

BEFORE THE FAST-TRACK EXPERT PANEL

IN THE MATTER of the Fast-track Approvals Act 2024 (“FTAA”)

AND

IN THE MATTER of Waikanae North (FTAA-2603-1194)

JOINT STATEMENT OF EXPERT WITNESSES:

TRANSPORT

7 September 2026

INTRODUCTION

1. Expert conferencing on the topic of transport took place online via Microsoft Teams from 2pm-5pm on 7 September 2026.
2. The conference was attended by the following members of the Expert Panel:
 - a. Sue Simons (“SS”) (Chair)
 - b. Nigel Mark-Brown (“NMB”) (Panel Member)
 - c. James Whetu (“JW”) (Panel Member)
 - d. Carolyn Wratt (“CW”) (Panel Member)
3. The conference was attended by the following experts
 - a. Susannah Tait (“ST”) (appointed by the Expert Panel)
 - b. Leo Hills (“LH”) (appointed by the Expert Panel)
 - c. Mitch Lewandowski (“ML”) (Applicant)
 - d. Andrew Beatson (“AB”) (Applicant)
 - e. Jamie Whittaker (“JWh”) (Applicant)
 - f. Mark Georgeson (“MG”) (Applicant)
 - g. Drew Bryant (“DB”) (NZTA)
 - h. Colin Shields (“CS”) (KCDC)
 - i. Greg Carlyon (“GC”) (Ātiawa ki Whakarongotai Charitable Trust)
 - j. Liam McAuliffe (“LA”) (Ātiawa ki Whakarongotai Charitable Trust)
 - k. Melanie McCormick (“MM”) (Ngā Hapū o Ōtaki)
4. Kerry Andrews (Planz) assisted the experts to draft the Joint Witness Statement (“JWS”). Ashley Jamieson and Alex Mickleson provided meeting support.

CODE OF CONDUCT

5. The experts confirm that they have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and referred to in the Fast-track Approvals Act 2024: Panel Conveners’ Practice and Procedure Guidance 25 July 2025, and agree to comply with it. The experts confirm that the issues addressed in this JWS are within their area of expertise, unless stated otherwise.

SCOPE OF JWS

6. In response to Minute 7 issued by the Expert Panel, a number of outstanding points were identified in relation to this topic. Those outstanding issues form the basis for the structure of this JWS. The Expert Panel took the opportunity to ask questions of the experts to clarify matters in relation to the transport matters of the project.

7. In this JWS, we report the outcome of our discussions in relation to each item (below), including by reference to points of agreement, disagreement, and unresolved matters or uncertainties. Where we are not agreed in relation to any issue, we have set out the nature and basis of that disagreement.

AGENDA ITEMS

Te Moana / SH1 interchange

8. CS requested a condition which requires the applicant to provide further SIDRA modelling.
9. CW asked where a condition like this would lead the applicant and what changes / mitigations would it result in.
10. MG advised that the applicant used Council's KTM4 (and Council's modeler) as directed by Council for this project, like many others in the Kapiti district. The model includes future land use and roading assumptions. The KTM4 model informed localized SIDRA modeling. MG was satisfied that the modeling was appropriate, and no mitigation was required at interchange. MG is surprised at the suggestion that mitigation could be required by a single party on an interchange 6km away from the development. DB advised that the Te Moana interchange is the closest south bound access to the development.
11. CS is concerned about the use of traffic flows from the KTM4 model for SIDRA modeling purposes. CS noted that 2036 traffic flows with WNDL are less than some of the actual 2024 traffic counts and the 2036 flows without WNDL.
12. DB advised that NZTA have similar concerns to KCDC.
13. LH confirmed that KTM4 is a traffic assignment model. MG confirmed that the model will respond to land-use change across the system and that traffic generation of WN was added entirely on top of the forecasts, whereas some displacement of land use would normally be assumed. As an assignment model, KTM4 redistributes traffic across the modelled network in respond to changing land use and traffic conditions. LH considers this is a conservative/ appropriate approach.
14. CS queries specific assumptions i.e. the Rutherford Drive link road. MG indicated that this link road is provisioned for in planning documents including the District Plan.
15. MG advised that model outcomes will not be strictly correct but will provide reasonably reliable outputs.
16. CS considers that a trip generation rate of 0.9 is appropriate (but not conservative). DB advised that NZTA requires a trip generation rate of 1.3 unless evidence is provided to justify a different rate. JWh advised that the section 53 response included 85th percentile rates (0.6 and 0.7) – similar to average rates. LH considers the 0.6 and 0.7 to be appropriate. DB accepted that on the basis of the new information a 0.9 rate is appropriate.
17. AB and MG confirmed that trip rates assumed no extension of bus services.
18. SS queried whether NZTA has plans to develop southbound ramps on the Pekapeka interchange. DB advised no plans for Pekapeka or Te Moana interchanges. DB advised that turning traffic blocking the through lane on the state highway would trigger upgrades. MG advised that the offramp is 500m long and queuing is less than half of this (with

development). DB advised that this was the basis for querying modeling assumptions.

19. CS also raised concerns about queuing on Te Moana Road.
20. MG questioned whether other substantial developments had been required to consider interchange upgrades. CS advised that other developments may need to make a proportional contribution. MG is aware of localized upgrades (such as the road intersection with the site access point) being attributed to developments but not network upgrades some distance away where there are many other contributors to existing and future traffic movements.
21. DB advised that NZTA are seeking a condition that would require ongoing monitoring of the Te Moana interchange. CS advised that a similar condition is being imposed on Plan Change 5. LH queried how traffic can be directly attributed to the Waikanae North development when other significant developments are occurring in the area. CS advised that this is why the modeling needs to be robust (to avoid relying on monitoring).
22. SS asked CS what is necessary for him to be satisfied and potential timeframes. CS advised that he is not satisfied with the information provided to date despite asking repeatedly. MG is satisfied with the applicants conclusions and assumptions. CS advised if he receives the necessary information from the applicant he would be able to turn around a response quickly.
23. NMB asked whether there is an appropriate proportional contribution for the interchange upgrade. MG considered that development contributions could be an option for securing funding for an upgrade. SS advised that development contributions are payable to council not NZTA. MG identified that the likely improvements will be on Te Moana Road and therefore development contributions could be used.
24. CS advised he needs the select link analysis and turning flow assumptions as provided from the KTM4 modeller. The applicant will provide as soon as possible. DB advised NZTA will work with KCDC and provide a coordinated response. CS and DB will be able to respond by Wednesday 9th September.
25. AB advised that if upgrades are required a carefully worded condition will need to be imposed requiring a proportional contribution from Waikanae North. SS advised there are many examples where a number of developers contribute to upgrades (proportionately).
26. CS queried what developments are factored into the model. MG advised that Council should be able to confirm which developments are included as the KTM4 model and its agreed future land uses is theirs. CS stated he will talk to the KTM4 modelling consultant.

EPA for road design (Conditions 74 to 84)

27. Not discussed as part of conferencing.

Safe System Audits on Peka Peka Road

28. Not discussed as part of conferencing.

External road connections

29. CS advised that the conditions should clearly specify external road connections including terminations. AB advised that this has been addressed in both conditions and plans.

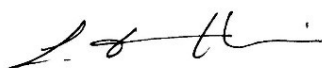
Pedestrians, cyclists and horseriders on local roads

30. CS advised that there had been community concerns regarding pedestrians, cyclists and horse riders where increased traffic from WNDL could worsen safety for these users but acknowledged that a monitoring condition could be difficult to attribute effects directly to Waikanae North but a condition is required to identify if any safety improvements are required. CS stated that the applicant did not provide any baseline data on these users of the local road network. NMB also acknowledged this community concern. MG advised that Council has a forward programme for the Cycle, Walkway and Bridleway (CWB) network to take account of changing needs of these users. SS queried whether this can be addressed by condition. CS advised that linkages from the site to the surrounding network should be designed to be safe and efficient including for pedestrians and cyclists.

Other matters

31. CS and DB advised that KCDC and NZTA are largely satisfied with the conditions bar some of the specific matters raised.

SIGNATURES OF EXPERTS



Leo Hills



Mitch Lewandowski



Andrew Beatson



Mark Georgeson



Jamie Whittaker



Colin Shields



Drew Bryant



Melanie McCormick



Greg Carlyon



Liam McAuliffe