

**To** Plan Change 92 Independent Hearing Panel

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

**Date** 11 September 2023

**Subject** Plan Change 92 Hearing – Speaking Notes – Rodney Albertyn

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- My name is Rodney Albertyn, I am a Principal Planner at Waka Kotahi, New Zealand Transport Agency. I am attending today to speak to Waka Kotahi's submission.
- I am accompanied by Mr Duncan Tindall (GHD) and Mr John Oliver (BBO). Mr Tindall has prepared expert traffic engineering evidence, which he will speak to. Mr Oliver is Waka Kotahi's Consultant Principal Project Planner for the Takitimu North Link Project, which has significant implications for development within the Omokoroa peninsula, and Plan Change 92. Mr Oliver will provide an overview of the project.
- I will take Waka Kotahi's submission as read, but would like to take the opportunity to highlight and provide further clarity the only one substantive and consequential matter that remains unresolved from Waka Kotahi's perspective.
- The traffic modelling commissioned by Council, undertaken by Beca, shows that the interim roundabout, which is due to be constructed at the intersection of Omokoroa Road and State Highway 2 in the near-term, does not have sufficient capacity to accommodate the full development potential that would be enabled by Plan Change 92.

There is therefore a need for Plan Change 92 to incorporate a rule or performance standard, supported by appropriate objectives and policies, that affords non-complying activity status to subdivision/development within the Stage 3 structure plan area once the capacity of the interim roundabout is reached. This activity status would apply until such time as a grade-separated interchange or equivalent becomes operational. The absence of such provisions would create the potential for significant adverse traffic effects.

A rule in general accordance with the above has been drafted with input from Beca, Council and Waka Kotahi.

- This type of "infrastructure trigger" is commonplace across the country, and in my experience generally works well to ensure that staged development aligns with the delivery of critical infrastructure. The Western Bay of Plenty District Plan, for example, includes such provisions relating to subdivision within the Minden Lifestyle Zone, located to the south of Omokoroa. This rule affords non-complying activity status to development prior to delivery of the requisite transport infrastructure, which is what is sought by Waka Kotahi in this case. I have compiled a list of similar provisions from District Plan's across the country, which I am happy to share with the Panel if that would be helpful.
- It is important that the rule affords non-complying activity status to development once the capacity of the roundabout has been reached. This activity would signal that development beyond the area's infrastructure constraints is not anticipated, putting Council in a strong position to impose stringent conditions of consent, or to decline consent if necessary. Controlled, restricted discretionary, or discretionary activity status would signal that development beyond the area's infrastructure constraints is broadly anticipated by the Plan.

- Omokoroa's Stage 3 Structure Plan Area is not an existing residential area mandated for up-zoning by the Act. For this reason, Waka Kotahi has sought that the aforementioned rule applies only to the Stage 3 Structure Plan Area.
- Council's traffic assessment has suggested a development trigger based on Housing Unit Equivalents (HUE). The HUE trigger is essentially a proxy for when the interim roundabout is anticipated to reach its full capacity. However, Council has raised concerns regarding its ability to apply a HUE-based rule due to challenges with monitoring this particular growth metric. There are various other proxies, besides HUE, that could be used, and Waka Kotahi is very flexible in this regard. We are keen to avoid a rule that Council does not consider would be easily applied. Waka Kotahi and its specialists are available to work with Council to discuss alternative trigger metrics that it would be more comfortable with.
- The Waka Kotahi submission sought that a similar rule be applied to development before the interim roundabout is constructed, given that the intersection in its current form is not safe. However, Waka Kotahi no longer wishes to pursue this relief as we now have a sufficient level of confidence that the interim roundabout will be delivered in the very near-term.
- Finally, I would like to highlight that Waka Kotahi is supportive of Plan Change 92 in principle, but considers it important that this amendment is made, so as to adequately address the proposal's traffic safety and operational effects.

I am happy to take any questions.

Signed:



Rodney Albertyn  
Principal Planner - Poutiaki Taiao / Environmental Planning