

Before an Expert Consenting Panel

Under the COVID-19 Recovery (Fast-track Consenting) Act 2020 (CRA)

In the matter of an application by Pudong Housing Development Company Ltd, Foodstuffs North Island Ltd, and Silk Road Management Ltd for land-use and subdivision consent for the demolition of existing buildings and redevelopment of the site including a supermarket, retail, commercial and residential units, parking and loading at 360 Dominion Road, 88 Prospect Terrace and 113 Grange Road, Mt Eden, Auckland.

**Correction to Evidence of Todd James Langwell on behalf of
Pudong Housing Development Company Ltd, Foodstuffs North
Island Ltd, and Silk Road Management Ltd dated 13 August 2021**

Date: 17 August 2021

QUALIFICATIONS AND EXPERIENCE

- 1 My full name is Todd James Langwell. I have been with Traffic Planning Consultants Limited (“**TPC**”) for the past 24 years and a Director of the company for the past 13 years. Prior to that, I gained seven years experience as a Traffic Engineer for Auckland City Council. During my time with TPC, I have been engaged by local authorities and the private sector for advice on many matters covering traffic engineering, road safety, design and network management.

CODE OF CONDUCT

- 2 Although these proceedings are not before the Environment Court, I have read the Code of Conduct for Expert Witnesses in the Environment Court Practice Note and agree to comply with it as if these proceedings were before the Court. Except where I am relying on evidence of another person, this evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

SCOPE OF EVIDENCE

- 3 This statement is provided to advise of a correction to my statement of evidence dated 13 August 2021.
- 4 Paragraph 94 refers to “Scenario D (Optimised)” when in fact it should refer to “Scenario D (**Refined**)”. The corrected paragraph is set out below.

*94. I consider that mitigation of these traffic and pedestrian safety effects can be satisfactorily resolved by implementing Scenario D (**Refined**) noting that this revised proposal includes several measures to ensure safety is comprehensively addressed. These include:*

- 5 It is an important distinction. Any assessment of safety effects should be considered in the context of the potential trip generation indicated within the Scenario D (Refined) modelling results.
- 6 The safety risks are reduced if delays and congestion are lower. Drivers are less likely to take risks when turning or, for example, ignore pedestrians walking past the access points if they have not been subjected to ongoing delays.



Todd James Langwell

Traffic Planning Consultants Ltd

17 August 2021

