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**From:** Phernne Tancock s7(2)(a)  
**Sent:** Thursday, 15 February 2024 11:52 am  
**To:** Mat Collins; s7(2)(a); z; Regan Toogood; Dave Smith; Suzanne Rushmere s7(2)(a); s7(2)(a)  
**Subject:** Re: GTC / UHCC / Abley catch up re landuse assumptions  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Thanks Mat – super useful from GTC’s perspective.

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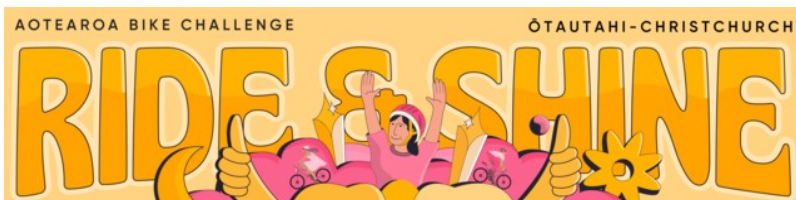
**From:** Mat Collins <s7(2)(a)>  
**Date:** Thursday, 15 February 2024 at 11:50 AM  
**To:** Mat Collins s7(2)(a) >, s7(2)(a) s7(2)(a) Phernne Tancock s7(2)(a) s7(2)(a) Regan Toogood s7(2)(a), Dave Smith s7(2)(a), suzanne.rushmere@uhcc.govt.nz <suzanne.rushmere@uhcc.govt.nz>, s7(2)(a) s7(2)(a)  
**Subject:** GTC / UHCC / Abley catch up re landuse assumptions

Hi all, my brief minutes from the meeting today along with the modelling summary that was shared on screen. Please reply all with any corrections/clarifications.

**Mat Collins** BEng (Hons)  
Associate Transportation Planner



☎ s7(2)(a)  
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GTC / UHCC / Abley catch up re landuse assumptions

Thursday, 15 February 2024  
11:02 am

## GTC / UHCC / Abley catch up re landuse assumptions

Thu, 15 Feb, 11:00 am - 12:00 pm

Microsoft Teams Meeting

[Link to Outlook Item](#)

### Invitation Message

#### Participants (9)

-  [Mat Collins](#) (Meeting Organizer)
-  [Alan Kerr](#) (Accepted Meeting)
-  [Phernne Tancock](#) (Accepted Meeting)
-  [Phil Peet](#) (Accepted Meeting)
-  [Regan Toogood](#) (Accepted Meeting)
-  [Dave Smith](#)
-  [Suzanne Rushmere](#) (Accepted Meeting)
-  [Chris Hansen](#) (Accepted Meeting)
-  [Michael Hall](#) (Accepted Meeting)

## Notes

- DS confirms that the UHCC transport model has been updated. Future land use assumptions for scenarios have been determined by UHCC
  - DS gave an overview of the 3 Scenarios modelled, 3 step model with no mode shift
- SR suggests that
  - Scenario 1 is a starting point for assessing Southern Growth Area
  - Scenario 2/3 are based on Council estimates for development areas, may not align with Guildford Timber intent
- SR confirms that all Scenarios account for MDRS, with uplift added to Greenfield Development Areas plus some growth spread over existing urban, with a sense check to adjust for areas with no / more growth might be feasible.
- PT asks if SR can provide more detail on growth assumptions for Scenario 1.
- **Action** - SR will check internally if growth assumptions and model details can be shared.
- DS advises that the UHCC Transport Model is strategic, more detailed assessment using SIDRA is advised.
- AK queried trip generation assumptions. DS confirmed that this is based on existing Census data. Based on vehicle ownership and veh/HH. Existing good access to public transport is reflected in existing traffic movements, the model has had calibration/validation of the transport model against observed traffic movements.
- DS confirmed that Abley can calibrate the model based on requests from PP/AK.
- SR confirms that the transport model is UHCC's best attempt at incorporating PC49 (new road connection to SGA) and MDRS/IPI. The model is suitable as a start point for Guildford to prep evidence from.