

**KAPITI COAST DISTRICT COUNCIL**

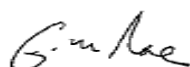
**APPLICATION FOR RESOURCE CONSENT: RM210151 – KAPITI RETAIL HOLDINGS LTD**

**MINUTE 8 OF COMMISSIONER**

1. I have received the responses requested in Minute 7 and can now issue directions on the process from here.
2. In terms of the process outlined in Minute 4 we have reached the stage where I have received all information outlined in steps up to paragraph 5, where I am to issue directions as to the traffic growth parameters to be used for the design of the mitigation works.
3. In that regard, I am satisfied from all the information received, including JWS's and legal comments, that the appropriate growth parameters to be used for the design of the mitigation works are as proposed by the Applicant, i.e. a growth rate of 2% on Kapiti Road and a doubling of the growth rate from the Airport Zone onto the Friendship Place roundabout.
4. I acknowledge the Applicant's position is that these growth rates are for the purposes of stress testing and it does not accept either of the stress tests is a representation of a realistic growth rate. I also acknowledge that the submitters consider a different approach is required, taking account of future controlled activity development in the Airport Zone, as set out in the legal comments I have received. The parties will have the opportunity to make final legal submissions as outlined in Minute 4.
5. On that basis, I now direct that Mr Kelly provides a statement of supplementary evidence setting out the results of his modelling as appended to the JWS and containing the details of the Applicant's proposed mitigation by **1 June 2022**.
6. Upon receipt, that information will be sent to the parties for preliminary comment (as per Step 6 of Minute 4) and depending on the comments received I may then direct further conferencing of traffic experts witnesses if that will add value to the process.
7. In that regard, the Applicant's Supplementary Legal Submissions dated 16 May 2022 assert that Mr Kelly's work to date suggests that the proposed mitigation (both the Friendship Place additional lane and the north-west approach additional lane) will more than offset the effects of the proposal regardless of whether nil growth is applied or whether stress testing (as set out in this Minute) is applied to the roundabout.
8. I will be interested to know whether the traffic experts engaged for the submitters, after having viewed Mr Kelly's supplementary evidence and mitigation details, consider this needs to be tested by further conferencing or whether we can instead move straight to closing legal submissions.

**DATED** this 18<sup>th</sup> day of May 2022

Signed by



**GM Rae, Independent Commissioner**

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