

Re: Waikanae North Development [FTAA-2603-1194] – NZTA response to Minute 7

NZ Transport Agency Waka Kotahi (NZTA) provides the following response to paragraph 7 of Minute 7 regarding the updated proposed conditions and potential expert conferencing.

Issues with the updated proposed conditions

NZTA remains concerned that the potential effects of the Waikanae North development on the Te Moana Road/State Highway 1 interchange have not been adequately established and, as a consequence, are not adequately addressed through the proposed conditions.

In its section 53 comments, NZTA sought further information to understand the individual and cumulative effects of the development on the interchange. While the Applicant has subsequently provided additional transport information, key matters remain unresolved. In particular:

- uncertainty remains around the redistribution of traffic within the model, including reliance on future Ngārara road connections;
- NZTA continues to have concerns regarding the trip-generation assumptions and the comparator developments relied upon; and
- despite NZTA requesting consideration of feasible mitigation and development triggers, these have not been proposed because the Applicant maintains that mitigation is not required.

Accordingly, there remains considerable uncertainty as to the individual and cumulative effect of the development on the operation and safety of the Te Moana Road/State Highway 1 interchange.

Given the scale and staged nature of the development, NZTA considers this uncertainty should be addressed through an appropriate condition framework. The updated conditions currently contain no specific condition managing effects on the Te Moana Road/State Highway 1 interchange.

NZTA considers the conditions should provide for:

- monitoring of interchange performance at appropriate stages of development;
- updated cumulative transport assessment informed by actual traffic generation and prevailing development assumptions;
- objective performance thresholds, including consideration of State Highway off-ramp queueing;
- further assessment and identification of mitigation if an agreed threshold is reached; and
- implementation or securing of any necessary mitigation before development proceeds beyond the relevant trigger.

Where mitigation responds to cumulative development effects, the conditions should also provide an appropriate mechanism for determining and securing the consent holder's proportionate contribution.

NZTA considers the detailed monitoring stages, performance thresholds and form of the condition would benefit from transport expert conferencing.

NZTA also seeks that the Construction Traffic Management Plan condition expressly address, where relevant, construction traffic effects on the State Highway network and consultation with NZTA where NZTA land, assets or network operations may be affected.

Expert conferencing

NZTA supports transport expert conferencing on the matters above and nominates:

Drew Bryant

Principal Transport Planner – Infrastructure Development & Delivery
NZ Transport Agency Waka Kotahi

Mr Bryant has 23 years' engineering experience across civil and transport roles, including nine years in transport planning. He holds a Bachelor of Engineering (Naval Architecture), New Zealand Diploma of Asset Management and is a Chartered Member of Engineering New Zealand.

Email: [REDACTED]

Mobile: [REDACTED]

Mr Bryant is available for conferencing throughout 31 August to 11 September 2026.

NZTA considers conferencing provides an appropriate opportunity for the transport experts to work through the outstanding modelling issues and, importantly, develop an appropriate condition framework to manage the remaining uncertainty regarding effects on the Te Moana Road/State Highway 1 interchange.