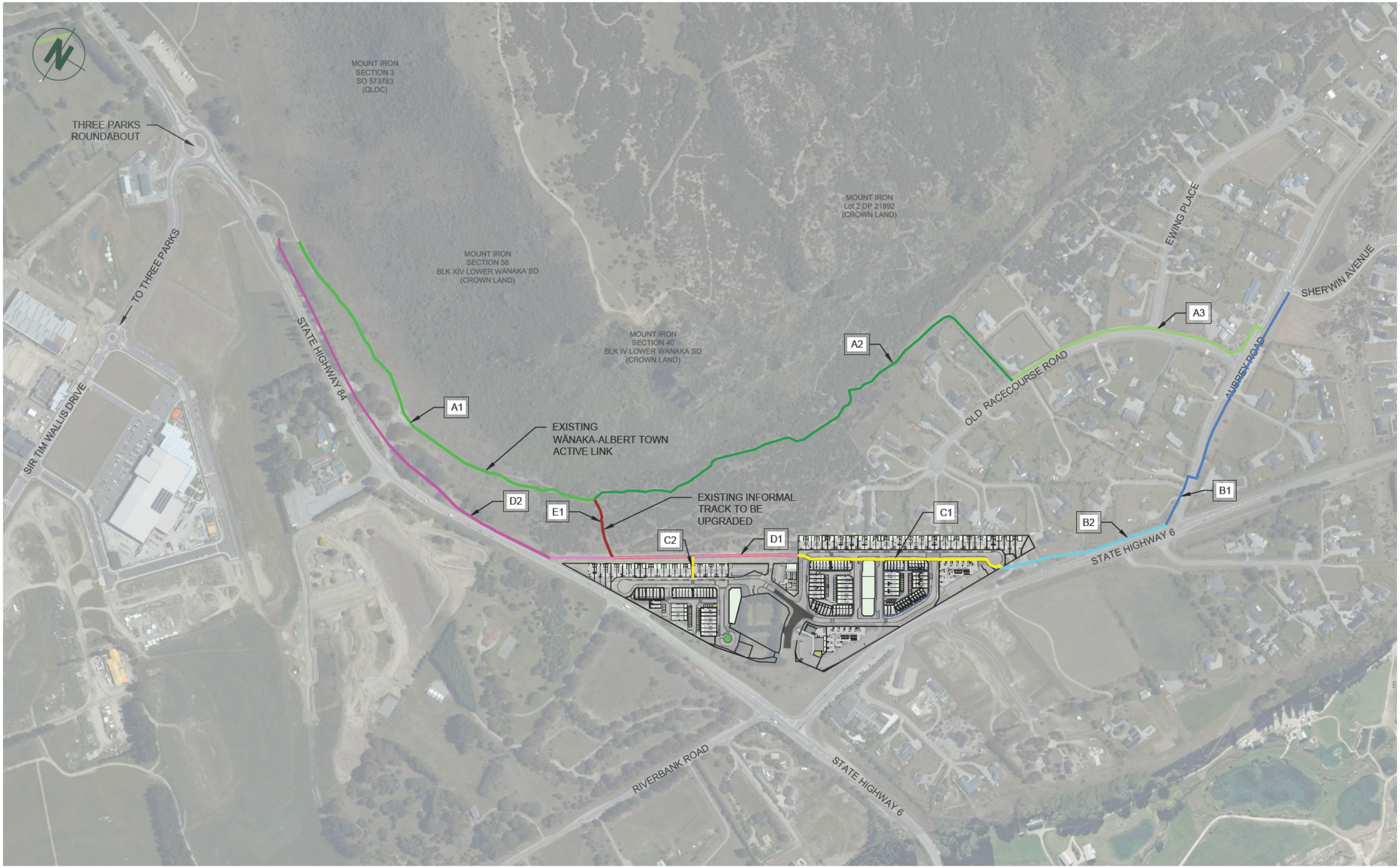
68. As I set out above, where queues and delays are modelled to be very large, a degree of caution is needed because some drivers will change their behaviour to travel outside of the peak period. While my analysis indicates that there is a slight benefit for the Roundabout as a whole if the development was to be located at Mt Iron Junction than in Albert Town, under each scenario the Roundabout does not have sufficient capacity. The differences in the overall performance of the Roundabout are relatively small and so although the modelling indicates that the better outcome is achieved by having the development at the Site, when taking into account the overall large queues and delays in each scenario, I do not consider that the differences in development location are material in practice.

Andrew David Carr

21 August 2026

Appendix A

Active links plan



patersons. Land Professionals

CLIENT
MT IRON JUNCTION LTD
JUNCTION ROAD, WANAKA

DRAWING TITLE
CONSENT ENGINEERING DESIGN
PROPOSED ACTIVE TRANSPORT LINKS

DATUM INFORMATION	
COORDINATE SYSTEM	NZGD 2000 LINDIS PEAK CIRCUIT
DATUM	NZVD2016
ORIGIN OF COORDINATES	
ORIGIN OF LEVELS	

REV	DRAWN	DATE	NOTE
01	PHJ	15.07.2026	Fast Track Application
02	PHJ	30.07.2026	

STATUS **FOR RESOURCE CONSENT**

SURVEYED	LIDAR
DESIGNED	PHJ
DRAWN	DB
REVIEWED	DLW
APPROVED	DLW

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PROJECT	**P240103**
DRAWING NO	**003**
SHEET	**350**
REVISION	**2**
SCALE (A3)	**1:5000**