

**To** Plan Change 92 Independent Hearing Panel

**From** Rodney Albertyn, Principal Planner, Waka Kotahi

**Date** 12 September 2023

**Subject** Example Transport Infrastructure Triggers

The table below sets out example transport infrastructure provisions (“triggers”) from district plans across the country.

District/Unitary Plan	Provisions																						
<ul style="list-style-type: none"> <li>- Redhills Precinct, Auckland Unitary Plan</li> <li>- Table I610.6.1.1 Threshold for Development – Transport</li> <li>- Online <a href="#">here</a></li> </ul>	<p><b>Table I610.6.1.1 Threshold for Development - Transport</b></p> <table border="1" data-bbox="507 853 1209 1794"> <thead> <tr> <th data-bbox="507 853 624 913">Dwelling threshold</th> <th data-bbox="624 853 1209 913">Infrastructure Work Required to Exceed the Dwelling Threshold</th> </tr> </thead> <tbody> <tr> <td data-bbox="507 913 624 974">1</td> <td data-bbox="624 913 1209 974">Provision of signals at Don Buck Road/Westgate Drive intersection Upgrade to Don Buck Road/Triangle Road intersection</td> </tr> <tr> <td data-bbox="507 974 624 1144">1,800</td> <td data-bbox="624 974 1209 1144">Widening of Don Buck Road between Fred Taylor Drive and Westgate Drive: a) 2 exit lanes from Fred Taylor / Don Buck intersection in southbound direction reducing to one lane; and b) 2 exit lanes from Don Buck / Westgate intersection in northbound direction reducing to one lane.</td> </tr> <tr> <td data-bbox="507 1144 624 1249"></td> <td data-bbox="624 1144 1209 1249">Urbanisation of Fred Taylor Drive between Northside Drive and Don Buck Road (50km/hr speed limit, with pedestrian and cycle facilities along and across road)</td> </tr> <tr> <td data-bbox="507 1249 624 1290"></td> <td data-bbox="624 1249 1209 1290">Link from Redhills Centre to Redhills Road</td> </tr> <tr> <td data-bbox="507 1290 624 1350">3,600</td> <td data-bbox="624 1290 1209 1350">Upgrade to Fred Taylor Drive/Don Buck Road intersection to signalised layout (with full pedestrian/cycle crossing facilities)</td> </tr> <tr> <td data-bbox="507 1350 624 1500"></td> <td data-bbox="624 1350 1209 1500">Widening of Don Buck Road between Fred Taylor Drive and Westgate Drive: 2 lanes from Fred Taylor Drive to Westgate Drive, and 2 lanes between Westgate Drive and Fred Taylor Drive increasing to 3 approach lanes at the intersection in northbound direction</td> </tr> <tr> <td data-bbox="507 1500 624 1561">5,400</td> <td data-bbox="624 1500 1209 1561">North-western busway and bus station at Massey North</td> </tr> <tr> <td data-bbox="507 1561 624 1666"></td> <td data-bbox="624 1561 1209 1666">Widening of full length of Fred Taylor Drive from Brigham Creek Road to Don Buck Road to two lanes in each direction with widening at intersections</td> </tr> <tr> <td data-bbox="507 1666 624 1727"></td> <td data-bbox="624 1666 1209 1727">Widening of Don Buck Road from Royal Road to Redhills Road to two lanes in each direction</td> </tr> <tr> <td data-bbox="507 1727 624 1794"></td> <td data-bbox="624 1727 1209 1794">Northside Drive East overbridge</td> </tr> </tbody> </table>	Dwelling threshold	Infrastructure Work Required to Exceed the Dwelling Threshold	1	Provision of signals at Don Buck Road/Westgate Drive intersection Upgrade to Don Buck Road/Triangle Road intersection	1,800	Widening of Don Buck Road between Fred Taylor Drive and Westgate Drive: a) 2 exit lanes from Fred Taylor / Don Buck intersection in southbound direction reducing to one lane; and b) 2 exit lanes from Don Buck / Westgate intersection in northbound direction reducing to one lane.		Urbanisation of Fred Taylor Drive between Northside Drive and Don Buck Road (50km/hr speed limit, with pedestrian and cycle facilities along and across road)		Link from Redhills Centre to Redhills Road	3,600	Upgrade to Fred Taylor Drive/Don Buck Road intersection to signalised layout (with full pedestrian/cycle crossing facilities)		Widening of Don Buck Road between Fred Taylor Drive and Westgate Drive: 2 lanes from Fred Taylor Drive to Westgate Drive, and 2 lanes between Westgate Drive and Fred Taylor Drive increasing to 3 approach lanes at the intersection in northbound direction	5,400	North-western busway and bus station at Massey North		Widening of full length of Fred Taylor Drive from Brigham Creek Road to Don Buck Road to two lanes in each direction with widening at intersections		Widening of Don Buck Road from Royal Road to Redhills Road to two lanes in each direction		Northside Drive East overbridge
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<ul style="list-style-type: none"> <li>- Opaheke 1 Precinct, Auckland Unitary Plan</li> <li>- I454.8.4 Roading Improvements</li> <li>- Online <a href="#">here</a></li> </ul>	<p>The signalisation of the Great South Road, Bellfield Road and Taonui Place intersection must be provided prior to or at the same time of the construction of any new road connection to Bellfield Road or Keryn Place.</p>															
<ul style="list-style-type: none"> <li>- Drury South Residential Precinct, Auckland Unitary Plan</li> <li>- I451.6.7 Subdivision within sub-precincts A-C</li> <li>- Online <a href="#">here</a></li> </ul>	<p>The Ramarama Interchange (East) Upgrade must be constructed and operational prior to s224(c) being approved for the first subdivision consent approved within this precinct.</p>															
<ul style="list-style-type: none"> <li>- Tauriko Business Estate, Tauranga City Plan</li> <li>- Appendix 18F.7</li> <li>- Online <a href="#">here</a></li> </ul>	<table border="1" data-bbox="501 1111 1321 1890"> <thead> <tr> <th>Stage as shown on Services Structure Plan</th> <th>Prerequisite to any resource consent being granted or to any land-use activity being established</th> <th>Prerequisite to land use and subdivision relevant to Rule 18A.16 d</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Taurikura Drive designed and alignment determined for Stage 1.</td> <td>Pyes Pa bypass connection to SH29 completed. Plant and fence off visual mitigation buffer adjacent to development. Southbound left-slip lane from SH29 to Takitimu Drive. Left-slip lane to Pyes Pa west from Takitimu Drive. Left-slip lane from Takitimu Drive to SH29.</td> </tr> <tr> <td>2A</td> <td>Taurikura Drive and Kennedy Road link and bridge designed and alignment determined for Stage 2A. Final design and associated estimated cost for the Belk Rd/SH29 intersection or for such other alternative southern access to SH29 approved by statutory road authorities.</td> <td>Taurikura Drive formed and vested in Council for Stage 1. Left-slip lane from Taurikura Drive to Takitimu Drive. Plant and fence off visual mitigation buffer adjacent to development. Northbound left-slip lane from SH29 to Takitimu Drive.</td> </tr> <tr> <td>2B</td> <td>Gargan Road upgrading designed, including access from Gargan Road to Taurikura Drive.</td> <td>Prerequisites for Stages 1 and 2A. Taurikura Drive formed and vested in Council for Stage 2A. Road access and services provided from Spine Road to Gargan Road. Gargan Road upgraded. Physical connection between Taurikura Drive and State Highway 29/Gargan Road intersection is severed for all traffic by legally stopping Gargan Road.</td> </tr> <tr> <td>3A</td> <td>Taurikura Drive designed and alignment determined for Stage 3A. Intersection of Belk Rd/SH29 designed to a standard approved by statutory road authorities, all necessary statutory authorisations are obtained, and any additional land needed is acquired.</td> <td>Prerequisites for Stage 2B. Taurikura Drive formed and vested in Council for Stage 3A. Road access and services provided from Taurikura Drive to Gargan Road. Physical connection between the Taurikura Drive and State Highway 29/Gargan Road intersection is severed for all traffic by a road closure on Gargan Road. That part of Wintrebre Lane within or which connects to the Tauriko Business Estate directly from State Highway 29 is severed for all traffic by legally stopping part of the road. Intersection of Belk Rd/SH29 upgraded, or an agreed alternative provided to a standard approved by statutory road authorities. 10m planted buffer strip at Belk Rd established. Stormwater pond C constructed and acceptable for vesting in Council.</td> </tr> </tbody> </table>	Stage as shown on Services Structure Plan	Prerequisite to any resource consent being granted or to any land-use activity being established	Prerequisite to land use and subdivision relevant to Rule 18A.16 d	1	Taurikura Drive designed and alignment determined for Stage 1.	Pyes Pa bypass connection to SH29 completed. Plant and fence off visual mitigation buffer adjacent to development. Southbound left-slip lane from SH29 to Takitimu Drive. Left-slip lane to Pyes Pa west from Takitimu Drive. Left-slip lane from Takitimu Drive to SH29.	2A	Taurikura Drive and Kennedy Road link and bridge designed and alignment determined for Stage 2A. Final design and associated estimated cost for the Belk Rd/SH29 intersection or for such other alternative southern access to SH29 approved by statutory road authorities.	Taurikura Drive formed and vested in Council for Stage 1. Left-slip lane from Taurikura Drive to Takitimu Drive. Plant and fence off visual mitigation buffer adjacent to development. Northbound left-slip lane from SH29 to Takitimu Drive.	2B	Gargan Road upgrading designed, including access from Gargan Road to Taurikura Drive.	Prerequisites for Stages 1 and 2A. Taurikura Drive formed and vested in Council for Stage 2A. Road access and services provided from Spine Road to Gargan Road. Gargan Road upgraded. Physical connection between Taurikura Drive and State Highway 29/Gargan Road intersection is severed for all traffic by legally stopping Gargan Road.	3A	Taurikura Drive designed and alignment determined for Stage 3A. Intersection of Belk Rd/SH29 designed to a standard approved by statutory road authorities, all necessary statutory authorisations are obtained, and any additional land needed is acquired.	Prerequisites for Stage 2B. Taurikura Drive formed and vested in Council for Stage 3A. Road access and services provided from Taurikura Drive to Gargan Road. Physical connection between the Taurikura Drive and State Highway 29/Gargan Road intersection is severed for all traffic by a road closure on Gargan Road. That part of Wintrebre Lane within or which connects to the Tauriko Business Estate directly from State Highway 29 is severed for all traffic by legally stopping part of the road. Intersection of Belk Rd/SH29 upgraded, or an agreed alternative provided to a standard approved by statutory road authorities. 10m planted buffer strip at Belk Rd established. Stormwater pond C constructed and acceptable for vesting in Council.
Stage as shown on Services Structure Plan	Prerequisite to any resource consent being granted or to any land-use activity being established	Prerequisite to land use and subdivision relevant to Rule 18A.16 d														
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2A	Taurikura Drive and Kennedy Road link and bridge designed and alignment determined for Stage 2A. Final design and associated estimated cost for the Belk Rd/SH29 intersection or for such other alternative southern access to SH29 approved by statutory road authorities.	Taurikura Drive formed and vested in Council for Stage 1. Left-slip lane from Taurikura Drive to Takitimu Drive. Plant and fence off visual mitigation buffer adjacent to development. Northbound left-slip lane from SH29 to Takitimu Drive.														
2B	Gargan Road upgrading designed, including access from Gargan Road to Taurikura Drive.	Prerequisites for Stages 1 and 2A. Taurikura Drive formed and vested in Council for Stage 2A. Road access and services provided from Spine Road to Gargan Road. Gargan Road upgraded. Physical connection between Taurikura Drive and State Highway 29/Gargan Road intersection is severed for all traffic by legally stopping Gargan Road.														
3A	Taurikura Drive designed and alignment determined for Stage 3A. Intersection of Belk Rd/SH29 designed to a standard approved by statutory road authorities, all necessary statutory authorisations are obtained, and any additional land needed is acquired.	Prerequisites for Stage 2B. Taurikura Drive formed and vested in Council for Stage 3A. Road access and services provided from Taurikura Drive to Gargan Road. Physical connection between the Taurikura Drive and State Highway 29/Gargan Road intersection is severed for all traffic by a road closure on Gargan Road. That part of Wintrebre Lane within or which connects to the Tauriko Business Estate directly from State Highway 29 is severed for all traffic by legally stopping part of the road. Intersection of Belk Rd/SH29 upgraded, or an agreed alternative provided to a standard approved by statutory road authorities. 10m planted buffer strip at Belk Rd established. Stormwater pond C constructed and acceptable for vesting in Council.														

	3B	Prerequisites as for Stage 3A. Gargan Road upgrading is designed.	Prerequisites for Stage 3A. Gargan Road upgraded.
	3B Alternative staging for up to 80ha in conjunction with Stage 3C ahead of stage 3A.	Gargan Road upgrading is designed.	Prerequisites for Stage 2B. Kennedy Rd link and bridge constructed and acceptable for vesting in Council.
	3C	Prerequisites as for Stage 3A. Stormwater ponds and floodway are designed with supporting analysis to show that adverse flooding effects are mitigated and required earthworks and discharge consents granted.	Prerequisites for Stage 3A. Stormwater ponds and floodway established.
	3C Alternative staging for up to 80ha in conjunction with Stage 3B ahead of stage 3A.	Stormwater ponds and floodway are designed with supporting analysis to show that adverse flooding effects are mitigated and required earthworks and discharge consents granted.	Prerequisites for Stages 1 and 2A. Kennedy Rd link and bridge constructed and acceptable for vesting in Council.
<ul style="list-style-type: none"> <li>- Grey District Plan</li> <li>- 25.2.6 Rooding and Access Standards</li> <li>- Online <a href="#">here</a></li> </ul>	<p>Any subdivision and/or development in the Kaiata Park area will require the Fairhall Road intersection with State Highway 7 to be upgraded in accordance with the design specifications published in the Austroads document 'Guide to Traffic Engineering Practice Part 5: Intersection at Grade' to provide a full T-Junction Intersection with left turn and right turn lanes from both state highway approaches to the intersection. 7.</p> <p>Any subdivision and/or development in Paroa Developments will require the Clough Road and State Highway 6 intersection to be upgraded in accordance with the intersection standard attached as Diagram F in Appendix 4.</p>		

Signed:



Rodney Albertyn  
Principal Planner - Poutiaki Taiao / Environmental Planning