

6 CONSULTATION

6.1 Waipa District Council

An initial pre-application meeting with WDC was held on 12 April 2022 via Microsoft Teams. WDC staff members Tony Quickfall, David Totman and Tony Coutts all attended this meeting. Present on behalf of Te Awamutu Developments was Levin Da Costa, Russell Davies, Mathew Dickey, and Ryan Morrison.

This meeting included an overview presentation setting out a high-level description of the proposal including the site, planning matters, three waters engineering, transport and environmental assessments. The purpose of this meeting was to discuss the best approach and key pieces of work that WDC required to support the Plan Change request.

Following this meeting there has been ongoing communications with WDC as the Plan Change request has been developed. This approach has allowed for issues such as water and wastewater servicing infrastructure to be advanced to the point where there is broad agreement on the approach.

6.2 Waikato Regional Council

A meeting was held with Waikato Regional Council (WRC) on 22 July 2022 to set out the proposal and the Regional Council requirements and expectations. This meeting focused on stormwater and the requirements of the National Environmental Standards for Freshwater Management (NESF). Representatives from WRC were Brian Richmond and consultant Megan Wood, representatives on behalf of Te Awamutu Developments were Mathew Dickey, Russell Davies, Danel Korb, Craig Batchelar and Ryan Morrison. WRC agreed with the approach of dealing with any WRC stormwater, NESF and earthworks consents post plan change decision but that communications should continue to ensure the approach to the structure plan will ensure a consenting pathway with WRC.

Following the first meeting an Ecological Impact Assessment and Preliminary Stormwater Management Plan were drafted and circulated to WRC. A second meeting with Brian and Megan was held on 25 October 2022. WRC gave some feedback but broadly agreed in principle with the proposed approach.

6.3 Waka Kotahi

CKL has been engaged by the applicant to address transportation matters. An email from CKL was sent to Waka Kotahi on 2 June 2022 outlining the proposed growth cell and proposed roundabout intersection concept design options. The purpose of this contact was to open initial dialogue and involve Waka Kotahi in the planning process so any concerns could be addressed as early as possible in the process. A response was received from Waka Kotahi on 22 July 2022 stating the following;

- *At this stage do not have sufficient information to be able to understand how your client's proposal fits into this vision or complies with a number of critical strategic directives.*

- *We generally do not look into mitigation options to address effects on the transport network - such as the roundabout proposed here, without considering the strategic alignment of the proposal against relevant policy documents.*
- *Through this process our engineers have advised that the designs submitted are not likely to be suitable as proposed due to the insufficient roundabout size and standard, and it is likely that we will need to meet with you to advise on expectations on the standard of the roundabout before more design work is undertaken.*
- *At a broader strategic level we have looked into the subdivision and the location itself and at this point in time there are a number of matters that Waka Kotahi are concerned about and would need to understand how your client intends to address these policy directives prior to considering roundabout designs. This includes Alignment with Future Proof & Waipa 2050 Growth Strategy, Alignment with NPS-UD, Waikato Regional Policy Statement (RPS) and the Waipa District Plan.*
- *Taking into consideration the above, at this stage given the strategic misalignment that the proposal appears to present, Waka Kotahi are unlikely to be supportive of the proposal. We would want to be satisfied that the wider proposal demonstrates how it is meeting the key policy tests under the NPS UD and RPS especially before we engage further on the design of a potential roundabout.*

Following this, CKL prepared an ITA addressing the matters set out in the previous correspondence. It was also requested to meet with Waka Kotahi contact and Design Engineers regarding desired design outputs of the intersection with Ohaupo Road. This request was made on 6 October 2022. A follow up email was sent on 18 October 2022 to confirm that the ITA had been received. Waka Kotahi stated that they were reviewing this, and they would be in touch. CKL followed up again on 8 November 2022 for an update. No response was received. Another email was sent on 23 November 2022 requesting an update. Waka Kotahi stated that they were 'still in the process of coming back to this application' on 24 November 2022. On 14 December 2022, CKL received a letter in response to the proposed ITA. This letter states that Waka Kotahi does not consider a meeting to discuss roundabout designs would be of benefit as we are not supportive of the proposal. The letter sets out the reasons why Waka Kotahi does not support the proposal. A Copy of all correspondence to date, including this letter is attached as Appendix X.

Matters raised related to the ITA have been addressed in Appendix Z. Further matters are addressed below.

A number of policy matters have been raised in under the 'planning assessment' of the letter. The matters raised are in relation to the following planning documents:

- Future Proof & Waipa 2050 Growth Strategy
- Alignment with NPS-UD
- Waikato Regional Policy Statement
- Waipa District Plan


Assessments against these policies are included as appendices of this plan change request in Appendix T, Appendix S, Appendix Q, Appendix Y and Appendix W. To date only the ITA has been shared with Waka Kotahi and they have not seen the policy assessments and other supporting documents. These assessments address the above planning assessment matters raised by Waka Kotahi.

6.4 Iwi/Tangata Whenua

Whetu Consultancy Group was engaged to lead Iwi consultation. The engagement approach included pre-engagement activities including reviews of relevant Iwi Management Plans to identify key values, interests and aspirations that may be of relevance to the proposal. Following this work, engagement with iwi authorities and hapu occurs. This approach includes the following principles of engagement:

- Holistic Perspectives and Outcomes
- Participation
- Early engagement
- Open minded and transparent
- Two-way and ongoing

s 9(2)(a)



Te Huia Natural Resources Ltd have been engaged to pick up the iwi consultation. Te Huia in consultation with relevant Iwi groups are working on an 'engagement plan' to fulfil the obligations to mana whenua of genuine engagement. This plan ensures that genuine engagement will occur, and a Cultural Values Assessment will be undertaken. The 'engagement plan' includes considerations for decision makers. This approach is set out in Appendix P. This plan allows meaningful and genuine engagement to occur in parallel with the plan change process.

Waipa District Council
101 Bank Street
Te Awamutu

Ref: B22168
20 December 2022

To Whom it may concern,

2025 Ohaupo Road, Te Awamutu – Proposed Plan Change

Regarding the above proposed Plan Change, Ultimate Developments has asked CKL to prepare a letter to Council in response to the traffic related aspects of the 'rejection letter' received via email on 14th December 2022 from Waka Kotahi.

We understand that Waka Kotahi has no powers under Schedule 1 of the RMA to reject a Private Plan Change, nor a right to make a submission, nor is their written approval under Section 95 required. Only the Consent Authority has powers to accept or reject a plan change under Clause 22, and Waka Kotahi will have a right to be a submitter to the Plan Change (if accepted), when fully public notified.

Background

An Integrated Transportation Assessment (ITA) was completed for a proposed plan change of the site to re-zone from Rural to Residential to facilitate a potential residential development of some 400 dwellings.

The site is located immediately north of the existing town boundary as is located outside of the designated growth cells specified within the Waipa 2050 Growth Plan and Future Proof documents. Due to the site's location, existing connectivity options are currently limited including access to the development for vehicular traffic as well as multi-modal connectivity.

The ITA proposed connection of the development to the existing road network, State Highway 3 (Ohaupo Road), via a roundabout (refer section 7.3). A roundabout was identified to be the preferred intersection method given SH3 is classified as a regionally significant route i.e a road network that provides for the safe, reliable and efficient movement of people and goods between regions and strategic centres. Other intersection options such as a signalised intersection were discounted as they would be unlikely to accommodate the primary function of the State Highway. Further details of the concept roundabout design, including capacity analysis of the existing network, can also be found within the plan change ITA.

The ITA also assessed proposed multimodal connectivity to connect non-motorised transport options from the development to the wider network. These options were presented in the form of pathways connecting south to the closest footpath available on Greenhill Drive. Cyclist connectivity

was addressed by proposing delineated cycle lanes, separated from live lane traffic. Refer section 8.3 of the ITA for further details.

Consultation Process

As the potential development includes access to SH3, initial consultation with Waka Kotahi was sought on 2nd June 2022 to open dialogue and involve them in the planning process. Formal feedback was then provided by Waka Kotahi via email on the 22nd July 2022 expressing concerns about the development pertaining to the developments fit within the broader strategic plan, planning policies and strategic directives. Within this response it was also indicated that the roundabout design would likely need to be amended and that *'it is likely that we will need to meet with you to advise on expectations on the standard of the roundabout before more design work is undertaken.'*

In response to this feedback, the ITA was subsequently amended to address the transportation related planning and policy concerns expressed within the initial feedback and was submitted back to Waka Kotahi for consideration on 6th October 2022. Also within this email, a request was made to meet with Waka Kotahi to discuss the roundabout design in order to progress it further and to confirm the design principles adopted.

A total of four emails were then sent to Waka Kotahi over the course of nine weeks requesting updates on the amended ITA and proposal with responses advising that the project was being reviewed. Feedback was received on the 14th December 2022 via an email containing a rejection letter which also advised, contrary to earlier feedback, that *'Waka Kotahi does not consider a meeting to discuss roundabout designs would be of benefit as we are not supportive of the proposal for the reasons outlined in this letter.'*

The proposal was rejected for a total of six reasons. Of these reasons, three were related to transportation directly. The other three reasons pertain to planning and policy matters and are to be addressed within a separate document prepared by others. Response to the transportation reasons cited within the rejection letter are addressed below.

Waka Kotahi Feedback and Responses

- 1. State Highway 3 is a regionally significant route, and its function is not intended to provide for residential subdivisions with sole reliance on the highway for access.***

The feedback letter indicates that SH3 is a semi-rural highway and is a regionally significant route per the One Network Road Classification (ONRC). The letter also states *'Due to the rural nature of the area State Highway 3 in this location it does not have pedestrian or dedicated cycle facilities, nor does it have standard curb and channel road design as typically seen in urban areas.'*

Within the ONRC, a regional route is defined as follows: *'These roads make a major contribution to the social and economic wellbeing of a region and connect to regionally significant places, industries,*

ports and airports. They are major connectors between regions and, in urban areas, may have substantial passenger transport movements.’ Further definition of the function of a regional road states of its connectivity as being ‘Linking remote regions (regional councils) or sole connectivity in urban areas.’

The feedback comment implies that the rural nature of the road design is a precluding factor in the ability of development to gain access to state highway.

However, it is noted that the site immediately adjacent to the northern boundary of the urban Te Awamutu limit as demonstrated within Waipa District Council (WDC) Planning Map 39 and WDC MapsOnline, included within the attached document. This is also clearly shown in Figure 1 below.

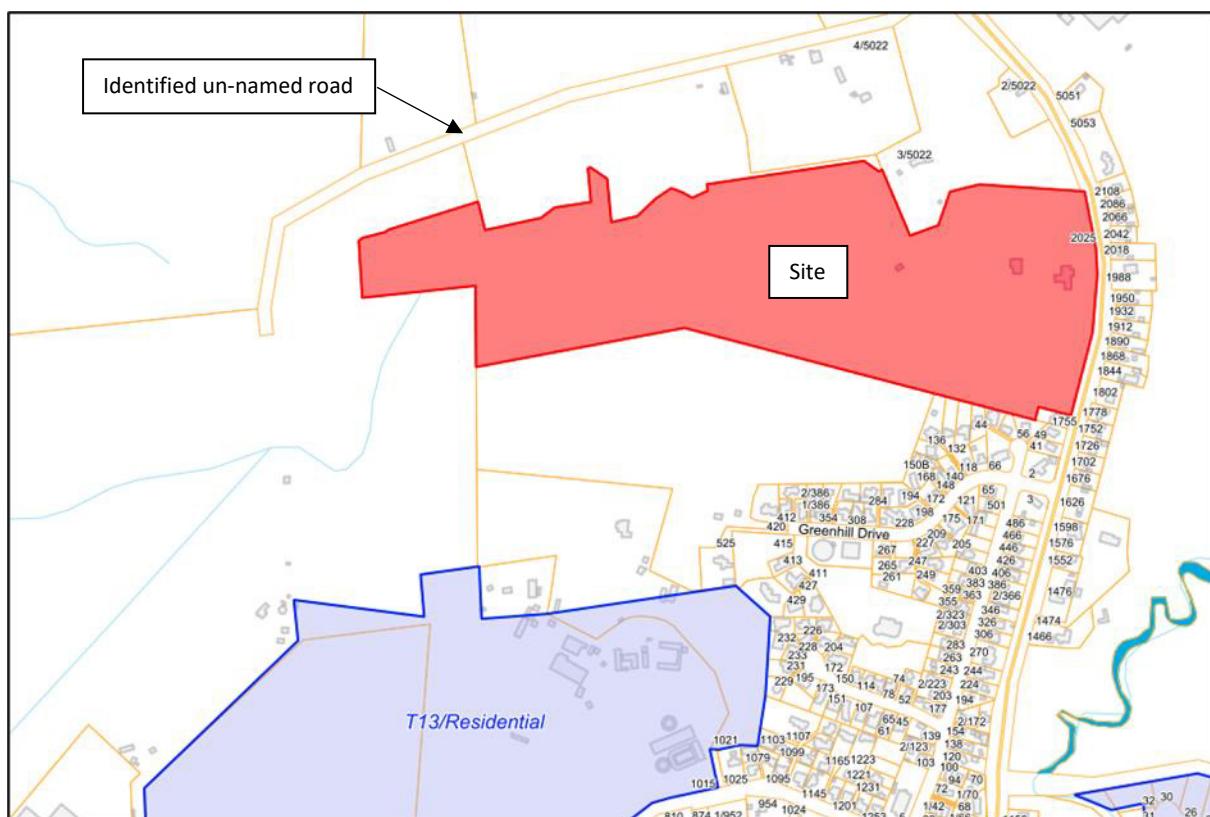


Figure 1: Site Location in Relation to Existing Residential Development

It is also stated that SH3 does not contain standard kerb and channel typically seen in urban areas and although this is correct of the eastern side (southbound lane) fronting existing residential development, the western side (northbound), the side of the development, there is kerb and channel as shown in Figure 2 below.



Figure 2: SH3 road formation - western side

The kerb and channel shown in Figure extends north, approximately 190m beyond the northern boundary of the site.

Also, as typically found in urban state highway environments, there is streetlighting present along the entire site frontage at intervals of approximately 60m. These streetlights cease at the 70km/h - 100km/h speed transition located at the northern boundary of the site.

The presence of kerb and channel does not preclude the potential for development nor have a bearing on potential intersection design which has been developed in accordance with the relevant Austroads design standards for the existing 70km/h speed limit. The proposed concept intersection design identifies and includes road upgrades to this section of SH3, including kerb and channel to both sides of SH3.

SH3 is also likely to have sufficient capacity and function to provide the sole point of access to the development as described in section 7.2 of the ITA.

Further to the plan change, it is noted that the potential development is also located in close proximity to the T13 Residential growth cell of the Waipa 2050 Future Growth Strategy and a parcel of land intended as road as shown in Figure 1.

Details of the T13 growth cell and infrastructure network are not yet known however this area is earmarked for development prior to 2035 and may be able to provide future connectivity options.

As also identified within the Urban Design Statement prepared for the plan change, indicative future connections to the wider local network can be achieved as shown in Figure 2 below. Of note, there are additional connections south of the site via T13. This would reduce reliance on SH3 being the only connection from the site to the wider network in the long term.



Figure 2: Potential future connectivity options to local network (Source: Urban Design Statement)

- State Highway 3 currently functions as a semi-rural State highway and does not include typical infrastructure that is needed to provide for residential developments of this scale. Without significant investment in State highway infrastructure to change the nature of how State Highway 3 functions in line with a typical urban highway Waka Kotahi cannot support the location of this development.**

As per the response to point 1 above, it is considered that suitable roading and multi-modal infrastructure could be provided. The detail of the various upgrades as identified in principle in the ITA are covered in detail in the response to point three below.

Civil engineering matters beyond that of the transportation effects, such as water infrastructure, have not been covered within the ITA. These matters have been addressed within reports prepared by others for the development. However, such matters are not considered to have an effect on the general traffic and transportation environment.

3. The mitigation provided for both vehicular and multimodal access to and from the site are not acceptable to Waka Kotahi.

It is noted that within the feedback response, Waka Kotahi has appended a superseded version of the scheme plan which was updated in Figure 15 of the ITA. This initial scheme plan was provided in the June communication email intended to open dialogue. The original scheme plan that appears to have been referenced to formulate the current response does not include the concept roundabout design nor does it reflect the updated multi-modal access options within the concept design, which includes provision of footpaths, cycle facilities and bus stops.

Within the updated ITA and concept scheme plan, the originally proposed 1.5m wide footpath along the road frontage south of the site was replaced by a proposed 3.0m wide shared path to accommodate both pedestrian and cyclist movements in accordance with Table 14.13 of the Pedestrian Planning Guide as shown below.

Table 14.13 – Widths of unsegregated shared-use paths			
	Likely main use of path *		
	Local access only	Commuters	Recreational or mixed use
Desirable path width	2.5 m	3 m	3.5 m
Path width range	2 m to 2.5 m	2 m to 3.5 m	3 m to 4 m
* Where the use is uncertain, provide a width of 3 m [121].			

Figure 3: Table 14.13 of the Pedestrian Planning Guide

In addition, potential bus shelters and stops were incorporated into the design as well as additional 1.5m wide footpaths being provided on the eastern side of SH3 and to the north of the roundabout approach to improve pedestrian movement options for the existing residential development as well as the plan change area.

It is recognised that the application is for a plan change. The roundabout design to date is an indication of the likely intersection form based on the appropriate Austroads standards for the existing 70km/h speed limit to enable future development within the plan change area and to ensure that an appropriately scaled intersection can be provided within the site and the existing road corridor. The detailed design of the roundabout will be completed at later stages of development and additional consultation with Waka Kotahi as the road controlling authority would be undertaken.

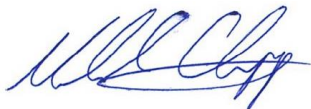
It is also reiterated that requests for a meeting to discuss were made during submission to Waka Kotahi and was subsequently declined in the feedback letter.

Conclusions

The subject site is directly adjacent to the northern urban limits of Te Awamutu township and is a natural extension of the urban area. Upgrades to SH3 are proposed which include additional footpaths, cycle facilities and bus stops to support alternative transport modes not only for the plan change area but also for existing residential development adjacent. The presence or absence of kerbs on SH3 is not considered to have a material effect on whether the road network is able to accommodate additional traffic, especially noting that an upgrade to a roundabout intersection is proposed which would likely include new kerbs and channels. The detailed design of the roundabout and other measures will be undertaken as part of later development stages.

It is also demonstrated that there are future road connections to adjacent sites including via the identified T13 residential growth cell. It is therefore reasonable to conclude that although the development may rely on access to SH3 initially, there are likely to be further connection options in the future reducing demand for access directly to SH3.

Having assessed the likely traffic and transportation effects within the Waka Kotahi feedback correspondence, it is considered that that there is unlikely to be any reasonable traffic or transportation concerns associated with the proposed plan change that could not be reasonably rectified.



Mike Clapp
Intermediate Transportation Engineer



Judith Makinson
Transportation Engineering Manager

CKL

Appended Documents

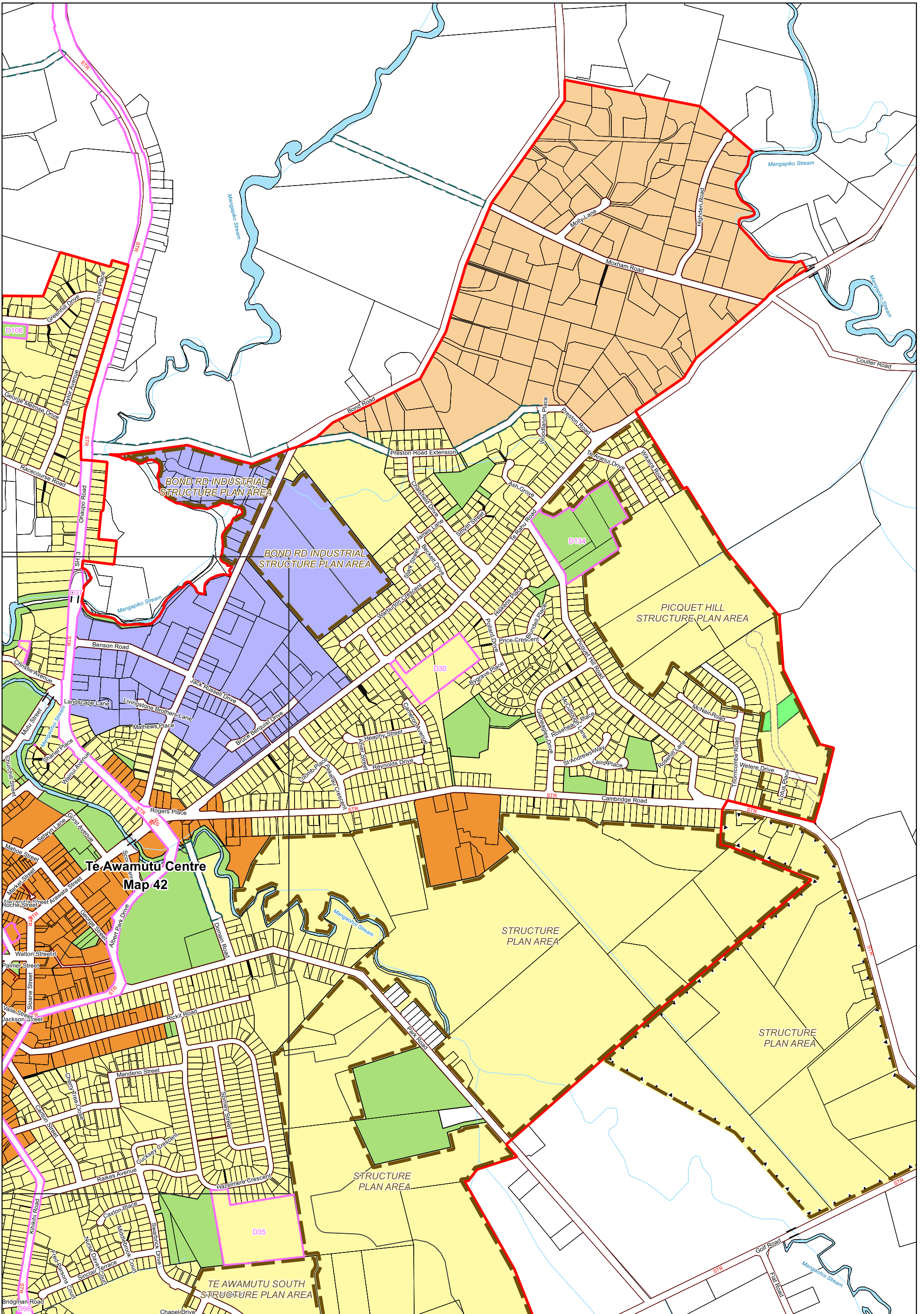
WDC Zone and Policy Map 39

Waka Kotahi ONRC Classification documentation

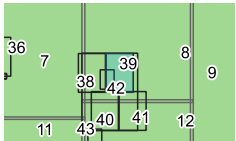
Updated Intersection Concept Plan

Updated Scheme Plan

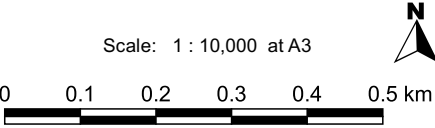
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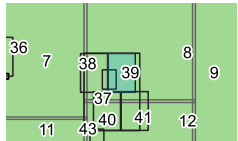
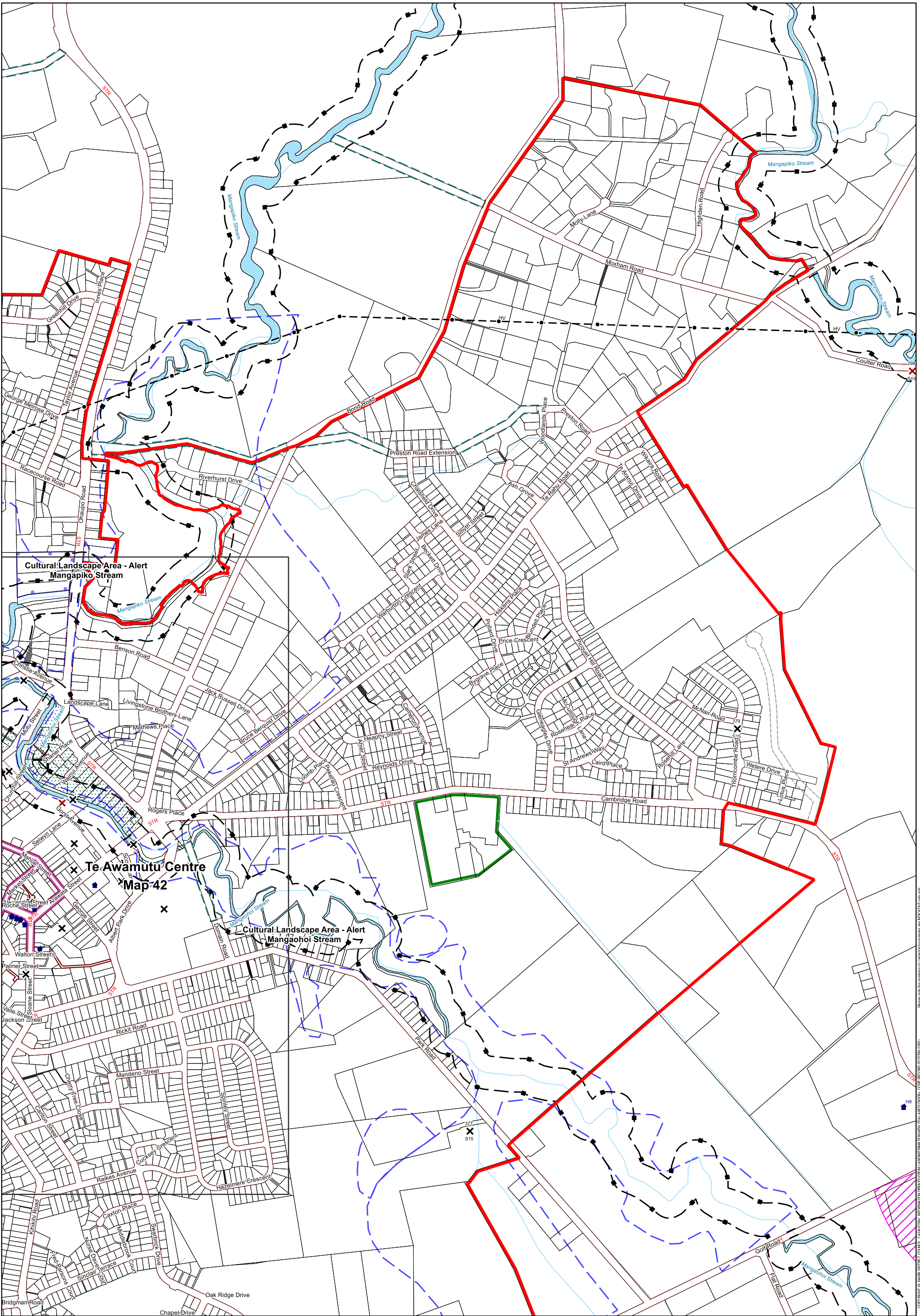


39 Zones



Te Awamutu (East)
Waipā District Plan
Page Version - 28 July 2022



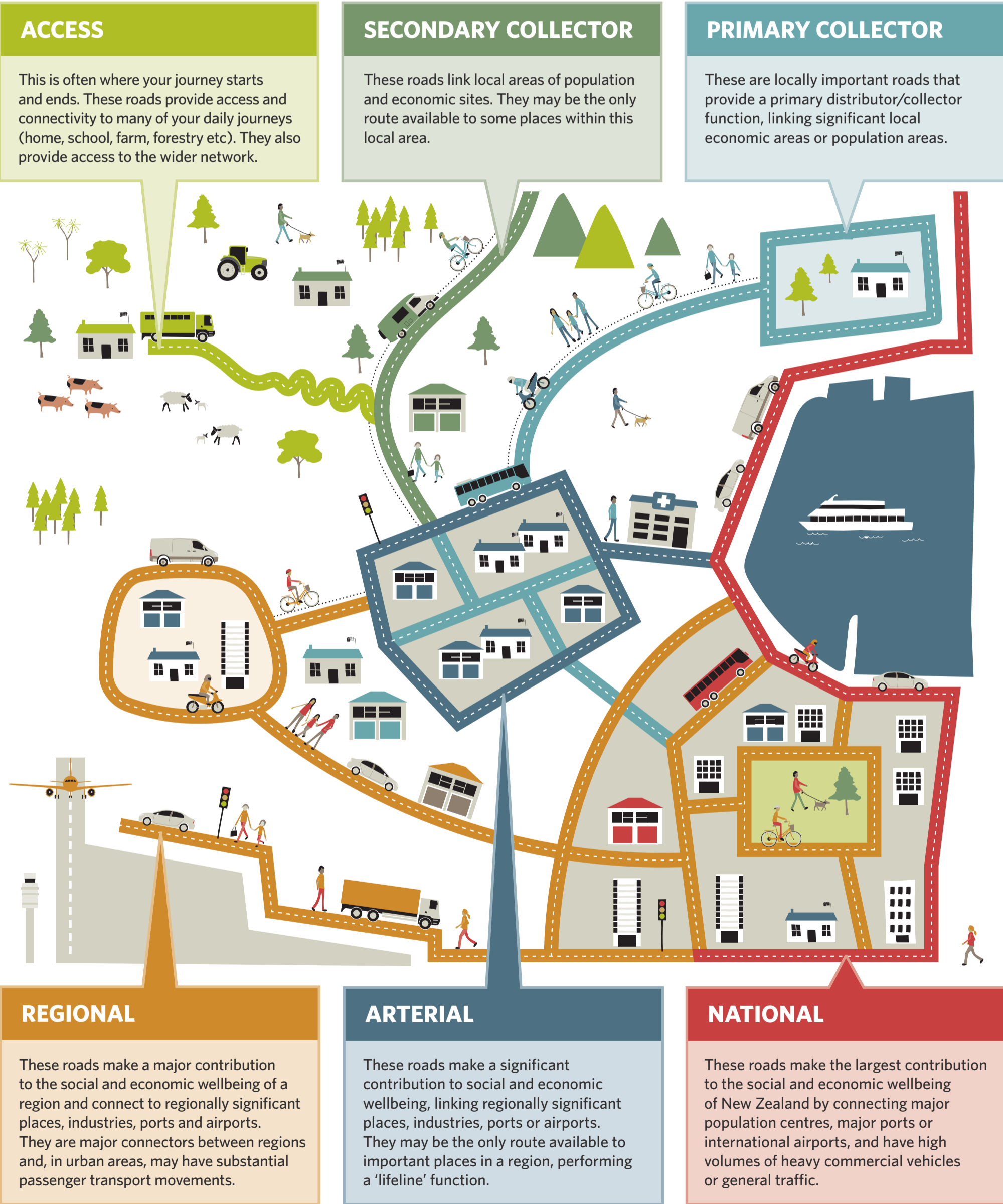


RIGHT ROAD, RIGHT VALUE, RIGHT TIME

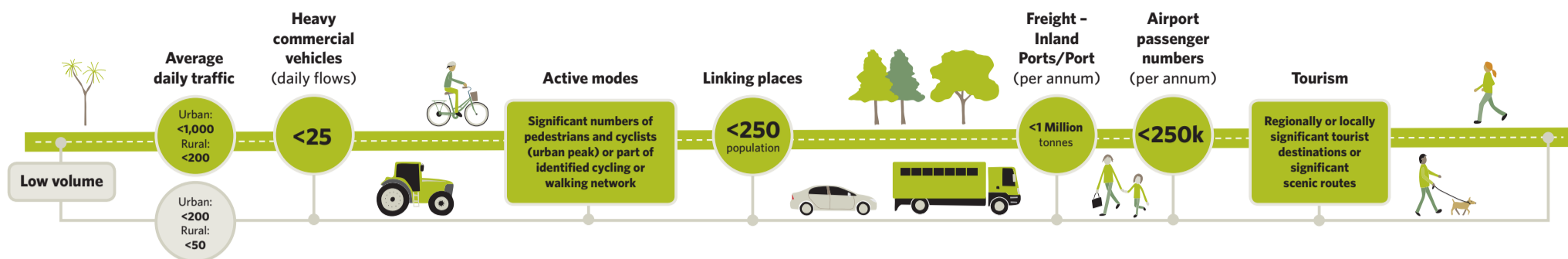
The One Network Road Classification (ONRC)

The ONRC is a new framework that categorises roads throughout the country. This is the first time in the history of New Zealand that consistent specifications will apply to all public roads from Cape Reinga to the Bluff, depending on what purpose they serve.

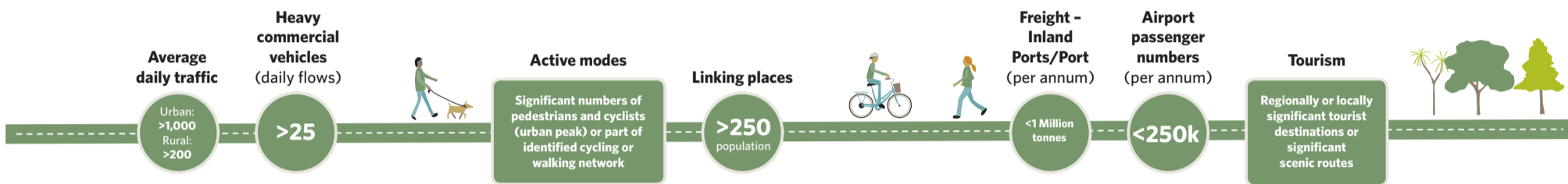
The ONRC considers the needs of all road users, be they motorists, cyclists or pedestrians. It will give road users more consistency and certainty about what standard and services to expect on the national road network, including the most appropriate safety features. It will also help New Zealand to plan, invest in, maintain and operate the road network in a more strategic, consistent and affordable way throughout the country.



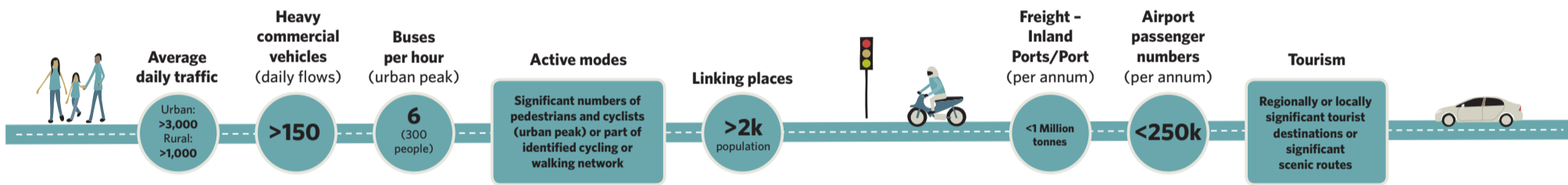
ACCESS



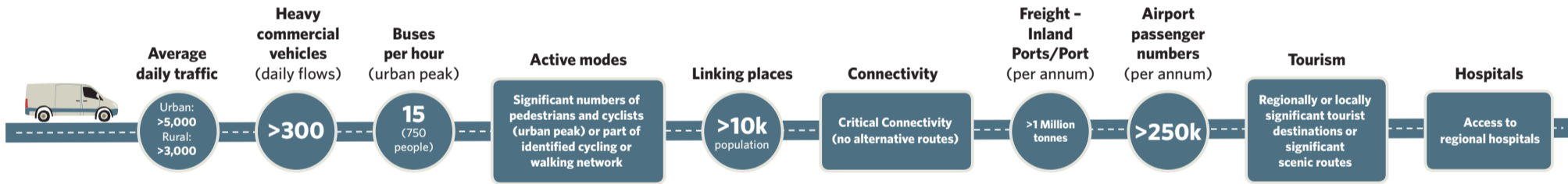
SECONDARY COLLECTOR



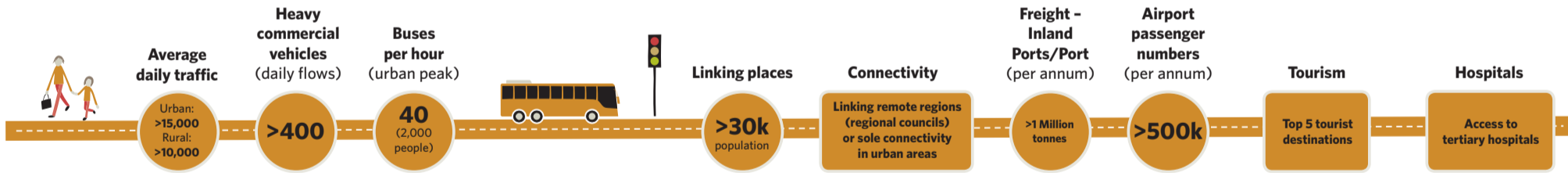
PRIMARY COLLECTOR



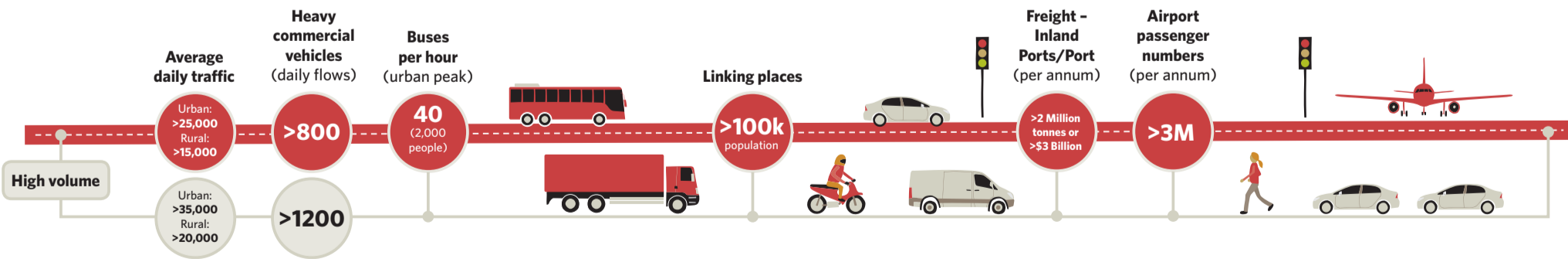
ARTERIAL



REGIONAL



NATIONAL

















For more information on the ONRC, please visit www.nzta.govt.nz/onrc



Figure 12 - Conceptual structure plan
1:8,000 at A3

Legend

 Indicative general residential (Approximately	 Indicative stormwater pond	 Landscape buffer (5	 Indicative conveyance swale
 Indicative commercial use (Cafe)	 Indicative waste water	 Indicative Collector Road	 Indicative culvert / bridge
 Indicative ecological	 Significant Ecological Area	 Indicative Local	 Pedestrian and cycle
 Indicative open	 Indicative play		connections to and along
			Ohaupo Road to Greenhill

