

**IN THE MATTER**

of the Resource Management Act 1991

**AND**

**IN THE MATTER**

of proposed Plan Change G: Aokautere Urban  
Growth to the Palmerston North City Council  
District Plan

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**JOINT WITNESS STATEMENT OF PLANNING EXPERTS**

15 and 16 November 2023

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## INTRODUCTION

1. This joint witness statement relates to proposed Plan Change G: Aokautere Urban Growth (**PCG**) of the Palmerston North City Council District Plan. It addresses planning matters.
2. This expert witness conferencing was held on 15 and 16 November 2023 at Palmerston North City Council. It was facilitated by Mark St. Clair. The scribe was Olivia Sinnema.
3. The planning experts attending the conference were:
  - (a) Ms Anita Copplestone (**AC**) for Palmerston North City Council; and
  - (b) Ms Christle Pilkington (**CP**) for Palmerston North Industrial & Residential Development Ltd now Brian Green Residential Developments Ltd
  - (c) Ms Amanda Coats (**AMC**) for Heritage Estates 2000 Ltd
  - (d) Ms Sarah Jenkin (**SJ**) for Waka Kotahi – New Zealand Transport Agency (**WK**)
  - (e) Mr Paul Thomas (**PT**) for CTS Investment Ltd, Woodgate Limited, Terra Civil Ltd
  - (f) Mr Pepa Moefili (**PM**) for Ngawai Farms Ltd (attendance on 16 November 2023 only)

## CODE OF CONDUCT

4. This joint witness statement is prepared in accordance with section 9.5 of the Environment Court Practice Note 2023.
5. We confirm that we have read the Code of Conduct for Expert Witnesses contained within the Environment Court Practice Note 2023 and agree to abide by it.

## **PURPOSE AND SCOPE OF CONFERENCING**

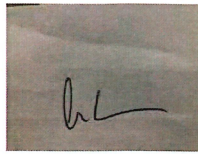
6. The purpose of this expert conferencing was to identify, discuss, and highlight points of agreement and disagreement on planning issues arising from the s 42A reports and submitter evidence filed with the Hearing Panel.
7. The scope of issues covered at the expert conference included:
  - (a) Statutory Framework
  - (b) Transport
  - (c) Housing delivery
  - (d) Structure Plan approach
  - (e) Stormwater management
  - (f) Reserves
  - (g) Gun Club noise
  - (h) Rural and Rural-Residential zoning

## **AGREED MATTERS**

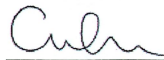
8. Refer to Annexures A and B.

## **DISAGREEMENT AND REASONS**

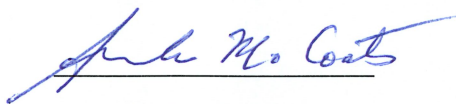
9. Refer to Annexure A and C.



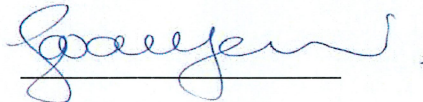
Anita Copplestone



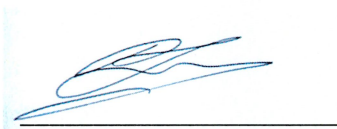
Christle Pilkington



Amanda Coats



Sarah Jenkin



Paul Thomas



Pepa Moefili

Dated: 15 and 16 November 2023

## ANNEXURE A

### In the matter of PCG – Planning

Issue		Statements	Agreed position, with reasons	Disagreements, with reasons
<b>Topic 1: Statutory Framework</b>				
1.1	Relevant statutory framework	<p>Statutory framework as set out in AC s 42A Report at pages 24-50.</p> <p>The framework includes PC3 to the Horizons' One Plan, the National Emissions Reduction Plan (NERP) and the Government Policy Statement on Transport (GPS-T). PNCC is required to have regard to these under s 74(2) of the Resource Management Act 1991 (RMA).</p>	All experts agree that the statutory framework is as set out in AC s 42A Report, and in addition includes PC3, NERP, and the GPS-T.	
<b>Topic 2: Transport</b>				
2.1	Application of the National Policy Statement on Urban Development 2020 (NPS-UD)	<p>(a) Clauses 3-4 and 3.5 of the NPS-UD are relevant to PCG.</p> <p>(b) The NPS-UD distinguishes between infrastructure delivered by the local authority under cl 3.4, and additional infrastructure that is controlled by other parties under cl 3.5 (as defined in the additional infrastructure definition at cl 1.4 of the NPS-UD). The availability of the additional infrastructure under cl 3.5 does not fall within the definition of 'infrastructure-ready' in the NPS-UD.</p>	<p>All experts agree with 2.1(a).</p> <p>All experts agree with 2.1(b).</p>	

Issue		Statements	Agreed position, with reasons	Disagreements, with reasons
		(c) In terms of the level of certainty as to the likelihood of availability of any additional infrastructure, this is dependant on the timing and outcomes of funding processes outside of the RMA, including under the LGA and LTMA.	All experts agree with 2.1(c).	
2.2	Status of Palmerston North Integrated Transport Initiative (PNITI) in terms of statutory weight under the RMA	<p>(a) PNITI does not have statutory weight under s 74(2) of the RMA.</p> <p>(b) PNITI has relevance to WK funding processes.</p> <p>(c) PNITI feeds into the Regional Land Transport Plan (RLTP)</p>	<p>All experts agree with 2.2(a).</p> <p>AC, SJ, and CP agree with 2.2(b).</p> <p>All experts agree with 2.2(c).</p>	<p>2.2(b) - PT, CP, and AMC consider PNITI has given inadequate consideration to the need for intersection improvements of SH57 for growth at Aokautere.</p> <p>2.2(c) - AMC considers there is uncertainty in terms of any funding in the RLTP for Aokautere.</p>
2.3	Thresholds/timing for required SH57 upgrades	It is not known what the position of the traffic experts is on the Level of Service threshold for intersection of Summerhill Drive/Ruapehu Drive/Mountain View Road.	All experts agree.	



Issue		Statements	Agreed position, with reasons	Disagreements, with reasons
		<p>JWS as PNCC is the road controlling authority for Summerhill Drive.</p> <p>The addition of “or an alternative treatment as agreed to by Waka Kotahi NZ Transport Agency” into rows 2 – 7 (as proposed in SJ EIC), as shown in <b>Annexure B</b> to this JWS.</p> <p>Traffic experts (Harriet Fraser and Glenn Connelly) are undertaking further analysis to determine the appropriate threshold for a pedestrian crossing assessment. The relevant provision to be reviewed and updated if required following receipt of this assessment.</p> <p><i>Conferencing adjourned for lunch 1:15pm – 1:45pm. AMC absent from conferencing from 1:15pm and returned at 2:25 pm.</i></p> <p>Performance Standard R7A.5.2.2.</p>	<p>All experts agree.</p> <p>All experts agree.</p> <p>AC, CP, SJ, and PT consider that the wording of the related Policies should be revisited following the outcome of Topic 5.2 of the JWS – Transportation.</p>	<p>PT considers that a policy requiring delivery of timely intersection improvements is justified, however this does not need to be delivered by way of Rules and can be addressed by text relating to non-regulatory</p>



Issue		Statements	Agreed position, with reasons	Disagreements, with reasons
		AC and SJ to review and update the provisions identified in Appendix B of SJ EIC to reflect discussion during conferencing about updating provisions to reflect the agreed approach in performance Standard	All experts agree to this approach but not necessarily to the outcome of this further work.	<p>methods particularly in the Long-Term Plan.</p> <p>AMC considers holistically the Performance Standard in R7A.5.2.2 does not fit with the PCG approach. See Topic 4.1 of this JWS.</p> <p>SJ and AC consider that a Rule is necessary to achieve the desired outcome, ie: securing the required upgrades in the appropriate timeframe, or when the indicated Level of Service is needed.</p> <p>CP does not disagree with reference to the Aokautere traffic upgrades in the Rule framework but does not agree with the proposed wording.</p>

Issue		Statements	Agreed position, with reasons	Disagreements, with reasons
		R7A 5.2.2. AC to present any amendments in rebuttal evidence.		
<b>Topic 3: Housing Delivery</b>				
3.1	Housing delivery timeframe – medium to long term	(a) PCG as set out in AC s 42 Report (pg 162 [1] (Topic 7), and s 32 Report pg 10) is to enable housing in the medium to long term, as those terms are defined in the NPS-UD.	AC and SJ agree with 3.1(a).	PT, CP, and AMC do not see any justification for delayed development if proactive arrangements are made with developer interests.
3.2	Application of NPS-UD	PCG responds to the direction in the NPS-UD.		<p>PT considers that PCG does not meet the requirements of what the NPS-UD considers to be sufficient development capacity because it has not demonstrated that it is feasible and reasonably expected to be realised, particularly in regard to medium density development.</p> <p>AMC is uncertain that PCG demonstrates sufficient development capacity will be released in the medium term.</p> <p>AC considers that the requirement to demonstrate sufficient development capacity is at the regional/district level, not an individual plan change level. AC relies on the expert</p>

Issue		Statements	Agreed position, with reasons	Disagreements, with reasons
				<p>evidence of R Allen on feasibility of medium density in Aokautere, on the expert evidence of M Cullen and the statistics in the draft HBA in relation to latent demand.</p> <p>CP considers that PCG does not respond to providing sufficient development capacity across the city, based on a lack of short-term supply within other greenfield residential areas and a lack of certainty around medium term supply.</p>
3.3	Level of density/typology/location	(a)PCG is responding to the NPS-UD Policy 1, which defines well-functioning urban environments and such environments must as a minimum have or enable a variety of housing, that meets the needs, in terms of type, price, location, of different households.	AC agrees with 3.3(a) and that in giving effect to the NPS-UD, PCG directs a quantum of medium density housing reflective of need and anticipated demand for smaller dwellings and or attached dwellings over the medium-long term. AC relies on the expert evidence of Mike Cullen in relation to demand. PCG provides for choice to enable people to choose where they live rather than location being dictated by available housing options. PCG requires a minimum density of 25	PT agrees that there should be variety but that variety should directly relate to demonstrated demand for different types of housing in that location. PT is not aware of any evidence to support demand for medium density in Aokautere. PT, and AMC consider the directive nature of PCG provides little choice.

Issue		Statements	Agreed position, with reasons	Disagreements, with reasons
			<p>dwelling per ha in the medium density area. That is a relatively low density that provides flexibility to deliver a combination of attached and detached dwellings. Other areas of the plan change area provide choice in terms of providing for lower density housing and rural-residential housing.</p> <p><i>AMC returned to conferencing at 2:25pm.</i></p>	
3.4	Direction within Structure Plan and provisions (enabling v directive)	The directive approach in PCG is a deliberate shift from the previous enabling approach to medium density in the operative district plan.	AMC, AC, and CP agree.	PT and AMC consider that a directive approach that is less enabling and is not justified in terms of s 32 of the RMA.
3.5	Feasibility/Demand	Feasibility as defined in the NPS-UD is not the sole factor determining rezoning.	AC agrees and considers a proposition for rezoning is based on a number of factors, and feasibility is not the sole factor determining the appropriateness of the plan change.	PT agrees that feasibility is not the sole factor as referenced in the statutory framework but to meet the requirements of the NPS-UD in terms of development capacity, there must be evidence that the proposal is feasible and reasonably expected to be realised (3.2(2)(c) of NPS-UD).
<b>Topic 4: Structure Plan approach</b>				
4.1	Fit with Section 7A of the operative District Plan	The performance standards in Rule 7A.5.2.2 for restricted discretionary activities under section 7A of the District Plan do not fit the PCG approach including	PT agrees with this statement and refers to his EIC at [77]-[90].	AC disagrees and the plan change provisions as modified in AC s 42 Report recommendations, set out how

Issue		Statements	Agreed position, with reasons	Disagreements, with reasons
		Comprehensive Development Plan, Stormwater Management Plan.	AMC agrees with this statement and that the Structure Plan is in effect a Masterplan, rather than a Structure Plan.	<p>the Structure Plan is to be implemented through Section 7A, including through a Comprehensive Development Plan, and a Stormwater Management Plan.</p> <p>AMC considers the keys on the plans for the Structure Plans, zoning plan, and stormwater plan have misaligned keys that do not interrelate with sections 7 and 7A as drafted.</p>
4.2	Approach to Structure Plan	<p>What has the approach to the Structure Plan been?</p> <p>(a) The topography of the Aokautere area informs the Structure Plan.</p>	AMC agrees that the topography is relevant to the Structure Plan but that PCG has been notified without the topographical information and cross-sections required through the topography to enable expert review of the Masterplanning exercise. The Masterplan/Structure Plan approach is not supplied over NZVD2016 contours at notification. This effects the feasibility of stormwater, land stability, roading, and development of land as zoned in PCG.	<p>AC considers the level of detail of the notified documents in relation to topography is appropriate at the plan change level.</p> <p>AMC disagrees and considers the topography contour information is essential to the interpretation of the Structure Plan/Masterplan and the effects of PCG.</p>

Issue		Statements	Agreed position, with reasons	Disagreements, with reasons
4.3	Role of Structure Plan	<p>(a) Level of detail in the Structure Plan/Precinct Plan</p> <p>(b) Level of flexibility in implementing the Structure Plan</p> <p>(c) Internal road layout</p>		<p>AC considers the level of detail in the Structure Plan as amended by AC recommendations in s 42A Report is an appropriate response to the matters set out in AC s 42A Report (at [27] pg 6, [52] pg 13, [37]-[39] pg 60) and the s 32 Report (at [21]-[25]).</p> <p>SJ considers that any changes to the level of detail and flexibility of the Structure Plan should not remove the requirement for the State Highway intersection upgrades.</p> <p>PT considers the Structure Plan is too detailed/rigid, and has not been developed in concert with the developers. CP and AMC agree with this statement.</p>
4.4	Retirement Village	The Structure Plan provides for the Retirement Village option to be positioned to integrate with the neighbourhood centre proposed for PCG. The location and level of integration is important because the layout and location of the neighbourhood centre is critical to the centre's viability, and its	<p>AC agrees with this statement.</p> <p>PT largely agrees with this statement, but does not consider it is critical to the success of the neighbourhood centre.</p>	

Issue		Statements	Agreed position, with reasons	Disagreements, with reasons
		ability to act as a catalyst for higher density living.		
4.5	Neighbourhood Centre	The realisation of a neighbourhood centre is critical to a well-functioning urban environment in Aokautere.	AC agrees with this statement.	
<b>Topic 5: Stormwater Management</b>				
5.1	Stormwater Management Strategy	<p>(a) A Stormwater Management Strategy has been prepared that appropriately responds to the sensitive nature of the receiving environment and proposed development potential.</p> <p>(b) In order to avoid undue delay to delivery of residential capacity, stormwater infrastructure could be delivered by way of development agreement with specific developers.</p>	<p>AC agrees with 5.1(a) and relies on the expert evidence of Ms Baugham and Mr Miller.</p> <p>PT, AC, CP, and AMC agree with 5.1(b).</p>	<p>CP agrees with 5.1(a) that the Stormwater Management Strategy outlines <i>an</i> appropriate response, but potentially is not the most efficient response in terms of delivery.</p> <p>AMC disagrees with 5.1(a) and considers the topography contour information is essential to the interpretation of the effects of PCG, based on the stormwater expert evidence of Mr Out.</p>
<b>Topic 6: Reserves</b>				
6.1	Map 7A.4 - extent of the reserves (gully network)	(a) The extent of the reserves reflects the Council's intention to manage adverse effects on the sensitive receiving environment on stormwater, to avoid further degradation of the gullies, given historical issues and to protect and enhance these natural features which are a unique characteristic of this environment.	AC agrees with 6.1(a).	<p>PT considers there is no justification for the extent of reserves.</p> <p>PT considers an unusual approach has been undertaken to an undefined zone boundary between the Residential Zone,</p>

Issue		Statements	Agreed position, with reasons	Disagreements, with reasons
				and Conservation and Amenity Zone. AMC agrees and adds that this effects the proposed development areas and their feasibility with respect to Rule 15.5.4.1 and the interaction with Rule 15.5.6.1(b) non-compliance.
6.2	Timing of vesting and related vesting provisions	The timing and vesting of stormwater infrastructure is important to enabling development.	AC, PT, AMC, and CP agree that stormwater infrastructure should be in place in time to service residential development, but that there should be flexibility as to mechanisms to achieve this. CP considers this flexibility would adequately respond to concerns regarding 5.1(a) of this JWS.	
6.3	Zoning	The undefined zone boundary between Residential Zone, and Conservation and Amenity Zone responds to the need for flexibility as to the final alignment of the perimeter swales.	AC and PT agree with this statement.	AMC considers the zoning plan does not reflect the intent of paragraph [10(e)] of s 32 Report. The s 42A map legends for zoning require clarification.
<p><i>Conferencing was adjourned on 15 November at 5:15pm. AC, CP, AMC, SJ, PT were present in person on 15 November.</i></p> <p><i>The conferencing was reconvened on 16 November at 9am. AC, AMC, SJ, CP, and PM were present in person and PT was present via AVL on 16 November for the purpose of finalising JWS through Topics 1-6. PT and SJ were not present for the remainder of expert conferencing on 16 November. PM was present on 16 November only.</i></p>				



Issue		Statements	Agreed position, with reasons	Disagreements, with reasons
Topic 7: Gun Club noise				
7.1	Effects	The acoustic effects are as described in the s 42A report (Acoustics) of Mr Nigel Lloyd and there is no contrary expert acoustic evidence on this matter.	AC, CP, and PM agree.	
7.2	Planning response	<p>In response to the acoustic effects, AC recommended in the s 42A Report that the rural-residential ‘overlay’ be removed from land within the 55dBLAFmax contour. This area of land referred to in AC s 42A report is more extensive than the area of land shown in the zoning plan for PCG as notified. Relying on submission from Manawatu Rifle Rod and Gun Club Inc (Submitter 76).</p> <p>AC will produce a zoning plan to show the areas which are recommended for the rural-residential ‘overlay’ to apply to, which will be included in AC rebuttal evidence.</p> <p>In addition, AC will draft provisions relevant to development within the 55dBLAFmax and 50dBLAFmax contour, which will be included in AC rebuttal evidence.</p>	<p>AC, CP and PM agree that the area covered by the rural-residential ‘overlay’ can be amended if the acoustic effects are managed through a non-complying activity rule in Section 7 of the District Plan and policies to guide decision making under this Rule.</p> <p>AC, CP, and PM agree to this process but not necessarily the outcome of this further work.</p> <p>AC, CP, and PM agree to this process but not necessarily the outcome of this further work.</p>	

Issue	Statements	Agreed position, with reasons	Disagreements, with reasons
<b>Topic 8: Rural and Rural-Residential Zoning</b>			
8.1	Extent of Rural-Residential overlay	<p>(a) As the matter applies to Mr Waters' land (Ngawai Farms Ltd), relying on submission 61 and noting the EIC of PM, the rural-residential 'overlay' could be amended to include the land within the Waters' block (within the PCG area), subject to the approach to managing the acoustics effects as set out in topic 7.2 of this JWS. This is on the basis that geotechnical hazards would be assessed and addressed under the performance standard in R 7.15.2.1 (c) through a restricted discretionary activity.</p> <p>AC will produce a map which addresses this matter to be included in AC rebuttal evidence.</p> <p>(b) As the matter applies to PNIRD/BGRD, and in relation to submission 45, specifically in relation to the land marked "A" in <b>Annexure C</b> to this JWS.</p>	<p>AC, CP, and PM agree with 8.1(a) and rely on the expert advice of Mr Bird who advises that while this land is Class E, it has a different morphology and 1ha lots should enable a building platform to be identified/engineered with earthworks.</p> <p>AC, CP, and PM agree to this process and outcome of this further work.</p> <p>8.1(b) - AC considers that this area of land should retain the notified Rural zoning in PCG which reflects the operative District Plan zoning. In the s 32 geotechnical report, this land is identified as having potential geotechnical risk and consisting of swampy/waterlogged land. it is also noted that the</p>

Issue	Statements	Agreed position, with reasons	Disagreements, with reasons
			<p>liquefaction category is undetermined. Mr Bird (Council geotechnical expert) has reviewed the s 32 report and relying on this geotechnical advice, AC does not recommend that this land is zoned for Rural-Residential. This recommendation replaces the recommendation on this matter in AC s 42A Report. AC considers the submitter has not provided any expert evidence that demonstrates the land is suitable for the proposed rezoning, and has not provided a s 32 analysis of the rezoning proposal.</p> <p>8.1(b) – CP and PM recommend that this area of land is zoned Rural-Residential and subject to the provisions of the plan as they relate to geotechnical investigation required.</p> <p>8.1(b) - CP considers that the area of the PNIRD/BGRDL land zoned rural could not accommodate any rural activity</p>

Issue	Statements	Agreed position, with reasons	Disagreements, with reasons
		(c) As the matter applies to PNIRD/BGRD, and in relation to submission 45, specifically in relation to the land marked "B" in <b>Annexure C</b> to this JWS.	<p>anticipated or permitted by the district plan.</p> <p>8.1(b) – AMC and CP consider that the s 32 and s 42A reports do not reflect geotechnical ground testing results on groundwater. AMC considers this point is applicable to all land contained in the notified PCG area on the zoning map and Structure Plan.</p> <p>8.1(c) - AC considers that no technical evidence has been provided to support the change of zoning from Rural to Rural-Residential on the land marked "B" and no s 32 analysis to support the proposed zoning change has been provided.</p> <p>8.1(c) – CP and PM recommend that this area of land is zoned Rural-Residential and subject to the provisions of the plan as they relate to geotechnical investigation required.</p>

Issue		Statements	Agreed position, with reasons	Disagreements, with reasons
				8.1(c) - CP considers that the area marked "B" could potentially be utilised for rural-residential purposes and the plan provisions applying to the rural-residential 'overlay' are sufficient to determine this.

Annexure B – proposed amendments to PCG

Table 7A.1: Transport Network upgrades for the Aokautere Structure Plan Area			Comments
Intersection/road corridor	Traffic-Capacity threshold	Required upgrade once the traffic-capacity 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	The position of the traffic experts is unknown with regard to the agreed Level of Service threshold for this intersection.
Intersection of SH57 Old West Road/Aokautere Drive/Summerhill Drive	The threshold for intersection upgrades in terms of capacity is whichever is first of:  (a) a forecast level of service D or worse for the overall intersection; or (b) a forecast level of service F for an individual movement. 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	The threshold for intersection upgrades in terms of capacity is whichever is first of:  (a) a forecast level of service D or worse for the overall intersection; or (b) a forecast level of service F for an individual movement. 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/Ruapehu Drive	The threshold for intersection upgrades in terms of capacity is whichever is first of:  (a) a forecast level of service D or worse for the overall intersection; or (b) a forecast level of service F for an individual movement. 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	
SH57 Aokautere Drive from the intersection with Johnstone Drive to the intersection with Pacific Drive	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)  The threshold for intersection upgrades in terms of capacity is whichever is first of:  (a) a forecast level of service D or worse for the overall intersection; or (b) a forecast level of service F for an individual movement. When this intersection reaches an operating LOS C.	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	
Intersection of SH57 Aokautere Drive/Johnstone Drive	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	Signals or roundabout with safe provision for active modes, or an appropriate alternative treatment as agreed to by Waka Kotahi NZ Transport Agency	

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Table 7A.1: Transport Network upgrades for the Aokautere Structure Plan Area			Comments
	<b>SH57 between Johnstone Drive and Cashmere Drive. (See Note 1)</b>  The threshold for intersection upgrades in terms of capacity is whichever is first of:  (a) a forecast level of service D or worse for the overall intersection; or (b) a forecast level of service F for an individual movement. <b>When this intersection reaches an operating LOS C.</b>		
<b>SH57 Aokautere Drive between the Adderstone Reserve entry and Silkwood Drive</b>	<b>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)</b>  The threshold for intersection upgrades in terms of capacity is whichever is first of:  (a) a forecast level of service D or worse for the overall intersection; or (b) a forecast level of service F for an individual movement. <b>When this intersection reaches an operating LOS C.</b>	<b>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</b>	
	<b>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.</b>		
<b>Pacific Drive</b>			
<b>Intersection of Pacific Drive/Abby Road</b>	<b>Average traffic delays of more than 35 seconds per vehicle for vehicles turning either left or right from Abby Road during weekday peak times.</b>	<b>Signals or roundabout with safe provision for active modes</b>	
<b>Intersection of Pacific Drive/Johnstone Drive</b>	<b>Average traffic delays of more than 35 seconds per vehicle for vehicles turning either left or right from Johnstone Drive during weekday peak times.</b>	<b>Signals or roundabout with safe provision for active modes</b>	
<b>Intersection of Pacific Drive /Activity Street A (Map 7A.4D)</b>	<b>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</b>	<b>Signals or roundabout with safe provision for active modes</b>	
<b>Intersection of Pacific Drive /Urban Connector F (Map 7A.4D)</b>	<b>Average traffic delays of more than 35 seconds per vehicle on vehicles turning either left or right from Urban Connector F during peak times</b>	<b>Signals or roundabout with safe provision for active modes</b>	

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Annexure 4C  
dated  
16 November  
2023.

Operative District Plan Zones

- Conservation and Amenity
- Institutional
- Local Business
- Recreation
- Residential
- Rural
- Aokautere Structure Plan Extent
- Reserves
- Transmission Structure
- Transmission Corridor (Transpower)
- Designations
- Rural Residential Overlay

