
MINUTE 15 OF THE EXPERT PANEL

Record of Hearings

Southern Link Inland Port FTAA-2604-1207

21 September 2026

[1] The Panel conducted hearings with expert witnesses on Transport and Noise issues on 14 September 2026 and Freshwater issues on 15 September 2026.

[2] Video recordings, transcriptions and the record of attendance for the hearings can be found here: <https://www.fasttrack.govt.nz/projects/southern-link-inland-port/conferences,-workshops-and-hearings>

Transportation Effects Panel Nomograph

[3] Immediately prior to the Transportation Hearing the Panel circulated a ‘nomograph’ prepared by Panel Member Steve Abley to record the Panel’s understanding (going into the hearing) of the relationship between the key traffic movement data, percentage of road to rail mode shift transfer and projected Gross Floor Area (GFA) at various stages of the development as detailed in the ITA, ITA Addendum and in the Transportation Joint Witness Statement, Appendix 1 and 2 and specifically Appendix 2 Table 1-2. The purpose of the exercise was to assist the Panel with a pictorial representation of the forecast heavy vehicle movements requested in Minute 4 and the sensitivity testing for the different growth and mode shift scenarios requested in Minute 9. The graph now forms part of the record of materials for the application. However, the graph needs to be considered in the context of the Applicant’s feedback.

[4] The Applicant's representatives expressed concern about the late circulation of the graph, which the Panel noted. Chris Rossiter (the applicant's transportation expert) pointed out a potential flaw in the graph because it started from zero GFA. Mr Rossiter pointed out that the graph ought to have started from Stage 1 because, Stage 1 involved the consolidation of the Dynes activities to the site. Therefore, in his view the nomograph 'rays' depicting the sensitivity testing should have splayed out from the Stage 1 point with various sensitivities introduced thereafter.

[5] The Panel accepts that general representation and appreciates the complexities of the staged approach combined with the sensitivity testing. The Panel found the graph a useful starting point to clarify our understanding of the development stages and the sensitivity of the anticipated traffic generated from the different scenarios.

[6] Nevertheless, the Panel recognises the Applicant's concerns regarding its timing and representations. The Panel does not consider it necessary for the graph to be revised or for the Applicant to undertake further work on this matter. If the Applicant considers that an alternative graphic would materially assist the Panel, it may provide one with its reply to the Transportation Hearing, although the Panel does not expect it to do so.



Cindy Robinson

Expert Panel Chair