

Invitation to provide written comments on a project under the Fast Track Approvals Act 2024

You have been invited to provide written comments to the Minister for Infrastructure (the Minister) on an application to refer under the Fast-track Approvals Act 2024 (the Act) to the fast-track process.

Please upload comments directly via the portal by completing this template.

Before the due date, for assistance on how to respond or about this template or with using the portal, please email contact@fasttrack.govt.nz or phone 0800 FASTRK (0800 327 875).

Written comments must be received by MfE, on behalf of the Minister for Infrastructure, no later than the due date.

Important information

Your personal information will be held by MfE and be used in relation to the project application and process. You have the right to access and correct personal information held by MfE.

A copy of your comments, including all personal information, will be provided to the Minister and the applicant.

If you are a corporate entity making comments on this application, your full contact details will be publicly available.

For individuals, your name will be publicly available, but your contact details (phone number, address, and email) will not be publicly available.

A copy of your comments will also be published on the Fast-track website. If you believe any of the information you have provided is confidential or sensitive and should be withheld from publication, please highlight the information concerned and provide an explanation to support your request for withholding it. Your comment and explanation will be decided by the Ministry on whether to withhold the information from publication.

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All information held by MfE is subject to the Official Information Act 1982.

More information on the fast-track approvals process and providing comments can be found at [Process overview](#) | [Fast-track website](#)

Your written comments on a project under the Fast Track Approvals Act 2024

Project name	FTAA-2603-1194 - Waikanae North Developments
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All sections of this form with an asterisk (*) must be completed.

1.0 Contact Details

Please ensure that you have authority to comment on the application on behalf of those named on this form.

Organisation name (if relevant)	NZ Transport Agency		
*First name	Nicola		
*Last name	Foran		
Postal address			
*Contact phone number		Alternative	
*Email			

2.0 Please provide your comments on this application

NZTA thanks the Minister for the opportunity to comment on the substantive application for the Waikanae North Development.

NZTA has engaged with Waikanae North in relation to the development since April 2025, when initial meetings were held with NZTA's Senior Property Manager and have had a several meetings with the applicant regarding modelling undertaken.

As per the matters set out in the invitation to comment, NZTA provides the following commentary:

Before the Panel determines the Application, NZTA requests that the following modelling information be obtained (as NZTA is not yet able to confirm that the transport effects on the Te Moana Road/State Highway 1 interchange has been adequately assessed or can be appropriately managed), and made available to NZTA for review:

- confirmation that the base SIDRA model has been appropriately calibrated and validated;
- confirmation of the applicant's adopted trip-generation rate based on the 85th percentile rates for the surveyed locations in Upper Hutt;
- the electronic SIDRA model files, or equivalent material that enables the model to be independently reproduced and tested;
- the basis for the saturation-flow, cycle-time and phase-sequence assumptions, supported by sensitivity testing where appropriate;

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- the land-use yield, staging and road-connection assumptions for Ngārara represented in KTM4, including the position assumed by 2036;
- a cumulative scenario applying consistent land-use, trip-generation and route-assignment assumptions across Waikanae North, Proposed Private Plan Change 5, Ngārara and other consented or committed growth;
- an explanation of the counterintuitive changes in traffic demand and queues when Waikanae North is added; and
- identification of any feasible interchange mitigation and appropriate development triggers.

NZTA recognises the limited opportunities for input under the fast-track process and supports the use of clear, measurable and enforceable conditions where the effects are sufficiently understood and can properly be managed. If the updated modelling confirms that a condition-based pathway is appropriate, NZTA requests conditions that provide for:

- baseline and ongoing monitoring of interchange performance;
- updated cumulative modelling at defined development stages;
- objective performance thresholds and development triggers;
- implementation of any required mitigation, or an enforceable mechanism securing that mitigation, before development proceeds beyond the applicable trigger;
- and a workable mechanism for securing the consent holder's proportionate responsibility where an interchange improvement responds to the cumulative effects of more than one development.

The applicant has confirmed that stormwater neutrality will be achieved and that the development will not cause flooding effects on State Highway assets. NZTA considers these matters addressed in principle, subject to conditions requiring hydraulic neutrality for each relevant stage and final design verification that the development will not increase flood levels or adversely affect the capacity, function, operation or maintenance of NZTA drainage assets or NZTA's consented discharges.

The applicant has confirmed that existing covenants benefiting NZTA will be carried forward to the relevant new titles and that covenants and/or consent notices addressing reverse sensitivity and dwelling-number limitations will be registered against the relevant new titles. NZTA seeks conditions requiring those instruments to be approved and registered before section 224(c) certification for each relevant stage, and to provide equivalent and enduring protection.

The applicant has confirmed that all properties adjoining the State Highway corridor will be fenced. The conditions should require a continuous boundary fence to be installed before section 224(c) certification for each relevant stage, with no unauthorised gates or access to the corridor, and maintained from private land at the consent holder's or landowners' cost.

Any State Highway effects mitigation that affects or changes assets within the State Highway 1 designation will require the applicant to obtain NZTA's separate written approval under section 176(1)(b) of the Resource Management Act 1991. The proposed connections to the shared walking and cycling path, and any infrastructure crossings beneath or otherwise affecting the Expressway designation, will also require this approval. Conditions of the section 176(1)(b) approval will require detailed design to be approved in accordance with NZTA standards, as any new or altered State Highway assets will ultimately vest in NZTA. It is not necessarily appropriate for that level of detailed design to be completed when the fast-track consents are granted, but the detailed design must be approved before the relevant works commence.

Where any mitigation or related works alter or establish access to or from State Highway 1 as a limited access road, approval under section 93 of the Government Rounding Powers Act 1989 will also be required. Without that approval, legal access to or from the State Highway may not exist.

All mitigation works within the State Highway corridor must be delivered under a legal development agreement and the applicable Corridor Access Request, Works Access Permit and temporary traffic-management approval processes, and managed by an NZTA project manager. These requirements are separate from the fast-track consent and will be considered by NZTA through the applicable statutory, property and corridor-access processes.

Note: All comments will be made available to the public and the applicant when the Ministry for the Environment proactively releases advice provided to the Minister for the Environment.

Harriet Shelton

Date 28 July 2026