

**Before the Independent Hearing Panel**

**In the Matter** of the Resource Management Act 1991 (**RMA**)

**And**

**In the Matter** of an application to the Central Otago District Council and Otago Regional Council for resource consent to establish and operate a gold mining activity at 1346 – 1536 Teviot Road, Millers Flat

**Reference** RC230325 (Central Otago District Council)  
RM23.819 (Otago Regional Council)

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**Summary Statement of Logan Paul Copland on behalf Hawkeswood Mining Limited**

**Transportation**

**Dated 13 May 2024**

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## **Introduction**

1. My full name is Logan Paul Copland. I am a Senior Transportation Planner at Abley Limited (**Abley**), a transportation, spatial and data intelligence professional services company. In addition to the above, I am also the Business Delivery Manager for Abley's South Island Land Development team.
2. I have prepared a primary statement of evidence dated 29 April 2024 which sets out my qualifications and experience. I confirm that I have continued to comply with the Code of Conduct for expert witnesses in preparing this summary statement.

## **Summary**

3. I prepared a Transportation Assessment on behalf of Hawkeswood Mining Ltd to assess the potential transport related effects of its proposal to establish and operate an alluvial gold mine at 1344-1536 Teviot Road, Millers Flat.
4. I concluded that, subject to conditions relating to site access design, the safety and efficiency effects of the proposal on the transport network will be acceptable.
5. The accessways will not be designed in accordance with Figure 12.3 of the District Plan, as I consider that this standard is not required from a road safety perspective.
6. Under my direction, Abley staff have prepared concept design drawings for each accessway. These are shown in Appendix C of my Evidence in Chief. This design is based on a Diagram D accessway as per Appendix 5B of the NZTA Planning Policy Manual. My analysis as set out in my Evidence in Chief concluded that this design approach is appropriate for the site accessways. This is based on:

- a. Teviot Road having low traffic flows relative to other arterial roads listed in Schedule 19.7 of the District Plan;
  - b. Teviot Road having an excellent road safety record;
  - c. A large proportion of traffic movements at the accessways will occur outside of peak network times;
  - d. Forward sight distances from through traffic to vehicles turning at the accessways being excellent; and
  - e. The total number of heavy vehicle movements using the accessway is very low, and average four movements per day (two in, two out). These movements are also unlikely to occur during network peak hours.
7. These concept drawings will need to be developed further as part of detailed engineering design.

### **Response to Matters Arising**

8. I have reviewed submissions made where those submissions have raised concerns relating to transportation effects of the proposal. These submissions assert that traffic generated by the proposed activity will pose unacceptable traffic safety effects on Millers Flat School, and generally on other road users including cyclists.
9. I conclude that any traffic effects arising from the proposed activity will be indiscernible to other road users. Teviot Road has low traffic flows and an excellent safety record. Moreover, the types and volumes of traffic generated by the proposed activity will not lead to any capacity or safety problems.

### **Conclusions**

10. Having reviewed submissions and the section 42A report, I remain of the view that subject to conditions of consent as set out in my Evidence in Chief, that the proposal can be supported from a transport perspective.

A handwritten signature in black ink, appearing to read 'Logan Paul Copland', written in a cursive style.

**Logan Paul Copland**

Dated 13 May 2024