

**Before Independent Commissioners
At Palmerston North**

Under the Resource Management Act 1991 (the Act)

In the matter of Proposed Plan Change G to the Operative District Plan for
Palmerston North

**Statement of evidence of Sarah Lea Jenkin for Waka Kotahi New
Zealand Transport Agency Limited - Planning**

Dated 27 October 2023

Statement of evidence of Sarah Lea Jenkin

1 Qualifications and experience

- 1.1 My full name is Sarah Lea Jenkin.
- 1.2 I am a self-employed planning consultant trading as Navigatrix. Prior to mid-July 2023 I was a Technical Director – Planning at GHD Limited, based in Wellington, where I had been employed for nine years.
- 1.3 I have nearly 30 years' experience as a practising planner across consultancy, local and central government, in New Zealand and in the UK. During this time, I have prepared numerous applications for resource consent and advised on the implications of third-party applications for organisations including Waka Kotahi NZ Transport Agency (**'Waka Kotahi'**). I have acted as an expert witness on multiple occasions.
- 1.4 I hold a Bachelor of Resource and Environmental Planning (Honours) from Massey University. I am a full member of the New Zealand Planning Institute (**'NZPI'**). I was a member of the NZPI Board between 2015 and 2021.
- 1.5 I have particular experience in providing planning advice in relation to the effects of development on transportation networks, and in particular the State highway network. I also have experience advising on and developing policy in regional and district plan processes. Relevant project work includes:
 - a Planning expert witness for Change 1 to the Greater Wellington Regional Policy Statement, and technical reviewer for multiple s42A reports, including for transport-related climate change provisions.
 - b Supporting the Greater Wellington Environmental Policy team during preparation of Te Rautaki Whanaketanga ki tua a Wairarapa-Wellington-Horowhenua – the Wellington-Wairarapa-Horowhenua Future Development Strategy
 - c Planning expert witness on behalf of Waka Kotahi for multiple third-party land use applications in the South Island and lower half of the North Island over the last six years.
 - d Technical Director responsible for GHD's advice to Waka Kotahi in relation to third party land use developments.
 - e Planning advisor for Waka Kotahi's involvement in the Nelson Resource Management Plan review.

- f Planning advisor to Waka Kotahi over a three-year period for network management activities, including third party land use developments.
- 1.6 My evidence relates to a proposal by Palmerston North City Council ('**PNCC**') to amend the Operative District Plan for Palmerston North ('**ODP**') in the Aokautere area, referred to as Proposed Plan Change G ('**PPCG**').
- 1.7 I have been engaged by Waka Kotahi since 31 August 2023 to prepare expert planning evidence in support of Waka Kotahi's submission and to appear at the hearing. I was not involved in drafting Waka Kotahi's submission.
- 1.8 I attended a pre-application meeting at PNCC's offices on Tuesday 26 September 2023, on the topic of traffic and transportation. Along with Ms Kelly Standish, Senior Planner from Waka Kotahi, I met with Ms Copplestone on Tuesday 17 October to further discuss Waka Kotahi's relief and the proposed planning provisions.
- 1.9 I visited State highway 57 (SH57) in the vicinity of Aokautere on Tuesday 26 September. This included driving through the existing residential areas and accessing the various intersections between the local road network and SH57.

2 Code of Conduct

- 2.1 Although this matter is not before the Environment Court, I have read and am familiar with the Code of Conduct for Expert Witnesses in the current Environment Court Practice Note (2023). I confirm that I have complied with the Practice Note when preparing my written statement of evidence and will do so when presenting this evidence.
- 2.2 I also confirm that the matters addressed in this Statement of Evidence are within my area of expertise, except where I am relying on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

3 Executive summary

- 3.1 Waka Kotahi originally submitted on Proposed Plan Change G (PPCG) with concerns about:
- a the potential for PPCG as notified to compromise the integrated, safe and sustainable functioning of SH57.
 - b Opposing in part PCG because it will generate growth contrary to PNITI and the Accessing Central New Zealand (ACNZ) business case;

- c Concern about how the transport-related effects on SH57 of the growth enabled by PCG will be mitigated, and how will these be secured; and
 - d Concern that growth in this location has not been identified in the Future Development Strategy
- 3.2 Waka Kotahi's further submission supported any provisions which require all transport infrastructure to be in place prior to development and opposed the softening of any provisions which require all transport infrastructure to be in place prior to development.
- 3.3 With regarding to the Palmerston North Integrated Transport Initiative (PNITI), whilst it does not, in my opinion, have statutory weight under the RMA, it is highly relevant to any discussion and decisions about funding and this goes to the heart of certainty about any mitigation required to address the transport-related effects on SH57 of growth in the Aokautere Structure Plan Area. The Waka Kotahi funding process is predicated on strategic fit, and in Palmerston North PNITI is the strategy against which that fit is assessed.
- 3.4 With regard to the FDS, in my opinion, the Aokautere Structure Plan area does not need to be identified in a Future Development Strategy in order to progress.
- 3.5 I generally agree with Ms Copplestone's assessment of statutory documents, noting that I have drawn the Commissioners' attention to several Horizons One Plan and PNCC Operative District Plan objectives and policies.
- 3.6 I recognise the direction given to PNCC by the NPS-UD in terms of providing for plan-enabled and infrastructure-ready land for housing. However, in terms of national direction, I consider that neither the s32 report nor planning s42A report considered the NPS-UD with regard to Clause 3.5 in particular (that additional infrastructure is likely to be available to service the development capacity) and there has been no consideration of the National Emissions Reduction Plan in relation a reduction in Vehicle Kilometres Travelled (VKT).
- 3.7 The growth enabled by PPCG will generate a significant volume of additional traffic onto SH57 Aokautere Drive. Whilst there are existing issues with the state highway in this location, these are already being addressed by Waka Kotahi.
- 3.8 There is general agreement about what mitigation is required to mitigate the traffic-related effects on SH57 Aokautere Drive. However, I am concerned that there is insufficient certainty about the timing for implementing this mitigation, because of the PNCC assumption that Waka Kotahi should fund these upgrades, and hence whether the requirements of the NPS-UD have been met insofar as they relate to Clause 3.5.

- 3.9 My opinion is that the required upgrades are the responsibility of PNCC and those benefitting from the development and there are funding mechanisms in place to support this, i.e. financial contributions or development contributions.
- 3.10 With regard to the proposed amendments to PPCG in response to submissions, there are some aspects of Ms Coppleston's proposed amendments that I support. I have also identified several minor consequential drafting amendments.
- 3.11 There are aspects of the proposed amendments, however, that I am concerned about. As a result of uncertainty about securing the required mitigation, I am concerned that the amendments proposed to the transport-related provisions in PPCG to restrict occupation of dwellings until the required upgrades are complete and operational, through the use of consent notices, will not achieve the desired outcome and in fact could result in applications to remove the consent notices without an appropriate consideration of effects on SH57 Aokautere Drive.
- 3.12 Given the overall Level of Service A for the intersections as modelled by Ms Fraser, I have proposed amendments to Ms Copplestone's drafting to retain the requirement that development does not occur prior to the upgrades being completed and operational whilst providing a pathway for an assessment to determine whether there is existing capacity in the relevant intersections to accommodate some growth.
- 3.13 Overall, given PNCC's position that upgrades to SH57 Aokautere Drive are Waka Kotahi's responsibility as the road controlling authority, and Ms Downs' evidence regarding strategic fit with PNITI, the requirement for a business case to determine funding availability and uncertainty about the outcome of that process (i.e. whether funding will be granted), it is my opinion that PPCG it would benefit from having more certainty about the outcome of the business case process and hence the timing for any SH57 upgrades.

4 Scope of evidence

- 4.1 My evidence will cover the following topics:
- a A summary of the Waka Kotahi submission and further submission
 - b Consistency with the Palmerston North Integrated Transport Initiative (PNITI)
 - c Consistency with relevant direction
 - d Response to Section 42A reports
 - e Relief sought by Waka Kotahi

4.2 In preparing my evidence, I have reviewed the notified PPCG material, including the following technical reports and s42A reports:

- a Section 32 report Proposed Plan Change G: Aokautere Growth Area (undated but prepared in 2022)
- b Section 32 report, Appendix 1 – Proposed PCG Amendments to the District Plan
- c Section 32 report Appendix 2 – Zoning Maps
- d Section 32 report Appendix 3 – Aokautere All Structure Plans
- e Section 32 report Appendix 4 – Aokautere Masterplan Report
- f Section 32 report Appendix 5 – Traffic Assessment Aokautere
- g Summary of Submission (19 November 2022)
- h Section 42A report – Strategic Planning, prepared by Mr David Murphy
- i Section 42A report – Transport, prepared by Ms Harrier Fraser
- j Section 42 A report – Planning, prepared by Ms Anita Copplestone

4.3 Where relevant I have relied on the evidence of

- a Ms Sarah Downs, Waka Kotahi corporate evidence
- b Mr Glenn Connelly, Waka Kotahi traffic and transportation evidence

4.4 In this statement I address:

- a Key matters raised in Waka Kotahi's submission and further submission to PPCG
- b Response to the relevant s42A reports in relation to matters raised by Waka Kotahi and
- c My recommendations on amendments to PPCG to address the relief sought by Waka Kotahi.

5 Waka Kotahi's interest and submissions

5.1 Waka Kotahi is the government agency responsible for delivery and management of New Zealand's state highway network. Its primary objective under s94 of the Land Transport Management Act (LTMA) is to contribute to an effective, efficient and safe land transport system in the public interest.

- 5.2 As road controlling authority for the state highway network Waka Kotahi is responsible for the care, control and management of roads within its jurisdiction. As part of its functions, Waka Kotahi assesses the implications of third-party development on the state highway network, including plan changes. Waka Kotahi invests across a variety of activity classes, including in relation to walking and cycling, local road improvements (through the National Land Transport Fund), state highway improvements and state highway maintenance.
- 5.3 Waka Kotahi submitted on PPCG because of the potential implications of the growth enabled by the plan change on the SH57 corridor in this location and the broader consistency with the Palmerston North Integrated Transport Initiative (PNITI).
- 5.4 Waka Kotahi 's submission (submitter number 63) on PPCG is:
- a Concern that PPCG as notified has the potential to compromise the integrated, safe and sustainable functioning of SH57;
 - b Opposing in part PCG because it will generate growth contrary to PNITI and the Accessing Central New Zealand (ACNZ) business case;
 - c Concern about how the transport-related effects on SH57 of the growth enabled by PCG will be mitigated, and how will these be secured;
 - d The core state highway intersections are currently operating at a Level of Service A and that no safety upgrades to these intersections are required currently;
 - e There may be existing pedestrian safety deficiencies in the Aokautere area;
 - f Concern that growth in this location has not been identified in the Future Development Strategy; and
 - g Support for transport planning which enables and supports a mode shift for potential and existing residents.
- 5.5 Waka Kotahi's further submission (further submitter number 2) is:
- a Support for any provisions which require all transport infrastructure to be in place prior to development; and
 - b Opposition to the softening of any provisions which require all transport infrastructure to be in place prior to development.

6 Consistency with Palmerston North Integrated Transport Initiative (PNITI)

- 6.1 Waka Kotahi's primary submission raised a concern that intensifying development in the Aokautere area, as provided for by PPCG, is inconsistent with PNITI. Ms Downs' evidence includes a description of PNITI and explains its relevance to PPCG¹.
- 6.2 In their respective s42A reports Mr Murphy (paras 65–71), Ms Copplestone (paras 120-126) and Ms Fraser (paras 21-29) consider that growth in this area is consistent with PNITI. Ms Downs disagrees, and I rely on her evidence in that regard².
- 6.3 Ms Copplestone also concludes that there does not appear to be a significant impact on the implementation and operation of the PNITI route as a result of the recommended roading upgrades³. In my opinion this is a different matter to consistency with the strategy itself. Ms Downs addresses this point in paragraphs 9.1 - 9.6 of her evidence. In summary "*SH57 serves significant local, regional and national functions for the safe, efficient and reliable movement of high volumes of people and goods while allowing Palmerston North's urban network to safely function for local needs without also having to cater to regional HPMV traffic*".
- 6.4 At least one submitter questioned the statutory weight to be placed on PNITI⁴. This does not appear to have been addressed in the s42A reports. In my opinion PNITI does not have statutory weight insofar as s74(2)(b) of the RMA is concerned – PNITI is not a management plan or strategy prepared under another Act.
- 6.5 PNITI is highly relevant, however, to any discussion and decisions about funding and this goes to the heart of certainty about any mitigation required to address the transport-related effects on SH57 of growth in the Aokautere Structure Plan Area. As discussed in Ms Downs' evidence in paragraph 8.9, the Waka Kotahi funding process is predicated on strategic fit, and in Palmerston North PNITI is the strategy against which that fit is assessed.

7 Consistency with relevant direction

- 7.1 Section 74 of the RMA sets out the matters PNCC must prepare a plan change in accordance with. This includes the National Policy Statement on Urban Development (s74(1)(ea)) and the National Emissions Reduction Plan (s74(2)(d)).

¹ Statement of Evidence of Sarah Downs, dated 27 October 2023, paras 7.5-7.15

² *ibid*, paras 8.6-8.9

³ Section 42A report of Anita Copplestone, dated 15 September 2023, para 126

⁴ Heritage Estates 2000 Ltd

- 7.2 Section 3 of Ms Copplestone's s42A report includes an assessment of additional relevant statutory and policy documents beyond those traversed in the s32 report. I generally agree with her assessment and do not intend repeating it. I would draw the Commissioners' attention to Objective 3.3 and Policy 3.2(h) in the Horizon's One Plan, and Objective 3 and Policy 3.1 in Section 20 of the ODP in particular.

Horizons One Plan
<p>Objective 3.3 – <i>Urban development occurs in a strategically planned manner which allows for the adequate and timely supply of land and associated infrastructure.</i></p> <p>Policy 3.2 - <i>The Regional Council and Territorial Authorities[^] must ensure that adverse effects[^] on infrastructure[^] and other physical resources of regional or national importance from other activities are avoided as far as reasonably practicable, including by using the following mechanisms:.....(h) ensuring effective integration of transport and land[^] use planning and protecting the function of the strategic road[^] and rail network as mapped in the Regional Land Transport Strategy.</i></p>
Palmerston North Operative District Plan – Section 20
<p>Objective 3 - <i>The safety and efficiency of the land transport network is protected from the adverse effects of land use, development and subdivision activities.</i></p> <p>Policy 3.1 - <i>Avoid, remedy or mitigate the adverse effects of increased traffic or changes in traffic type, which would compromise the safe and efficient operation of any road or level crossing, or the safe and convenient movement of pedestrians and cyclists on roads or at level crossings</i></p>

- 7.3 The following paragraphs identify the national direction I consider requires further consideration.

National Policy Statement on Urban Development

- 7.4 Mr Murphy's s42A report addresses alignment of PPCG with the NPS-UD (paragraphs 22 – 60). I acknowledge the obligations that the NPS-UD places on tier 2 authorities such as PNCC. At paragraph 52 of his s42A Mr Murphy identifies the Council stormwater and transport-related improvements which are required to enable the Aokautere Structure Plan Area to be described as 'infrastructure-ready' in accordance with Clause 3.4 of the NPS-UD.
- 7.5 In addition to the transport improvements to the local road network, Ms Fraser considers that upgrades to SH57 are also required to accommodate the proposed growth and Mr Murphy's opinion is that these are the responsibility of Waka Kotahi to fund⁵.
- 7.6 Clause 3.5 of the NPS-UD requires that PNCC "*must be satisfied that the additional infrastructure to service the development capacity is likely to be available*". In my opinion,

⁵ Section 42A report of David Murphy, dated 15 September 2023, para 55.

and based on the evidence of Ms Downs⁶, this additional infrastructure is not likely to be available if PNCC is relying on Waka Kotahi funding these upgrades, for the following reasons:

- a The upgrades are required because of the growth in the Aokautere Structure Plan area, and as a result they should be funded by the applicant, rather than Waka Kotahi. Waka Kotahi is already addressing existing safety concerns resulting from historical growth in the Aokautere area (see paragraph 8.6 of this statement of evidence).
- b Relying on Ms Downs' evidence at paragraphs 8.4 - 8.9, investment in the upgrades at SH57 Aokautere Drive is not identified in PNITI. As a result, there is no integrated strategic alignment with Waka Kotahi for any of the required upgrades and hence no current support for funding by Waka Kotahi.
- c Even if a successful business case were progressed for funding, as stated in Ms Downs' evidence there remains no certainty about the timing for any funding.
- d Because of the way the notified provisions have been amended in response to submissions, and in particular that the state highway upgrades must be in place before dwellings are occupied rather than before development occurs, there is a risk that the upgrades are not in place by the time that dwellings are ready to be occupied.

7.7 As no business case has been progressed at this time by PNCC for the suite of required upgrades⁷, my understanding is that Waka Kotahi cannot fulfil its own requirements to determine whether the suite of proposed upgrades would be included in the next National Land Transport Plan (NLTP) or subsequently the National Land Transport Fund (NLTF).

7.8 The s32 report concluded, at paragraph 48, that "*Proposed PCG gives effect to the NPS-UD as far as it is relevant to the plan change*". I do not agree with this statement. In my opinion, at present PPCG is inconsistent with:

- a Objective 6, as the urban development envisaged by PPCG is not currently integrated with infrastructure planning and funding decisions insofar as they relate to the state highway; and
- b Policy 10, as, whilst discussions regarding strategic alignment and funding provisions have occurred between PNCC and Waka Kotahi since PPCG was notified⁸, to date integrated land use with infrastructure planning of the state highway has not been achieved.

⁶ Statement of Evidence of Sarah Downs, dated 27 October 2023, paragraph 8.11

⁷ *Ibid*, paragraph 8.10

⁸ *Ibid*, paragraph 11.5

National Emissions Reduction Plan

- 7.9 The National Emissions Reduction Plan (NERP) is the government's plan to reduce carbon emissions in line with emissions budgets set to limit global temperature rise to 1.5°C above pre-industrial levels. The NERP is prepared under the Climate Change Response Act 2002, and it contains strategies, policies, targets, and actions for the transport sector amongst others, along with a list of actions with lead organisations and supporting organisations. The relevant key target as relates to urban development in the Aokautere Structure Plan Area is:
- a Target 1 – Reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities.
- 7.10 Integrating land-use and transport is a key theme for the transport sector in the NERP, with several actions involving Waka Kotahi, councils, and other agencies such as:
- a Better integrated transport planning and land use planning through the resource management reforms.
 - b Identify ways to incentivise developments that avoid/reduce the need to travel and encourage travel by public transport, walking and cycling.
 - c Assess spatial plans to understand emissions implications and key risks and opportunities for reducing emissions.
 - d Require new investments for transport projects to demonstrate how they will contribute to emissions-reduction objectives and set a high threshold for approving new investments for any transport projects if they are inconsistent with emissions-reduction objectives.
- 7.11 I acknowledge that the PNCC is not required to have regard to the NERP in preparing the plan change insofar as s74(2)(d) applies⁹. In my opinion, however, I consider the NERP is a management plan and strategy prepared under another Act (the Climate Change Response Act 2002) and hence PNCC is required to have regard under s74(2)(b)(i).
- 7.12 In my view whilst consideration has been given to reducing emissions, consideration has not been given to reducing VKT. This is addressed in more detail in Section 12 of Ms Downs' evidence.

⁹ The RMAA received assent in June 2020 and the relevant provisions requiring a district plan to have regard to any emissions reduction plan and national adaptation plan (ss74(2)(d) and (e)) came into effect on 30 November 2022. However, in accordance with Schedule 12, clause 26, of the RMA (the transitional effect of the climate change amendments) PPCG is to be determined as if those amendments had not been made. This means these additions to s61 are not applied to Change 1 because of its notification date, which occurred prior to the amendments coming in effect

Government Policy Statement on Transport (GPS)

- 7.13 Neither the s32 report nor Ms Copplestone's s42A report includes a reference to the GPS. In my opinion, this is a relevant strategy under s61(2)(a)(i) of the Act.

8 Response to Section 42A reports

- 8.1 This section of my evidence responds to comments in the relevant s42A reports in relation to Waka Kotahi's submission and further submission. It addresses the following issues:

- a The existing environment
- b Timing of PPCG
- c Mitigation for traffic-related effects of growth in the Aokautere Structure Plan area
- d The notified provisions and amendments in response to submissions

Existing Environment

Rural residential overlays

- 8.2 Section 2.2 of Ms Copplestone's s42A report includes a comprehensive overview of the existing planning framework for the Aokautere area subject to PPCG and I do not intend to repeat this information. I do however want to draw the Commissioners' attention to the existing rural residential overlays (see **Appendix A** for location). These overlays provide for rural residential subdivision and development in specific areas within the district and there are three in the Aokautere area:
- a Aokautere Rural-Residential Area
 - b Moonshine Valley Rural Residential Area
 - c Rural Residential Overlay area
- 8.3 The various rural residential overlays include minimum net site areas to achieve the desired development density for this area¹⁰. However, I have been advised by Waka Kotahi that in its experience applications and enquiries in these areas are being sought at greater densities than anticipated by the ODP, with the potential for resultant higher levels of traffic than would otherwise have been anticipated. Paragraphs 8.1 – 8.3 of Mr Connelley's evidence discuss the increase in traffic volumes as a result of growth.

¹⁰ S42A report prepared by Ms Copplestone, dated 15 September 2023, paragraph 38

- 8.4 In my opinion, the level of development that is occurring in the existing zoned rural residential areas is not traversed in any detail in either Ms Copplestone's or Ms Fraser's evidence, including in relation to the potential effect this may already have on SH57 nor in relation to any cumulative effects when considering the level of development proposed to be enabled by PCG.

Existing safety concerns

- 8.5 Ms Fraser's s42A report (paragraph 3(c)) references existing safety concerns within the local road network, which would be exacerbated by PPCG traffic. As this relates to SH57, I understand the primary concern to be existing traffic speeds on SH57 given the adjacent development, and the lack of pedestrian and cyclist facilities along and across the corridor, which result in severance and safety concerns.
- 8.6 I understand that these concerns are being addressed by Waka Kotahi as outlined in Ms Downs' evidence at paragraphs 10.1 – 10.6.
- 8.7 The outcome of the Safe Systems Audit, as described in Ms Fraser's evidence on pages 24-26, identified a number of serious and significant concerns. I rely on Mr Connelly's conclusion at paragraph 10.7 of his evidence that the mitigation measures Waka Kotahi is already progressing are sufficient to address existing safety concerns associated with the operation of the state highway in this location.

Timing of PPCG

- 8.8 Waka Kotahi's original submission sought establishment of the Palmerston North Future Development Strategy (FDS) prior to accepting greenfield expansion, including at Aokautere.
- 8.9 Whilst I agree with Waka Kotahi's submission that the Implementation Plan for an FDS is a useful place to identify required infrastructure improvements to support growth and in fact this is one of its key functions, I do not agree that all greenfield expansion should halt until the FDS development process is complete. Housing and business land demand and supply is dynamic and there are potentially significant lead-in times when considering the need for infrastructure to support development. I therefore agree with Mr Murphy at paragraph 51 of his s42A report that clause 3.2¹¹ of the NPS-UD requires PNCC as a tier 2 local authority to ensure there is sufficient development capacity, and this is not tied to a prerequisite for preparation of an FDS.

Mitigation for transport-related effects of growth in the Aokautere Structure Plan area

¹¹ Paragraph 51 of Mr Murphy's s42A report refers to Clause 3.3 of the NPS-UD, which relates to sufficient capacity for business land. As PCG primarily relates to housing, I suspect this reference should be to Clause 3.2.

- 8.10 Waka Kotahi's submission raised concerns about how the transport-related adverse effects on SH57 of growth enabled by PPCG would be mitigated and implemented.
- 8.11 I understand there is general agreement between Ms Fraser and Mr Connelly about what mitigation is required¹².
- 8.12 I also understand that Mr Connelly considers that PNCC has taken a conservative approach to when the mitigation is required, as articulated in proposed rule R7A.5.2.2.2(i) and as amended by Ms Copplestone.
- 8.13 The area of disagreement, as I understand it, is:
- a who should fund the mitigation.

When transport-related mitigation should be implemented

- 8.14 Mr Connelly's evidence addresses the timing for the transport-related mitigation, and I rely on his evidence in that regard. Relying on Mr Connelly's evidence at paragraph 11.4 I have therefore proposed amendments to rule R7A.5.2.2(i) to reflect his position. These are provided in **Appendix B** to this statement.

Who should pay for the transport-related mitigation

- 8.15 I have interpreted Mr Murphy's s42A report as concluding that transport improvements to SH57 in the vicinity of the Aokautere Structure Plan Area are Waka Kotahi's responsibility and hence the mitigation required for PPCG in this regard should be funded by Waka Kotahi¹³. Ms Copplestone makes a similar statement in her s42A report¹⁴. I disagree, as outlined in the following paragraphs.
- 8.16 Notwithstanding the existing safety concerns identified in the Safe Systems Audit (SSA) which Waka Kotahi is already addressing (see paragraphs 8.6 and 8.7 of this statement), Ms Fraser's s42A report and underlying Transportation Assessment determined that the relevant intersections with SH57 in the PPCG growth area were operating at an overall LOS A¹⁵ – this is the highest level and I note Mr Connelly agrees with Ms Fraser's conclusions in this regard¹⁶. Ms Fraser's assessment determined that growth from PPCG would result in a reduction in LOS and the outcome of the SSA shows a reduction in safety as a result of PPCG.

¹² Statement of Evidence of Glenn Connelly, dated 27 October 2023, paragraph 9.1 and Table 1

¹³ Section 42A report of David Murphy, dated 15 September 2023, paragraph 55

¹⁴ Section 42A report of Anita Copplestone, dated 15 September 2023, paragraph 5, page 64

¹⁵ Transportation Assessment, dated 28 July 2022, Section 3.3

¹⁶ Statement of Evidence of Glenn Connelly, dated 27 October 2023, Table in paragraph 7.1

- 8.17 In my experience it is a general principle under the RMA that the originator of adverse effects should be responsible for funding the mitigation. There are two funding mechanisms to support this – financial contributions and development contributions. This is the basis for both financial contributions under the RMA and development contributions under the Local Government Act.
- 8.18 Given the existing level of service, and the conclusions in Ms Fraser's Transportation Assessment, in my opinion any upgrades to the identified SH57 intersections that are required because of growth in the Aokautere Structure Plan Area should not be funded by Waka Kotahi, as they are required to mitigate the effects of growth not to address existing safety concerns in this location. As noted in paragraph 8.6 of this statement, Waka Kotahi is already addressing the existing safety issues at Aokautere.
- 8.19 Notwithstanding the above paragraph, Waka Kotahi has offered to progress the required business process with PNCC¹⁷.

Proposed PCG provisions

- 8.20 I support PNCC's decision to apply to the Environment Court to make the PPCG provisions have immediate legal effect. In my experience the desired outcomes of a structure planning process can be significantly undermined because of delays between preparation of the structure plan, notifying the relevant provisions and these becoming operative. PNCC's approach helps to avoid this situation.
- 8.21 What this has also enabled is the 'real time' testing of the proposed provisions, as development is continuing to progress in the Aokautere area whilst PPCG progresses through the plan change process. This has enabled the identification of some potential unintended consequences of the provisions, which I address in paragraph 8.26, below.
- 8.22 Waka Kotahi's original submission raised concerns about the extent to which the provisions as notified would have the potential to compromise Waka Kotahi's statutory obligations. In my opinion, notwithstanding concerns about how the proposed mitigation would be funded and delivered (which sits outside the RMA process), the notified provisions generally addressed the potential effects of growth on SH57. My focus in the following paragraphs therefore is on the changes proposed in response to submissions and further submissions, including when the mitigation would be required.
- 8.23 Ms Copplestone has proposed amendments to the notified provisions in her s42A report and in my opinion some of these amendments are generally less desirable than the notified provisions, in particular because they remove the requirement for the state highway

¹⁷ Statement of Evidence of Sarah Downs, dated 27 October 2023, paragraph 11.4.

intersection upgrades to be completed before development commences. There are, however, also some amendments I consider are an improvement over the notified provisions. Where I have concerns about the proposed amendments, I have provided suggested alternative drafting in a table in **Appendix B**, shown with blue highlight.

8.24 I support Ms Copplestone's recommended amendments as outlined in her s42A report:

- a Policy 3.7(d) - the proposed amendment is more specific in its reference to the transport-related off-site mitigation and the requirement that these upgrades must be complete and operational before subdivision is enabled.

I recommend the inclusion of an explanatory note with this policy to advise applicants that applications will require support from PNCC and/or Waka Kotahi NZ Transport Agency as the road controlling authorities until such time as the relevant roading upgrades are complete and operational.

- b Replacement of 'operational' with 'transport network upgrades' throughout the plan change – this wording provides more clarity for the plan user.
- c Assessment Criteria in R7.15.2.1(h)(v) to include the reference to transport network upgrades outside the structure plan area - this is consistent with the direction in Policy 3.7 as recommended for amendment.

I recommend the inclusion of an explanatory note with this policy to advise applicants that applications will require support from PNCC and/or Waka Kotahi NZ Transport Agency as the road controlling authorities until such time as the relevant roading upgrades are complete and operational.

- d Explicit reference to transport network upgrades outside the Aokautere Structure plan area – this reflects the 'off-site' mitigation required to address the growth-related effects on the state highway network.
- e The s42A amendment to proposed Policy 5.9, to include an explicit reference to transport network upgrades outside the Aokautere Structure Plan Area. This 'avoid' policy supports the Non-Complying Activity status in R7A.5.5.1.

I recommend the inclusion of an explanatory note with this policy to advise applicants that applications will require support from PNCC and/or Waka Kotahi NZ Transport Agency as the road controlling authorities until such time as the relevant roading upgrades are complete and operational.

- f Deletion of proposed Policy 5.11 – this is a duplication of Policy 5.9.

8.25 My concerns about Ms Copplestone's recommended amendments relate to:

Proposed amendment	Response
<i>Section 7 - Subdivision</i>	
Deleting matter of discretion "availability of operational transport infrastructure" in Rule R7.15.2.1	Deleting this is inconsistent with the policy direction in Policy 3.7(d).
Proposed amendments to Performance Standard R7.15.2(f)(ii)	As proposed for amendment the inclusion of "within the area to be subdivided" excludes the required upgrades outside the Aokautere Structure Plan area. To be consistent with other amendments, I recommend including words to the effect of "including those outside the Aokautere Structure Plan Area".
<i>Section 7A – Greenfield residential areas</i>	
Deleting proposed Policy 5.7	<p>It is unclear from the s42A report why Ms Copplestone is proposing that this policy is now deleted. In my opinion its retention is required because of the proposed deletion of the third bullet point in Policy 5.8.</p> <p>Alternatively, this policy could be deleted if the third bullet point in Policy 5.8 was retained and this would be my preference.</p>
Amending proposed Policy 5.8 to remove the reference to "avoiding or minimising adverse effects on the safe and efficient operation, maintenance and access to network utilities and the transport network" (third bullet point)	This amendment appears to be in response to a PNCC submission, and to avoid repetition (although it's not explicit about with which other provisions). Insofar as it relates to Policy 5.9, in my opinion this wording isn't a duplication as Policy 5.8 is the enabling policy for the Restricted Discretionary Activities, whilst Policy 5.9 is the restrictive policy for the Non-Complying Activities.
Amendment to proposed Policy 5.10 to include the use of consent notices (where appropriate) for the required transport network upgrades, to prevent occupation of dwellings before these are complete	<p>I do not support the use of consent notices restricting development, as outlined in my response to Rule R7A.5.2.2 Performance Standard (i) - below.</p> <p>I am concerned that this is an inappropriate use of consent notices given the lack of certainty about when the required upgrades may be completed.</p> <p>In my opinion, consent notices are not a mitigation for an effect on their own and in this case cannot provide certainty regarding upgrades to the state highway intersections. This may lead to an unrealistic expectation within the community and amongst prospective purchasers about when development of the established lots or occupation of any dwellings constructed may</p>

Proposed amendment	Response
	<p>occur. A consent notice of this kind also prevents a Permitted Activity from being undertaken on land for the intended purpose, which could undermine existing provisions in the District Plan.</p> <p>I understand that an owner can apply to remove a consent notice under s221(3) of the RMA. This is treated as a discretionary application. There is no requirement to engage with Waka Kotahi in that process and hence the potential that a consent notice could be removed without sufficient consideration of the transport-related effects.</p>
Deleting proposed Policy 5.11	In my opinion this policy requires retention as it works in conjunction with Policy 5.9.
Amendment to Performance Standard R7A.5.2.2(a)(ix) to include "Within the Aokautere Structure Plan Area	In my opinion this amendment is inconsistent with the proposed amendment to Policy 5.9 and with the related Performance Standard R7A.5.2.2(i), and the drafting should revert to the notified version.
Amendment to Rule R7A.5.2.2 Performance Standard (i) -	<p>I appreciate the challenge facing PNCC regarding identifying the appropriate timing for the transport-related upgrades. The existing overall LOS A for the intersections, as modelled by Ms Fraser, as I understand means there is capacity within these intersections to accommodate some growth. An intersection with an overall LOS C is generally considered to be acceptable. On that basis, and taking into account my concerns about the use of consent notices and about certainty regarding funding for the required upgrades, I consider there is the potential for a more streamlined approach to this rule and I have suggested drafting in Appendix B.</p> <p>In summary:</p> <ul style="list-style-type: none"> - A transport assessment would be required for any development under this rule if the upgrades in Table 7A.1 haven't been completed and made operational. - The transport assessment would assess the existing LOS and predict if the development would cause the relevant threshold to be exceeded. - If these requirements aren't met, the application must be treated as a Non-Complying Activity. <p>I do not support the proposed amendment to link occupation of dwellings with the upgrades as I have explained earlier in relation to the use of consent notices. I consider amendments such as I have proposed could provide an alternative approach as well as enable some development to occur within the existing network capacity.</p>

Proposed amendment	Response
	To avoid an applicant having to pay for a limited notification each time, I also consider Rule R7A.5.4.1 could be amended to avoid the need for limited notification if Waka Kotahi's written approach has already been provided. This would streamline the application process for all parties.
Amendment to Assessment Criteria R7A.5.2.3(d) to delete (v)	Removing this assessment criteria removes any consideration of the potential adverse effects of growth on SH57.
Amendment to Assessment Criteria R7A.5.2.3(d) to amend (vi) to include a reference to consent notices in relation to transport network upgrades	<p>Taking into account my conclusions in paragraph 7.7, in my opinion the use of consent notices has the potential to create an unrealistic expectation for the community and prospective purchasers of subdivided lots of the timeframe for the SH57 infrastructure upgrades should PPCG become operative. I am concerned that developers will, quite understandably, seek to have consent notices removed to enable dwellings to be occupied even if the upgrades have not commenced or been completed. Applications to remove consent notices may also be made by landowners and in considering the effect of removing such a notice, it isn't clear that the wider cumulative effects would be considered at that time by Council.</p> <p>If they are to be retained the wording should note that the timing of such upgrades is unknown at the time of granting.</p>
<i>Section 10 – Residential zone</i>	
Amend proposed Policy 15.11 to require that new dwellings are not occupied before the required transport upgrades are complete and operational	<p>I understand the intent of this amendment is to enable construction of dwellings in parallel with the required transport upgrades, including the SH57 intersection upgrades and I acknowledge there are some efficiencies in this approach. My preference is to retain the notified drafting for this policy as I am concerned there is no certainty about <u>when</u> this mitigation will be implemented. I am also concerned that applicants will simply revert to a Non-Complying Activity application, which will in effect place Waka Kotahi in the position of having to assess the traffic and transport-related effects of all development until the upgrades are completed.</p> <p>In my view, this approach is also inconsistent with Policy 3.7 as recommended for amendment by Ms Copplestone (and which I support). This policy requires that subdivision is not enabled until the upgrades are completed and operational. It is unclear to me the need to prevent occupation of dwellings when the subdivision itself should not occur until the upgrades are completed and operational.</p>

Proposed amendment	Response
Delete Rule R10.6.5.6	<p>I do not support the deletion of the Non-Complying Activity Status for development occurring before completion of the required transport upgrades to the SH57 intersections.</p> <p>In reinstating R10.6.5.6 I would seek that “within the stipulated timeframes” is removed as this is inconsistent with the drafting of other rules.</p>

8.26 I have also identified a number of consequential amendments as a result of either changes in response to submissions or as a result of the rules having immediate legal effect:

- a Update cross references in all relevant provisions (policies and rules) from R7A.5.2.2(h) to R7A.5.2.2(i) - sub-clause (h) is now (i) as a result of the addition of another performance standard in this rule, for water sensitive design.
- b Amend R7A.5.46.1 to R7A.5.6.1 – this appears to be a copy and paste error.
- c Amend the reference to R7A.5.2.1 in R7A.5.46.1(i) – (iii) to R7A.5.5.1 – this appears to be a copy and paste error. However, this rule has legal effect as currently drafted. I understand from Waka Kotahi that PNCC has determined, based on the current drafting, that they are not required notify them of non-complying applications within the Aokautere Structure Plan area that don’t meet the transport performance standard, which is the intent of this rule.

9 Relief sought by Waka Kotahi

9.1 Ms Copplestone has recommended accepting in part a number of Waka Kotahi’s submission points. However, it is not overly clear from her s42A report the reason for her recommendations. The table in **Appendix C** summarises the Accept/Reject recommendations for Waka Kotahi’s primary submission and further submissions.

9.2 After considering the relevant s42A reports and the recommendations I consider there are three key issues that have not been addressed to the extent sought by Waka Kotahi:

- a Drafting of the provisions as they relate to transport upgrades required to support growth enabled by PPCG; and
- b Funding for the required transport-related mitigation, and hence certainty that the necessary mitigation will be delivered in the required timeframe to mitigate potential transport-related effects on SH57.
- c Assessment of how a reduction in VKT will be achieved

- 9.3 The provisions introduced by PPCG and as amended by Ms Copplestone, are potentially complex to navigate. I would welcome the opportunity to discuss these further with the Council via expert planning conferencing.

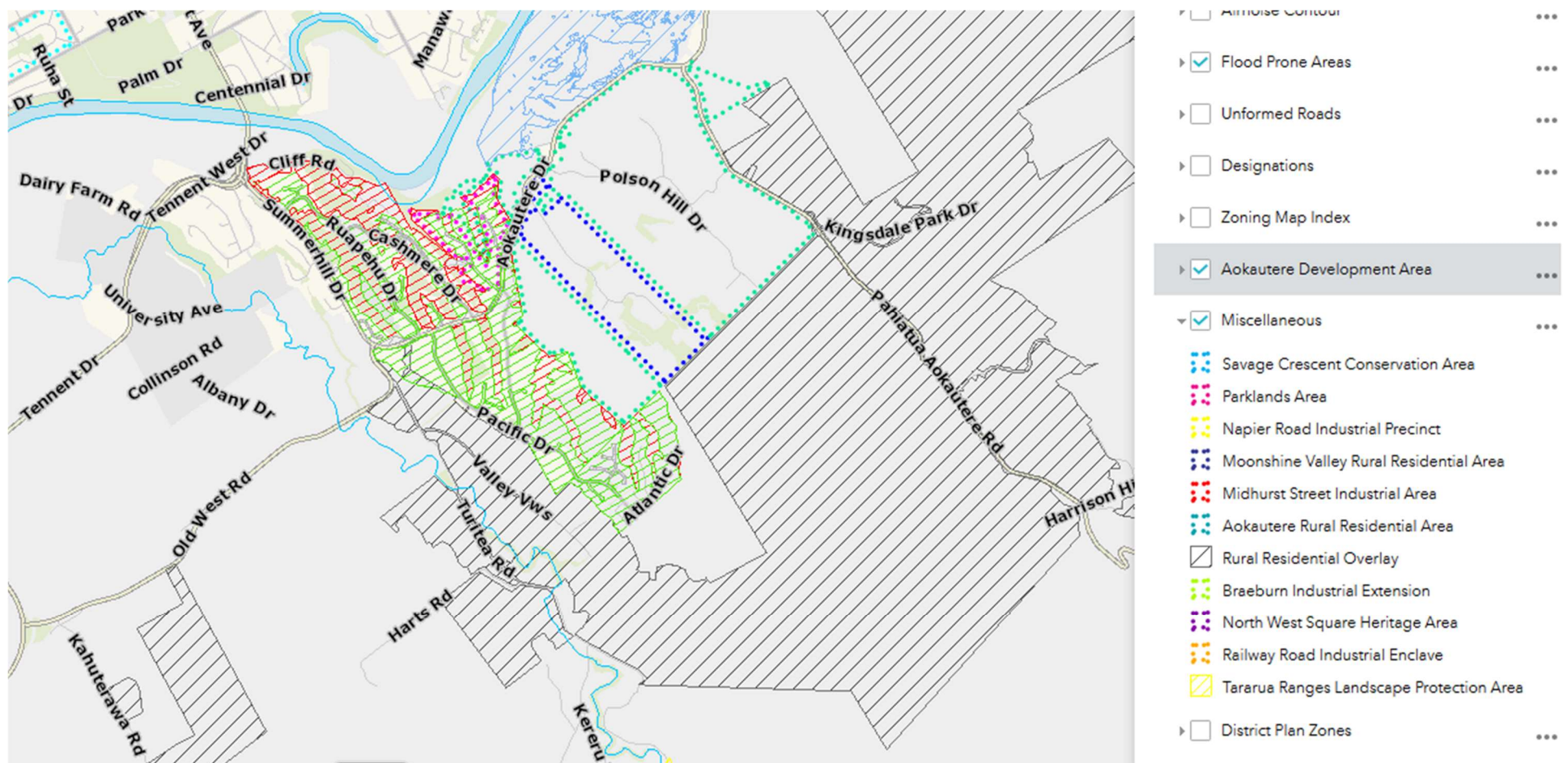
10 Conclusion

- 10.1 I recognise the direction given to PNCC by the NPS-UD in terms of providing for plan-enabled and infrastructure-ready land for housing. The growth enabled by PPCG will generate a significant volume of additional traffic onto SH57 Aokautere Drive. Whilst there are existing issues with the state highway in this location, these are being addressed by Waka Kotahi. Whilst there is general agreement about what mitigation is required, I am concerned that there is insufficient certainty about the timing for implementing this mitigation and hence whether the requirements of the NPS-UD have been met insofar as they relate to Clause 3.5.
- 10.2 As a result of this uncertainty, I am also concerned that the amendments proposed to the transport-related provisions in PPCG to restrict occupation of dwellings until the required upgrades are complete and operational through the use of consent notices will not achieve the desired outcome and in fact could result in applications to remove the consent notices without an appropriate consideration of effects on SH57 Aokautere Drive.
- 10.3 Mr Connelly, Waka Kotahi's safety engineer, considers there is some capacity within the existing network to accommodate growth, and as result I have proposed amendments to Ms Copplestone's drafting to retain the requirement that development does not occur prior to the upgrades being completed and operational whilst providing a pathway for an assessment to determine whether there is existing capacity in the relevant intersections to accommodate some growth.
- 10.4 Given PNCC's position that upgrades to SH57 Aokautere Drive are Waka Kotahi's responsibility as the road controlling authority, and Ms Downs' evidence regarding strategic fit, the requirement for a business case and uncertainty about the uncertain outcome of that process, it is my opinion PPCG may be too early, and it would benefit from having certainty about the outcome of the business case process.

Sarah Lea Jenkin

27 October 2023

APPENDIX A – Extract from the PNCC Operative District Plan showing the rural residential overlays in Aokautere



APPENDIX B – Proposed Amendments to PPCG Provisions

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
Chapter 7 – Rural Zone		
<p>New policy 3.7 3.7 To enable subdivision within the Rural-Residential Area identified on the Aokautere Structure Plan, where it is demonstrated that: <u>a. It is in general accordance with the Aokautere Structure Plan;</u> <u>b. The roading network identified on the Aokautere Structure Plan is provided for;</u> <u>c. There is connectivity with existing and future developments;</u> <u>d. Subdivision and development will not occur in advance of the availability of operational transport infrastructure;</u> <u>e. It incorporates the following design principles:</u> <u>• lots are rectangular or simple shapes;</u> <u>• a continuously built-up skyline is avoided;</u> <u>• development positively fronts or connects to the gully network.</u> <u>f. It maintains, and where possible enhances, existing amenity values.</u> <u>g. It satisfies Objective 6 and related policies in Section 7A Greenfield Residential Areas and protects the gully system and significant natural areas and wetlands in Aokautere;</u> <u>h. It provides a safe and legible road hierarchy that achieves a highly connected street layout which integrates with the surrounding transport network and provides pedestrian access.</u></p>	<p>New policy 3.7 3.7 To enable subdivision within the Rural-Residential Area identified on the Aokautere Structure Plan, where it is demonstrated that: <u>a. It is in general accordance with the Aokautere Structure Plan;</u> <u>b. The roading network street hierarchy, street types and street cross sections, and upgrades identified on the Aokautere Structure Plan is-are provided for;</u> <u>c. There is connectivity with existing and future developments;</u> <u>d. The transport network upgrades, including those outside of the Aokautere Structure Plan area, that are necessary to provide for a safe and efficient transport network have been completed and are operational Subdivision and development will not occur in advance of the availability of operational transport infrastructure;</u> <u>e. It incorporates the following design principles:</u> <u>• lots are rectangular or simple shapes;</u> <u>• a continuously built-up skyline is avoided;</u> <u>• development positively fronts or connects to the gully network.</u> <u>f. It maintains, and where possible enhances, existing amenity values.</u> <u>g. It satisfies Objective 6 and related policies in Section 7A Greenfield Residential Areas and</u></p>	<p>Include an explanatory note:</p> <p><u>Explanatory note: Applications will require support from PNCC and/or Waka Kotahi NZ Transport Agency as the road controlling authorities until such time as all relevant roading upgrades, including those outside the Aokautere Structure Plan Area, are complete.</u></p>

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
<p><u>cycleways and recreational trails which link to open space corridors;</u></p> <p><u>i. There is appropriate infrastructure available to service the development, including on-site wastewater and stormwater servicing, which ensures there is no increase in effects on surrounding areas;</u></p> <p><u>j. Earthworks avoid adverse effects on the gully network;</u></p> <p><u>k. The risk of liquefaction and lateral spread is adequately mitigated prior to subdivision through site specific geotechnical investigations with suitable foundation design and/or ground improvement options implemented before development;</u></p> <p><u>l. Subdivision and development is managed to avoid new or exacerbated natural hazards by:</u></p> <ul style="list-style-type: none"> <u>• an accredited Chartered Professional Engineer experienced in soil mechanics or geotechnical matters preparing a report before subdivision to confirm that the land is suitable for development and that there are technically appropriate building platforms;</u> <u>• earthworks and recontouring of land being undertaken in accordance with a design plan by an accredited Chartered Professional Engineer experienced in soil mechanics or geotechnical matters, with the design providing for predicted improvements to soil slope and stability through the development and the impact on existing vegetation and landscape values;</u> <p><u>m. Consent notices are imposed on titles outlining the measures required to implement</u></p>	<p><u>protects the gully system and significant natural areas and wetlands in Aokautere;</u></p> <p><u>h. It provides a safe and legible internal transport network road hierarchy that achieves a highly connected street layout which integrates with the surrounding transport network and provides pedestrian access, cycleways and recreational trails which link to open space corridors;</u></p> <p><u>i. There is appropriate infrastructure available to service the development, including on-site wastewater and stormwater servicing, which ensures there is no increase in effects on surrounding areas;</u></p> <p><u>j. Earthworks avoid adverse effects on the gully network;</u></p> <p><u>k. The risk of liquefaction and lateral spread is adequately mitigated prior to subdivision through site specific geotechnical investigations with suitable foundation design and/or ground improvement options implemented before development;</u></p> <p><u>l. Subdivision and development is managed so that development of resulting lots will to avoid new or exacerbated existing natural hazards, or an increase in expose to natural hazards by:</u></p> <ul style="list-style-type: none"> <u>• investigating the risk of liquefaction, lateral spread, and slope instability through site specific geotechnical investigations prior to subdivision;</u> <u>• an accredited Chartered Professional Engineer experienced in soil mechanics or geotechnical</u> 	

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
<p><u>recommendations from any technical reports to achieve land stability (including earthworks and setbacks from areas of geotechnical risk) and/or address natural hazards in advance of development.</u></p>	<p><u>matters preparing a report before subdivision to confirm that the land is suitable for development and that there are technically appropriate building platforms;</u></p> <ul style="list-style-type: none"> <u>• identifying and implementing ground improvement and slope stabilisation works that are required to avoid or mitigate the risk of liquefaction, lateral spread or slope instability;</u> <u>• undertaking earthworks and recontouring of land being undertaken in accordance with a design plan by an accredited Chartered Professional Engineer experienced in soil mechanics or geotechnical matters, with the design providing for predicted improvements to soil slope and stability through the development and the impact on existing vegetation and landscape values;</u> <u>• imposing consent notices on titles outlining the measures required to implement recommendations from any technical reports to address land instability, risk of liquefaction or lateral spread and/or to address any other natural hazards (including suitable foundation design requirements, earthworks and setbacks from areas of geotechnical risk).</u> <p><u>m. Consent notices are imposed on titles outlining the measures required to implement recommendations from any technical reports to achieve land stability (including earthworks and setbacks from areas of geotechnical risk) and/or address natural hazards in advance of development.</u></p>	

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
<p>7.15.2 RULES: RESTRICTED DISCRETIONARY ACTIVITIES</p> <p>R7.15.2.1 Any Subdivision within the Aokautere Rural Residential Area, the Moonshine Valley Rural Residential Area and the Rural Residential Overlay (as shown on the Planning Maps) that complies with the Performance Standards below, is a Restricted Discretionary Activity, with regard to the following matters:</p> <ul style="list-style-type: none"> • Those matters described in Sections 108 and 220 of the Resource Management Act 1991 • Subdivision design and layout; size, shape and arrangement of lots; the location and design of access; and connectivity • <u>The extent to which the subdivision is in accordance with any relevant Structure Plan</u> • Provision of on-site services, suitability of the lots for the on-site disposal of wastewater and water supply including for firefighting purposes • Landscape, <u>conservation</u> and amenity values • Natural Hazards • Reverse sensitivity effects • Effects on Council's infrastructure network • <u>Management of stormwater runoff</u> • <u>Availability of operational transport infrastructure</u> • Effects on the safe and efficient operation of the road network • Effects on Strategic Infrastructure and physical resources of national, regional or district importance, including the National Grid • <u>Earthworks</u> 	<p>7.15.2 RULES: RESTRICTED DISCRETIONARY ACTIVITIES</p> <p>R7.15.2.1 Any Subdivision within the Aokautere Rural Residential Area, the Moonshine Valley Rural Residential Area and the Rural Residential Overlay (as shown on the Planning Maps) that complies with the Performance Standards below, is a Restricted Discretionary Activity, with regard to the following matters:</p> <ul style="list-style-type: none"> • Those matters described in Sections 108 and 220 of the Resource Management Act 1991 • Subdivision design and layout; size, shape and arrangement of lots; the location and design of access; and connectivity • <u>Within the Aokautere Structure Plan area the extent to which the subdivision is in accordance with any relevant Structure Plan the Aokautere Structure Plan</u> • Provision of on-site services, suitability of the lots for the on-site disposal of wastewater and water supply including for firefighting purposes • Landscape, <u>conservation</u> and amenity values • Natural Hazards • Reverse sensitivity effects • Effects on Council's infrastructure network • <u>Management of stormwater runoff</u> • <u>Availability of operational transport infrastructure</u> • Effects on the safe and efficient operation of the road network • Effects on Strategic Infrastructure and physical resources of national, regional or district importance, including the National Grid 	<p>Retain matter of discretion "availability of operational transport infrastructure" as notified.</p>

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
<ul style="list-style-type: none"> • <u>Effects on the gully network in Aokautere</u> • Outcomes of any consultation with the Manawatu-Wanganui Regional Council • <u>Cultural Values</u> 	<ul style="list-style-type: none"> • <u>Earthworks</u> • <u>Effects on the gully network within the Aokautere Structure Plan area</u> • Outcomes of any consultation with the Manawatu-Wanganui Regional Council • <u>Effects on cCultural Values within the Aokautere Structure Plan area</u> 	
<p>7.15.2 RULES: RESTRICTED DISCRETIONARY ACTIVITIES</p> <p>Performance Standards</p> <p>...</p> <p><u>(f) Subdivision in the Rural-Residential Area identified on the Aokautere Structure Plan</u></p> <p><u>i. Subdivision must be in general accordance with the Aokautere Structure Plan.</u></p> <p><u>ii. The roading network identified on the Aokautere Structure Plan must be provided.</u></p> <p><u>iii. The design principles contained within Policy 3.7 must be implemented through the subdivision and development.</u></p> <p><u>iv Any subdivision must be accompanied by an earthworks plan identifying any restructuring of land, earthworks, or other works to create land with improved slope and soil stability necessary to enable the development of building platforms, services, and access ways. The plan must address:</u></p> <ul style="list-style-type: none"> • <u>the management of archaeological discoveries, including how tangata whenua involvement and cultural monitoring will be accommodated; and</u> 	<p>7.15.2 RULES: RESTRICTED DISCRETIONARY ACTIVITIES</p> <p>Performance Standards</p> <p>...</p> <p><u>(f) Subdivision in the Aokautere Rural-Residential Area within the Aokautere Structure Plan identified on the Aokautere Structure Plan</u></p> <p><u>i. Subdivision must be in general accordance with the Aokautere Structure Plan.</u></p> <p><u>ii. The roading network street hierarchy, street types and street cross sections, and upgrades identified on the Aokautere Structure Plan are must be provided within the area to be subdivided.</u></p> <p><u>iii. The design principles contained within Policy 3.7 must be implemented through the subdivision and development.</u></p> <p><u>iv. The safety improvements at Turitea Road/Valley Views intersection scheduled under the 10-Year Plan 2021-2031 must be implemented before any rural-residential development occurs.</u></p> <p><u>v Any subdivision must be accompanied by an earthworks plan identifying any restructuring of land, earthworks, or other works to create land</u></p>	<p>Amend (f)(ii) as follows:</p> <p>...</p> <p><u>ii. The roading network street hierarchy, street types and street cross sections, and transport upgrades identified on the Aokautere Structure Plan are must be provided, including those outside the Aokautere Structure Plan Area within the area to be subdivided.</u></p> <p>...</p>

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
<p><u>• any recommendations as to the location, design and construction of building sites, foundations and infrastructure arising out of technical reports prepared under Policy 3.7.</u></p>	<p><u>with improved slope and soil stability necessary to enable the development of building platforms, services, and access ways. The plan must address:</u></p> <ul style="list-style-type: none"> <u>• the management of archaeological discoveries, including how tangata whenua involvement and cultural monitoring will be accommodated; and</u> <u>• any recommendations as to the location, design and construction of building sites, foundations and infrastructure arising out of technical reports prepared under Policy 3.7 and performance standard c.</u> 	
<p>7.15.2 RULES: RESTRICTED DISCRETIONARY ACTIVITIES Assessment Criteria ... <u>(h) Rural-Residential Development within Aokautere Structure Plan</u> <u>i. How the subdivision is in general accordance with the Aokautere Structure Plan.</u> <u>ii. How the subdivision design and layout create allotments which are reflective of landscape and neighbourhood character and demonstrate connectivity with adjoining developments, including street and pedestrian access, cycleways and recreational trails which link to open space corridors.</u> <u>iii. How the proposal incorporates the design principles outlined in Policy 3.7.</u></p>	<p>7.15.2 RULES: RESTRICTED DISCRETIONARY ACTIVITIES Assessment Criteria ... (e) Urban growth Whether the subdivision is appropriate in terms of the location (the scale, form and character of development proposed) and whether a consent, if granted, would undermine the Council's Residential Growth Strategy, <u>any relevant Structure Plan, and</u> planned infrastructure investment, <u>and where relevant the Aokautere Structure Plan</u> having regard to cumulative or precedent effects on the efficient and orderly development of urban areas. ... <u>(h) Rural-Residential Development within Aokautere Structure Plan</u></p>	<p>Include an explanatory note:</p> <p><u>Explanatory note: Applications will require support from PNCC and/or Waka Kotahi NZ Transport Agency as the road controlling authorities until such time as all relevant roading upgrades, including those outside the Aokautere Structure Plan Area, are complete.</u></p>

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
<p><u>v. Whether all operational transport infrastructure necessary for the subdivision will be constructed prior to development.</u></p> <p><u>vi. How the proposed stormwater management system ensures there is no increase in stormwater effects on surrounding areas.</u></p> <p><u>vii. How the subdivision recognises and protects the gully network, wetlands, significant natural areas and habitats of local significance.</u></p> <p><u>viii. How the development manages adverse effects associated with geotechnical constraints and natural hazards within the surrounding area so that there are no new or exacerbated hazards.</u></p>	<p><u>i. How the subdivision is in general accordance with the Aokautere Structure Plan.</u></p> <p><u>ii. How the subdivision design and layout create allotments which are reflective of landscape and neighbourhood character and demonstrate connectivity with adjoining developments, including street and pedestrian access, cycleways and recreational trails which link to open space corridors.</u></p> <p><u>iii. How the proposal incorporates provides for the design principles matters outlined in Policy 3.7.</u></p> <p><u>v. Whether all operational the transport network upgrades, including those outside of the Aokautere Structure Plan area, that are infrastructure necessary to provide for a safe and efficient transport network have been completed and for the subdivision will be constructed are operational prior to development.</u></p> <p><u>vi. How the proposed stormwater management system ensures there is no increase in stormwater effects on surrounding areas.</u></p> <p><u>vii. How the subdivision recognises and protects the gully network, wetlands, significant natural areas and habitats of local significance.</u></p> <p><u>viii. How the subdivision development manages adverse effects associated with geotechnical constraints and natural hazards within the surrounding area so that there are no new or exacerbated hazards or increased exposure to natural hazards.</u></p>	

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
	<u>ix. Whether there is a need for physical measures to prevent vehicles using the peri-urban road labelled 'A' on the Aokautere Structure Plan Map 7A.4D Street Types until the transport network upgrades, including at the intersection of Turitea Road and Valley Views Road, have been completed.</u>	
Chapter 7A – Greenfield Residential Areas		
New policy <u>5.7 To ensure the capacity, efficiency, performance, and sustainability of the wider infrastructure network is not compromised.</u>	New policy <u>5.7 To ensure the capacity, efficiency, performance, and sustainability of the wider infrastructure network is not compromised.</u>	Retain this policy as notified.
New policy <u>5.8 To ensure that the design and layout of any subdivision and development provides for roads identified on the Aokautere Structure Plan in a manner which:</u> <ul style="list-style-type: none"> <u>• Achieves an accessible and permeable grid like pattern of development as shown on the Aokautere Structure Plan</u> <u>• Delivers a safe, legible and effective movement network which conforms to the One Network Framework and reflects Aokautere's hierarchy of street types (Map 7A.4A) and cross-sections (Map 7A.4D)</u> <u>• Avoids or minimises adverse effects on the safe and efficient operation, maintenance and access to network utilities and the transport network</u> <u>• Produces a fine-grained network of streets that provide:</u> <u>• Permeable and connected neighbourhoods</u> <u>• A choice of pathways; and</u> 	<u>5.8 To ensure that the design and layout of any subdivision and development provides for the transport network roads identified on the Aokautere Structure Plan in a manner which:</u> <ul style="list-style-type: none"> <u>• Achieves an accessible and permeable grid like pattern of development as shown on the Aokautere Structure Plan;</u> <u>• Delivers a safe, legible and efficient effective movement network which conforms to the One Network Framework and reflects Aokautere's the street hierarchy, of street types (Map 7A.3A) and street cross-sections (Map 7A.3D) in the Aokautere Structure Plan.</u> <u>• Avoids or minimises adverse effects on the safe and efficient operation, maintenance and access to network utilities and the transport network.</u> <u>• Encourages active travel modes and provides for circuits of varying length for walking, jogging and cycling.</u> 	Retain the third bullet point in this policy ... <ul style="list-style-type: none"> <u>• Delivers a safe, legible and efficient effective movement network which conforms to the One Network Framework and reflects Aokautere's the street hierarchy, of street types (Map 7A.3A) and street cross-sections (Map 7A.3D) in the Aokautere Structure Plan.</u> <u>• Avoids or minimises adverse effects on the safe and efficient operation, maintenance and access to network utilities and the transport network</u> <u>• Encourages active travel modes and provides for circuits of varying length for walking, jogging and cycling.</u> ...

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
<ul style="list-style-type: none"> • <u>Access from two directions for most households.</u> • <u>Complements the street network with a web of trails in the gully reserves</u> • <u>Provides circuits of varying length for walking, jogging and cycling</u> • <u>Encourages active travel modes</u> 	<ul style="list-style-type: none"> • <u>Provides Urban Connector roads with sufficient width and horizontal and vertical alignments to safely accommodate bus routes and facilitate convenient bus stops, including to facilitate access to the Aokautere Neighbourhood Centre.</u> • <u>Provides sufficient access, and enables efficient movement throughout the transport network, for emergency service vehicles.</u> • <u>Produces a fine-grained network of streets that provide:</u> <ul style="list-style-type: none"> <u>c. permeable and connected neighbourhoods;</u> <u>d. a choice of pathways; and</u> <u>e. access from two directions for most households.</u> • <u>Complements the street network with a web of trails in the gully reserve</u> 	
<p><u>New policy</u> <u>5.9 To avoid subdivision and development occurring in advance of the availability of operational transport infrastructure.</u></p>	<p><u>New policy</u> <u>5.9 To avoid subdivision and development occurring in advance of the availability of operational transport infrastructure the transport network upgrades, including those outside of the Aokautere Structure Plan area, that are necessary to provide for a safe and efficient transport network.</u></p>	<p>Include an explanatory note:</p> <p><u>Explanatory note: Applications will require support from PNCC and/or Waka Kotahi NZ Transport Agency as the road controlling authorities until such time as all relevant roading upgrades, including those outside the Aokautere Structure Plan Area, are complete.</u></p>
<p><u>5.10 To require consent notices recording the restrictions on development set out in R7A.5.2.2(a)(i), (iii), (iv) and (v) to be imposed on titles at the time of subdivision.</u></p>	<p><u>5.10 To require, where appropriate, consent notices recording the restrictions on development set out in R7A.5.2.2(h), (iii)-(iv) and or (v) to be imposed on titles at the time of subdivision.</u></p>	<p>Change R7A.5.2.2(h) to (i) as the numbering has changed in the performance standards.</p> <p>Remove the reference to consent notices in relation to R7A.5.2.2h OR if this is to be retain, amend as follows:</p>

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
		5.10 To require, <u>where appropriate</u>, consent notices recording the restrictions on development set out in R7A.5.2.2(hi) <u>(unless already completed and operational)</u>, (iii)-(iv) and or (v) to be imposed on titles at the time of subdivision.
<u>5.11 To avoid subdivision and development where significant adverse effects on the transport network are likely to occur.</u>	<u>5.11 To avoid subdivision and development where significant adverse effects on the transport network are likely to occur.</u>	Retain as notified.
R7A.5.2.2 Performance Standards for Restricted Discretionary Activity (a) Comprehensive Development Plan All activities under R7A.5.2.1 must provide (as part of the resource consent application) a Comprehensive Development Plan that details how the design, layout and servicing of the Residential Area is in general accordance with the area's relevant Greenfield Structure Plan. The Comprehensive Development Plan must consider and address the following: ... <u>(ix) the availability of all operational transport infrastructure necessary for the development and how R7A.5.2.2(h) has been or will be satisfied</u> ...	R7A.5.2.2 Performance Standards for Restricted Discretionary Activity (a) Comprehensive Development Plan All activities under R7A.5.2.1 must provide (as part of the resource consent application) a Comprehensive Development Plan that details how the design, layout and servicing of the Residential Area is in general accordance with the area's relevant Greenfield Structure Plan. The Comprehensive Development Plan must consider and address the following: ... <u>(ix) Within the Aokautere Structure Plan area the availability of all operational transport network upgrades infrastructure necessary to provide for a safe and efficient transport network for the development and how R7A.5.2.2(h) has been or will be satisfied</u> ...	Change R7A.5.2.2(h) to (i) as the numbering in the performance standards has changed <u>(ix) Within the Aokautere Structure Plan area the availability of all operational transport network upgrades infrastructure necessary to provide for a safe and efficient transport network for the development and how R7A.5.2.2(hi) has been or will be satisfied</u>
R7A.5.2.2 Performance Standards for Restricted Discretionary Activity	R7A.5.2.2 Performance Standards for Restricted Discretionary Activity	R7A.5.2.2 Performance Standards for Restricted Discretionary Activity

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
<p>...</p> <p><u>(h) Transport Network Requirements for Aokautere Structure Plan</u> <u>As part of any subdivision within the Aokautere Residential Area the following infrastructure requirements must be completed and certified by Council before development, or in the case of (iii), (iv) and (v) below, completion and certification of the infrastructure requirements at the identified level of service thresholds must be provided for as part of the staging of the subdivision and development:</u></p> <p>(i) <u>Implementation of improvements at the following locations before any development:</u></p> <ul style="list-style-type: none"> • <u>Improvements to facilitate safe right turns at SH57 Old West Road/Aokatuere Drive/Summerhill Drive.</u> • <u>Improvements to facilitate pedestrians and cyclists (signalisation) at SH57 Aokautere Drive/Pacific Drive.</u> • <u>Improvements to facilitate a left in/left out at Ruapehu Drive/Summerhill Drive, with the right turn continuing out of Mountain View Road, and an opportunity for u-turns to be created further to the south along Summerhill Drive.</u> • <u>An option for safely accommodating cyclists travelling</u> 	<p>...</p> <p><u>(l) Transport Network Requirements for Aokautere Structure Plan</u> <u>As part of any subdivision within the Aokautere Residential Area the following infrastructure requirements must be completed and certified by Council before development, or in the case of (iii), (iv) and (v) below, completion and certification of the infrastructure requirements at the identified level of service thresholds must be provided for as part of the staging of the subdivision and development:</u></p> <p>(viii) <u>Implementation of improvements at the following locations before any development:</u></p> <ul style="list-style-type: none"> • <u>Improvements to facilitate safe right turns at SH57 Old West Road/Aokatuere Drive/Summerhill Drive.</u> • <u>Improvements to facilitate pedestrians and cyclists (signalisation) at SH57 Aokautere Drive/Pacific Drive.</u> • <u>Improvements to facilitate a left in/left out at Ruapehu Drive/Summerhill Drive, with the right turn continuing out of Mountain View Road, and an opportunity for u-turns to be created further to the south along Summerhill Drive.</u> • <u>An option for safely accommodating cyclists travelling</u> 	<p>...</p> <p><u>(l) Transport Network Requirements for Aokautere Structure Plan</u> <u>As part of any subdivision within the Aokautere Residential Area the following infrastructure requirements must be completed and certified by Council before development, or in the case of (iii), (iv) and (v) below, completion and certification of the infrastructure requirements at the identified level of service thresholds must be provided for as part of the staging of the subdivision and development:</u></p> <p>(xiv) <u>Implementation of improvements at the following locations before any development:</u></p> <ul style="list-style-type: none"> • <u>Improvements to facilitate safe right turns at SH57 Old West Road/Aokatuere Drive/Summerhill Drive.</u> • <u>Improvements to facilitate pedestrians and cyclists (signalisation) at SH57 Aokautere Drive/Pacific Drive.</u> • <u>Improvements to facilitate a left in/left out at Ruapehu Drive/Summerhill Drive, with the right turn continuing out of Mountain View Road, and an opportunity for u-turns to be created further to the south along Summerhill Drive.</u> • <u>An option for safely accommodating cyclists travelling</u>

PPCG provision as notified		As amended in s42A report	Waka Kotahi proposed amendments
	<u>between the northern end of Ruapehu Drive and the City.</u>	<u>between the northern end of Ruapehu Drive and the City.</u>	<u>between the northern end of Ruapehu Drive and the City.</u>
(ii)	<u>Implementation of safety improvements at Turitea Road/Valley Views, as scheduled under the 10-Year Plan 2021-2031.</u>	(ix) <u>Implementation of safety improvements at Turitea Road/Valley Views, as scheduled under the 10-Year Plan 2021-2031.</u>	(xv) <u>Implementation of safety improvements at Turitea Road/Valley Views, as scheduled under the 10-Year Plan 2021-2031.</u>
(iii)	<u>Improvements at the existing Abby Road and Johnstone Drive intersections with Pacific Drive when the Level of Service for side road traffic declines to a level of service of E at peak times, with either a change of control to roundabouts or traffic signals.</u>	(x) <u>Improvements at the existing Abby Road and Johnstone Drive intersections with Pacific Drive when the Level of Service for side road traffic declines to a level of service of E at peak times, with either a change of control to roundabouts or traffic signals.</u>	(xvi) <u>Improvements at the existing Abby Road and Johnstone Drive intersections with Pacific Drive when the Level of Service for side road traffic declines to a level of service of E at peak times, with either a change of control to roundabouts or traffic signals.</u>
(iv)	<u>Two future intersections with the existing section of Pacific Drive, either constructed as roundabouts or signals once the level of service for side road traffic declines to a Level of Service of E at peak times when needed to support safe pedestrian access across Pacific Drive to the Aokautere Neighbourhood Centre.</u>	(xi) <u>Two future intersections with the existing section of Pacific Drive, either constructed as roundabouts or signals once the level of service for side road traffic declines to a Level of Service of E at peak times when needed to support safe pedestrian access across Pacific Drive to the Aokautere Neighbourhood Centre.</u>	(xvii) <u>Two future intersections with the existing section of Pacific Drive, either constructed as roundabouts or signals once the level of service for side road traffic declines to a Level of Service of E at peak times when needed to support safe pedestrian access across Pacific Drive to the Aokautere Neighbourhood Centre.</u>
(v)	<u>Safety improvements for active modes through a shared path along the southern side of SH57 Aokautere Drive to connect Johnstone Drive and Pacific Drive and to provide access to Adderstone Reserve from both directions, prior to the traffic associated with the northeast area of the Structure Plan being loaded onto the network.</u>	(xii) <u>Safety improvements for active modes through a shared path along the southern side of SH57 Aokautere Drive to connect Johnstone Drive and Pacific Drive and to provide access to Adderstone Reserve from both directions, prior to the traffic associated with the northeast area of the Structure Plan being loaded onto the network.</u>	(xviii) <u>Safety improvements for active modes through a shared path along the southern side of SH57 Aokautere Drive to connect Johnstone Drive and Pacific Drive and to provide access to Adderstone Reserve from both directions, prior to the traffic associated with the northeast area of the Structure Plan being loaded onto the network.</u>

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
<p>(vi) <u>The restrictions on development set out in (iii), (iv) and (v) must be secured through consent notices imposed on titles at the time of subdivision.</u></p> <p>(vii) <u>Any subdivision that does not comply with this performance standard will be a non-complying activity.</u></p>	<p>(xiii) <u>The restrictions on development set out in (iii), (iv) and (v) must be secured through consent notices imposed on titles at the time of subdivision.</u></p> <p><u>Any subdivision that does not comply with this performance standard will be a non-complying activity.</u></p> <p>(i) <u>All of the following transport network upgrades must be completed, and certified by the relevant road controlling authority, before any dwellings within the Aokautere Greenfield Residential Area are occupied:</u></p> <ul style="list-style-type: none"> • <u>Upgrade of the intersection of Summerhill Drive/Ruapehu Drive/Mountain View Road to traffic signals;</u> • <u>Upgrade of the intersection of SH57 Old West Road/Aokautere Drive/Summerhill Drive to traffic signals or a roundabout;</u> • <u>Upgrade of the intersection of SH57 Aokautere Drive/Pacific Drive to traffic signals or a roundabout;</u> • <u>Upgrade of the intersection of SH57 Aokautere Drive/Ruapehu Drive to traffic signals or a roundabout.</u> <p>(ii) <u>Unless the required upgrades in Table 7A.1 have been completed, a transport assessment must be prepared by a suitably qualified person experienced in traffic engineering and transport planning that:</u></p>	<p>(xix) <u>The restrictions on development set out in (iii), (iv) and (v) must be secured through consent notices imposed on titles at the time of subdivision.</u></p> <p><u>Any subdivision that does not comply with this performance standard will be a non-complying activity.</u></p> <p>(ii) <u>All of the following transport network upgrades listed in Table 7A.1 must be completed, and certified by the relevant road controlling authority, before construction commences any dwellings within the Aokautere Greenfield Residential Area are occupied:</u></p> <ul style="list-style-type: none"> • <u>Upgrade of the intersection of Summerhill Drive/Ruapehu Drive/Mountain View Road to traffic signals;</u> • <u>Upgrade of the intersection of SH57 Old West Road/Aokautere Drive/Summerhill Drive to traffic signals or a roundabout;</u> • <u>Upgrade of the intersection of SH57 Aokautere Drive/Pacific Drive to traffic signals or a roundabout;</u> • <u>Upgrade of the intersection of SH57 Aokautere Drive/Ruapehu Drive to traffic signals or a roundabout.</u> <p>(iii) <u>Unless the required upgrades in Table 7A.1 have been completed and they are operational, a transport assessment must be prepared by a</u></p>

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
	<p>1. <u>predicts whether the traffic threshold at the applicable intersections/road corridor identified in Column 1 of Table 7A.1, arising from traffic generated by the proposed development will be exceeded; and</u></p> <p>2. <u>if the prediction in 1 identifies that the traffic threshold will be exceeded, the transport assessment must provide details of how the upgrades in column 3 of Table 7A.1 will be delivered, and certified by the relevant road controlling authority, before the development triggering the upgrade occurs.</u></p> <p>TABLE – SEE BELOW THIS TABLE</p>	<p><u>suitably qualified person experienced in traffic engineering and transport planning that:</u></p> <ol style="list-style-type: none"> <u>1. Assesses the current level of service for the intersections identified in Table 7A.1</u> <u>2. Predicts whether the traffic threshold at the applicable intersections/road corridor identified in Column 1 of Table 7A.1, will be exceeded as a result of traffic arising from traffic generated by the proposed development will be exceeded; and</u> <u>3. Assesses the effect of this additional traffic on SH57 and/or the local road network as appropriate; and</u> <u>2. If the prediction in 21 identifies that the traffic threshold will be exceeded, the transport assessment must provide details of how the required upgrades in column 3 of Table 7A.1 will be delivered, and certified by the relevant road controlling authority, before the development triggering the need for the upgrade occurs.</u> <u>5. The transport assessment must describe the consultation undertaken with the NZ Transport Agency as road controlling authority for State Highway 57 regarding the proposal and the outcomes of this consultation.</u> <p>TABLE 7A.1– SEE BELOW THIS TABLE</p>
R7A.5.2.3 Assessment Criteria for Restricted Discretionary Activity:	R7A.5.2.3 Assessment Criteria for Restricted Discretionary Activity:	Change R7A.5.2.2(h) to (i) as the numbering in the performance standards has changed

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
<p>...</p> <p><u>(d) Subdivision design and layout within the Aokautere Residential Area</u></p> <p><u>(v) How significant adverse effects on the transport network have been avoided.</u></p> <p><u>(vi) Whether the subdivision complies with the transport network requirements for the Aokautere Structure Plan set out in R7A 5.2.2(h).</u></p> <p>...</p>	<p>...</p> <p>(d) Subdivision design and layout within the Aokautere Residential Area ...</p> <p><u>(v) How significant adverse effects on the transport network have been avoided.</u></p> <p><u>(vi) Whether the subdivision complies with the transport network requirements for the Aokautere Structure Plan set out in R7A 5.2.2(h) and how any development or use of lots will be restricted until the necessary transport network upgrades have been completed, including through the use of consent notices</u></p> <p>...</p>	<p>R7A.5.2.3 Assessment Criteria for Restricted Discretionary Activity:</p> <p>...</p> <p>(d) Subdivision design and layout within the Aokautere Residential Area ...</p> <p><u>(v) How significant adverse effects on the transport network have been avoided.</u></p> <p><u>(vi) Whether the subdivision complies with the transport network requirements for the Aokautere Structure Plan set out in R7A 5.2.2(hi) and how any development or use of lots will be restricted until the necessary transport network upgrades have been completed, including through the use of consent notices</u></p>
<p>7A.5.4 RULES: NOTIFICATION</p> <p>R7A.5.4.1 Notification</p> <p>(i) Public notification is precluded for applications under R7A.5.2.1.</p> <p>(ii) Subject to the exception in (iii), limited notification is precluded for applications under R7A.5.2.1.</p> <p>(iii) Waka Kotahi New Zealand Transport Agency must be given limited notification of an application under R7A.5.2.1.</p>		<p>7A.5.4 RULES: NOTIFICATION</p> <p>R7A.5.4.1 Notification</p> <p>(i) Public notification is precluded for applications under R7A.5.2.1.</p> <p>(ii) Subject to the exception in (iii), limited notification is precluded for applications under R7A.5.2.1.</p> <p>(iii) Waka Kotahi New Zealand Transport Agency must be given limited notification of an application under R7A.5.2.1 <u>if written approval has not already been provided.</u></p>
7A.5.5 RULES: NON-COMPLYING ACTIVITIES	7A.5.5 RULES: NON-COMPLYING ACTIVITIES	Change R7A.5.2.2(h) to (i) as the numbering in the performance standards has changed

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
<p>R7A.5.5.1 Non-complying activities in Aokautere Residential Area The following activities are Non-Complying Activities in the Aokautere Residential Area: (i) <u>Any subdivision that does not comply with one or more of the relevant standards and terms in R7A.5.2.2(a), (b)(v), (d), (g), and (h).</u> ...</p>	<p>R7A.5.5.1 Non-complying activities in Aokautere Greenfield Residential Area The following activities are Non-Complying Activities in the Aokautere Greenfield Residential Area: (i) <u>Any subdivision that does not comply with one or more of the relevant standards and terms in R7A.5.2.2(a), (b)(v), (d), (g), and (h).</u></p>	<p>7A.5.5 RULES: NON-COMPLYING ACTIVITIES R7A.5.5.1 Non-complying activities in Aokautere Greenfield Residential Area The following activities are Non-Complying Activities in the Aokautere Greenfield Residential Area: (i) <u>Any subdivision that does not comply with one or more of the relevant standards and terms in R7A.5.2.2(a), (b)(v), (d), (g), and (hi).</u></p>
<p>7A.5.6 RULES: NOTIFICATION R7A.5.46.1 Notification (i) (iv) Public notification is precluded for applications under R7A.5.2.1. (ii) (v) Subject to the exception in (iii), limited notification is precluded for applications under R7A.5.2.1. (iii) (vi) Waka Kotahi New Zealand Transport Agency must be given limited notification of an application under R7A.5.2.1.</p>		<p>Replace R7A.5.2.1 with R7A.5.5.1 Remove '4' from 5.46.1 7A.5.6 RULES: NOTIFICATION R7A.5.46.1 Notification (i) (iv) Public notification is precluded for applications under R7A.5.2.1 R7A.5.5.1. (ii) (v) Subject to the exception in (iii), limited notification is precluded for applications under R7A.5.2.1 R7A.5.5.1. (iii) (vi) Waka Kotahi New Zealand Transport Agency must be given limited notification of an application under R7A.5.2.1 R7A.5.5.1.</p>
Chapter 10 – Residential zone		
<p>New policy 15.11 Ensure residential development does not occur in advance of the availability of operational transport infrastructure necessary to service the development.</p>	<p>15.11 Ensure that new dwellings are not occupied before residential development does not occur in advance of the availability of operational transport infrastructure necessary to service the development the transport network upgrades, including those outside of the</p>	<p>Revert to notified wording insofar as it relates to residential development not occurring in advance. 15.11 Ensure that new dwellings are not occupied before residential development does not occur in advance of the availability of</p>

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
	<u>Aokautere Structure Plan area as set out in Table 7A.1, that are necessary to provide for a safe and efficient transport network for the development, have been completed and are operational.</u>	<u>operational transport infrastructure necessary to service the development the transport network upgrades, including those outside of the Aokautere Structure Plan area as set out in Table 7A.1, that are necessary to provide for a safe and efficient transport network for the development, have been completed and are operational.</u>
<p>R10.6.3.2 Buildings or Structures within a Greenfield Residential Area that do not comply with Performance Standards for Permitted or Controlled Activities.</p> <p>Any building or structure which does not comply with the Performance Standards for Permitted or Controlled Activities in relation to:</p> <ul style="list-style-type: none"> i. Height <u>including Maximum Height and Height</u> Recession Planes ii. Separation Distances iii. Site Area and Coverage iv. Overlooking v. On-site Amenity vi. Fencing vii. Parking <u>and Access</u> viii. Acoustic Insulation and Setbacks ix. Flood Hazards x. <u>Developable Land</u> within Aokautere Residential Area (Map 10.1A) <p>...</p> <p>•The safe and efficient operation of the roading network <u>including timing of roading infrastructure, connectivity of the street network and effects on vehicular, pedestrian and cycle movement and safety</u></p>	<p>R10.6.3.2 Buildings or Structures within a Greenfield Residential Area that do not comply with Performance Standards for Permitted or Controlled Activities.</p> <p>Any building or structure which does not comply with the Performance Standards for Permitted or Controlled Activities in relation to:</p> <ul style="list-style-type: none"> xi. Height <u>including Maximum Height and Height</u> Recession Planes xii. Separation Distances xiii. Site Area and Coverage xiv. Overlooking xv. On-site Amenity xvi. Fencing xvii. <u>Access and</u> Parking <u>and Access</u> xviii. Acoustic Insulation and Setbacks xix. Flood Hazards xx. <u>Developable Land</u> <u>Natural Hazards</u> within Aokautere <u>Greenfield</u> Residential Area (Map 10.1A) <p>...</p> <p>•The safe and efficient operation of the roading network <u>including timing of roading infrastructure, connectivity of the street network</u></p>	

PPCG provision as notified	As amended in s42A report	Waka Kotahi proposed amendments
	<u>and effects on vehicular, pedestrian and cycle movement and safety</u>	
R10.6.5.6 Transport Infrastructure (Aokautere Residential Area) Notwithstanding the activity status set out in R10.6.1.5 and 10.6.3.2, all development that occurs before the completion and certification of the works identified in R7A.5.2.2(i), within the stipulated timeframes, shall be a Non-Complying Activity.	R10.6.5.6 Transport Infrastructure (Aokautere Residential Area) Notwithstanding the activity status set out in R10.6.1.5 and 10.6.3.2, all development that occurs before the completion and certification of the works identified in R7A.5.2.2(i), within the stipulated timeframes, shall be a Non-Complying Activity.	Revert to notified provisions with the exception of “with the stipulated timeframes”. R10.6.5.6 Transport Infrastructure (Aokautere Residential Area) Notwithstanding the activity status set out in R10.6.1.5 and 10.6.3.2, all development that occurs before the completion and certification of the works identified in R7A.5.2.2(i), within the stipulated timeframes, shall be a Non-Complying Activity.

Table 7A.1: Transport Network upgrades for the Aokautere Structure Plan Area		
Intersection/road corridor	Traffic threshold	Required upgrade once the traffic threshold has been exceeded
Aokautere Drive		
Intersection of Summerhill Drive/Ruapehu Drive/Mountain View Road	Level of Service C	Traffic signals, or an appropriate alternative treatment as agreed to by Waka Kotahi NZ Transport Agency
Intersection of SH57 Old West Road/Aokautere Drive/Summerhill Drive	Level of Service C overall for the intersection Level of Service E for the right turn out of the intersection	Signals or roundabout with safe provision for active modes, or an appropriate alternative treatment as agreed to by Waka Kotahi NZ Transport Agency
Intersection of SH57 Aokautere Drive/Pacific Drive	Level of Service C overall for the intersection Level of Service E for the right turn out of the intersection	Signals or roundabout with safe provision for active modes, or an appropriate alternative treatment as agreed to by Waka Kotahi NZ Transport Agency

<u>Intersection of SH57 Aokautere Drive/Ruapehu Drive</u>	<p><u>Level of Service C overall for the intersection</u></p> <p><u>Level of Service E for the right turn out of the intersection</u></p>	<u>Signals or roundabout with safe provision for active modes, or an appropriate alternative treatment as agreed to by Waka Kotahi NZ Transport Agency</u>
<u>SH57 Aokautere Drive from the intersection with Johnstone Drive to the intersection with Pacific Drive</u>	<p><u>Weekday evening peak hour two-way traffic flows on SH57 Aokautere Drive reach a total count of 1,000vph or greater, when measured at a location on SH57 between Johnstone Drive and Cashmere Drive. (See Note 1)</u></p> <p><u>When this intersection reaches an operating LOS C.</u></p>	<u>Safety improvements for active modes through provision of an active mode shared path between Johnstone Drive and Pacific Drive which provides access to Adderstone Reserve from both directions, or an appropriate alternative treatment as agreed to by Waka Kotahi NZ Transport Agency</u>
<u>Intersection of SH57 Aokautere Drive/Johnstone Drive</u>	<p><u>Weekday evening peak hour two-way traffic flows on SH57 Aokautere Drive reach a total count of 1,000vph or greater, when measured at a location on SH57 between Johnstone Drive and Cashmere Drive. (See Note 1)</u></p> <p><u>When this intersection reaches an operating LOS C.</u></p>	<u>Signals or roundabout with safe provision for active modes, or an appropriate alternative treatment as agreed to by Waka Kotahi NZ Transport Agency</u>
<u>SH57 Aokautere Drive between the Adderstone Reserve entry and Silkwood Drive</u>	<p><u>Weekday evening peak hour two-way traffic flows on SH57 Aokautere Drive reach a total count of 1,000vph or greater, when measured at a location on SH57 between Johnstone Drive and Cashmere Drive. (See Note 1)</u></p> <p><u>When this intersection reaches an operating LOS C.</u></p>	<u>Active mode crossing facility, including a pedestrian/ cyclist refuge, of SH57 between the Adderstone Reserve entry and Silkwood Drive, or an appropriate alternative treatment as agreed to by Waka Kotahi NZ Transport Agency</u>

	<u>Note 1: For the purposes of ascertaining the traffic threshold for each of the above, the traffic count should be undertaken on a weekday that does not fall within school holidays. For the avoidance of doubt, the 'total count' is the two-way traffic flows.</u>	
<u>Pacific Drive</u>		
<u>Intersection of Pacific Drive/Abby Road</u>	<u>Average traffic delays of more than 35 seconds per vehicle for vehicles turning either left or right from Abby Road during weekday peak times.</u>	<u>Signals or roundabout with safe provision for active modes</u>
<u>Intersection of Pacific Drive/Johnstone Drive</u>	<u>Average traffic delays of more than 35 seconds per vehicle for vehicles turning either left or right from Johnstone Drive during weekday peak times.</u>	<u>Signals or roundabout with safe provision for active modes</u>
<u>Intersection of Pacific Drive /Activity Street A (Map 7A.4D)</u>	<u>Average traffic delays of more than 35 seconds per vehicle for vehicles turning either left or right from Activity Street A during weekday peak times</u>	<u>Signals or roundabout with safe provision for active modes</u>
<u>Intersection of Pacific Drive /Urban Connector F (Map 7A.4D)</u>	<u>Average traffic delays of more than 35 seconds per vehicle on vehicles turning either left or right from Urban Connector F during peak times</u>	<u>Signals or roundabout with safe provision for active modes</u>

(iii) Any subdivision that does not comply with (ii) or (ii) is a non-complying activity.

<u>Explanation</u> <u>The requirement in (i) can be met by the applicant offering a condition of consent secured by a consent notice on titles that imposes restrictions on the occupancy of dwellings until the upgrades have been completed.</u>

APPENDIX C – Response to Waka Kotahi’s submissions

Submission point	Officer recommendation	Comment
F16.002	Accept	Unclear why this is accept when the primary submission has only been accepted in part. It's unclear which aspect of the primary submission has been accepted in part.
F16.003	Reject	The primary submission, which Waka Kotahi supported, has been accepted in part so it's unclear why the further submission has been rejected.
F16.006	Reject	Waka Kotahi opposed the primary submission, which has been rejected. It's unclear, therefore why Waka Kotahi's further submission has been rejected when it should have been accepted.
F16.008 and FS16.009	Accept	Unclear why this is accept when the provision has been changed so that transport infrastructure <u>isn't</u> required prior to development.
F16.0010	Accept	Waka Kotahi sought that the primary submission was disallowed. It has been accepted in part and so Waka Kotahi is unclear why the further submission has been accepted.
F16.012	Accept	Unclear why this is accept when the primary submission has been accepted in part. It's not clear which aspect of the primary submission has been accepted in part.
FS16.017	Accept	Unclear why this is accept when the primary submission has been accepted in part and Waka Kotahi opposed it
FS16.018	Accept in part	It's not clear which aspect of Waka Kotahi's further submission is accepted in part.
S63.001	Reject	
S63.003	Accept in part	Not clear which aspect of Waka Kotahi's submission has been accepted in part as the relief sought doesn't been addressed.
S63.004	Accept in part	Not clear which aspect of Waka Kotahi's submission has been accepted in part as the relief sought doesn't appear to have been addressed.
S63.005	Accept in part	Not clear which aspect of Waka Kotahi's submission has been accepted in part as the relief sought doesn't appear to have been addressed.
S63.006	Reject	