Stantec

Memo

Project:	Mt Welcome Subdivision	Project No. 310206500	
To:	Incite		
From:	Stantec NZ	Date:	7 August 2026

Reference: Mt Welcome: TRANSPORT COMMENTS RESPONSE

1 Purpose and Scope

This report responds to the comments received under section 53 of the Fast-track Approvals Act 2024 on the Mt Welcome Subdivision substantive application (FTAA-2603-1181) that fall within the transport discipline.

The NZ Transport Agency and Porirua City Council comments are addressed individually, followed by comments received from other parties. In each case, this report sets out the comments made followed by a response with references to the supporting information contained within the application documentation where relevant.

2 Code of Conduct Statement

While this is not a matter before the Environment Court, the authors of this report have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 ('Code'). The authors have complied with the Code in the preparation of this report.

The data, information, facts and assumptions the authors have considered as part of this report are set out in this report. The reasons for the conclusions reached are also set out in this report. Unless stated otherwise, this report is within the author's expertise and the authors have not omitted to consider material facts known to them that might alter or detract from the opinions expressed.

3 Stakeholder Comments

3.1 NZ Transport Agency

The technical memorandum provided by the NZ Transport Agency (NZTA), dated 30 July 2026, sets out a summary of the review of the development access arrangements and effects on State Highway 59 (SH59). Overall, NZTA accepts the proposed access strategy for connecting the Site at SH59 based on an 'interim' priority-controlled tee-intersection to support some early Site occupation (which represents an upgrading of the current Site access road arrangements at SH59 to provide a right turn bay on the Highway), followed by the implementation of a dual-lane roundabout, subject to confirmation of design arrangements.

The memorandum includes some comments and outstanding information requests which are addressed in turn below.

Comment 1.1

NZTA considers that implementation of the interim intersection is required prior to any construction or enabling works for the development. This is to ensure provision of a safe and efficient access to the site for all construction vehicles. Appropriate conditions should be included to ensure this is realised.

Response

Once the large plant has been delivered to the Site, initial earthworks activities will only generate a small number of light vehicle movements associated with site staff, estimated at approximately 30 vehicle trips per day (15 arrivals and 15 departures) for the initial earthworks phase. This represents only a modest increase over and above existing activity levels at the access and is not of a scale that warrants upgrades to the current access arrangement. Any occasional heavy vehicle movements required during the earthworks phase can be appropriately managed through construction traffic management measures, including Temporary Traffic Management where necessary. Accordingly, the temporary traffic demands associated with the initial earthworks phase can be safely accommodated within the existing access configuration.

Comment 1.2

Further detail is requested on the analysis undertaken to inform the development threshold of 110 lots to be supported by the Interim Site Intersection arrangement – prior to the permanent intersection arrangement of a roundabout being delivered. Specifically, the following information is requested:

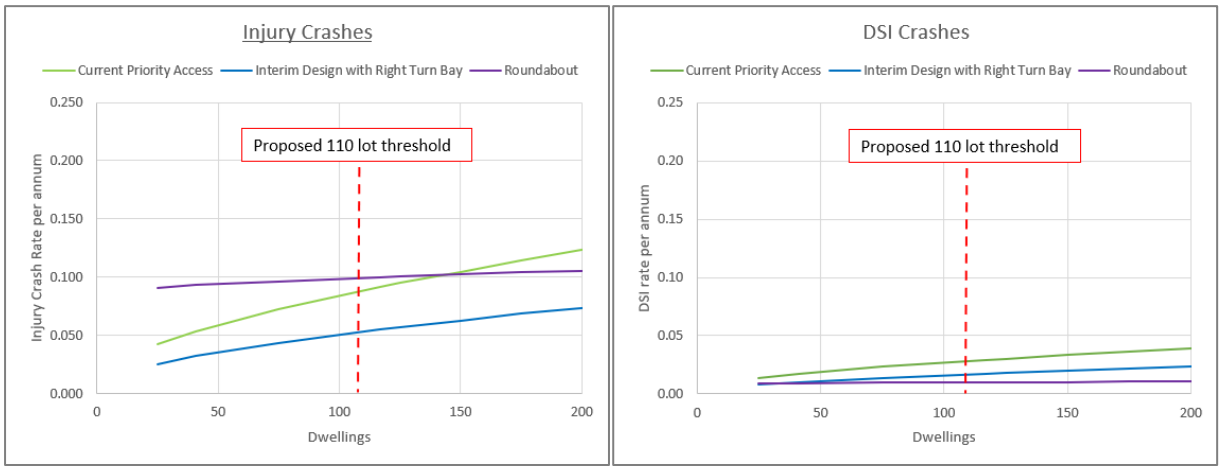
> *"NZTA requests that the developer demonstrate, from an overall safety risk perspective, how the 110-lot threshold has been determined and whether it represents the optimal point at which to upgrade the intersection from the interim to permanent intersection solution. In particular, the Applicant should provide:*
>
> *a. the predicted DSI crash rate for the 110 lots development threshold, and*
>
> *b. a comparison of the total DSIeq outcomes for both the interim priority T-intersection with RTB and permanent dual lane roundabout options at various development levels to identify the appropriate threshold."*

Response

Section 11 of the ITA provides a detailed capacity and safety assessment of the interim intersection design to accommodate some early occupation of the Site, incorporating the guidance provided in the NZTA Planning Policy Manual (PPM). Based on the PPM thresholds for tee-intersections on rural highways carrying 9,000 vehicles per day (vpd), as per SH59, a priority tee-intersection represents the preferred intersection for side road volumes of up to 1,000 vpd. This represents the expected traffic generation associated with 110 lots on the Site based on an average household traffic generation rate of 8.5 vpd, along with allowance for some construction related traffic (70 vpd).

Reference: **Mt Welcome**

The PPM guidance is understood to take account of both injury crashes and Death or Serious Injury crashes (DSI). The two graphs provided below have been generated using the same assumptions adopted in the ITA (Section 11) to illustrate the 'Injury Crash' rate and 'DSI' crash rate for a range of lots between 0 and 200, for each of the 'Current Priority Access' arrangement, the proposed 'Interim Right Turn Bay' design, and a 'Roundabout'. The proposed threshold of 110 lots drawn from the PPM guidance is illustrated on each graph, for reference.



Reading from the graphs, the proposed interim design with right turn bay (blue line) is the preferable layout with respect to injury crashes at the 110 lot threshold, and even beyond 200 lots. Whilst consideration of DSI crash rates alone suggests a roundabout begins to offer a marginal safety benefit at side road volumes equivalent to around 50 lots, adopting this threshold would imply that even relatively minor side roads and accesses connecting to State Highways should be controlled by roundabouts. That's simply not practicable or necessary. Notwithstanding this, the predicted crash risks at these traffic volumes remain very low, with the model indicating approximately one DSI crash every 100 years for a roundabout compared with one every 60 years for the interim right-turn bay treatment at the 110-lot threshold. Accordingly, having regard to the PPM guidance, the relatively small difference in predicted crash risk, and the limited duration for which the interim intersection would operate prior to construction of the roundabout, the proposed 110-lot threshold remains appropriate.

Sources relied on:

- Integrated Transport Assessment; Section 11, pg.53-58
- NZTA Planning Policy Manual Appendix A Section 4.1 (Figure 4-2)

Comment 1.3

In relation to the proposed final Site intersection design at SH59, the NZTA memorandum submits that a roundabout is the only feasible option for providing a permanent access solution to the Site, as indicated at Section 5.5:

> *"The route function, operating characteristics, and 100km/h speed limit of SH59 do not support the introduction of either a signalised intersection or a priority-controlled T-intersection (beyond the initial construction and development threshold discussed in points 4.4 – 4.10)."*

Response

As described in Section 7 of the ITA, a roundabout is proposed at the Site access to SH59. Early engagement with NZTA explored several options for the main Site connection at SH59, including priority arrangements, traffic signals (similar to those included in Highway situations elsewhere around the Wellington region, including along SH2 in Lower Hutt and Upper Hutt), and a roundabout. This options assessment is summarised in the ITA (Section 7.1.2, Table 7-1) which notes that a signalised option was not supported by NZTA on safety grounds unless a reduction in the SH59 speed limit were to be implemented.

This position is further reiterated in the NZTA memorandum, where their consideration of an appropriate intersection form takes account of the current classification of SH59 as a 'Rural Connector' under the Land Transport Rule Setting of Speed Limits 2024 (the Rule) and that, under the Rule, a road with this classification can have a speed limit of 80km/h or 100km/h. NZTA submit that the form and function of SH59 in this location needs to be retained into the future, and that given the 100km/h speed limit, this does not support the introduction of either a signalised intersection, or a priority controlled tee-intersection as a permanent solution.

These directions then, in delivering a dual-lane roundabout at the Site access, influence the feasibility of active mode connections across the highway and provide some context to those comments raised by others including Porirua City Council (comment 2.3) below. In particular, the combination of high traffic speeds and multi-lane roundabout approaches means that a safe at-grade crossing of SH59 to connect with the Ara Harakeke shared path cannot be achieved at the intersection location. Consequently, an active mode connection from the Site to the north through the Muri Block has been identified as appropriate for connecting the Site to the local amenities at Pukerua Bay, including the rail station.

Sources relied on:

- Integrated Transport Assessment; Section 7.1.2, pg.29-30

3.2 Porirua City Council

Comments received from Porirua City Council include those outlined in the technical transport memorandum prepared by the Council's Transport Engineer, and those included by the Council's Reporting Officer in the Council Planning Report. Each of the matters requiring a response are summarised in turn below.

Council's Technical Transport Memorandum

Comment 2.1

Lack of Alignment with the NGDA Structure Plan

"The NGDA Structure Plan envisions an interconnected primary spine road with multiple links. The applicant's proposal delivers only one external connection to SH 59, deferring multiple internal southern transport connections and western walkway connection to Ara Harakeke indefinitely. This creates a single-access dependency, contradicting the NGDA objective of a resilient, multi-access urban structure."

Response

As described in the ITA at Section 7.2, the proposal plans include a new external collector road connection at SH59 (which forms the Site's sole legal road frontage and aligns with the single vehicle connection envisaged by the structure plan), two collector road connections to the Muri Block land to the north, and a collector road connection to the Skaiffe block land to the south. Shared path connections are also provided to the Site boundary at the Muri Block to the north, SH59 to the west, and Skaiffe block to the south. These roading connections to the north and west therefore align with the NGDA structure plan. Whilst multiple road connections to the Skaiffe Block were envisaged in the Structure Plan, topographical and ecological constraints limit the ability to deliver practicable collector road alignments in each location, and a central connection has been provisioned for.

Further discussion on active mode provision is described in the response to comment 2.4, below.

Sources relied on:

- Integrated Transport Assessment; Section 7.2, pg.31-32

Comment 2.2

Public Transport Provision

"The Structure Plan depicts a collector spine road suitable for bus service introduction. However, the proposed alignment features grade exceedances of 11 - 12.5% and tight horizontal curves, which limit bus manoeuvrability and operational speed. Furthermore, the subdivision sequencing offers no guarantee of bus stop implementation timing. These issues will make future public transport structurally harder and less effective."

Recommendation: "[provide] At least one additional internal transport connection to the adjoining Skaiffe Block (Part Haukopua East Block) in the location of the western Transport Connection shown on the Structure Plan, which would form a collector loop road and serve as a bus route".

Response

The proposal plans include a collector road designed to accommodate buses extending into the Site from SH59, providing a loop through the Muri Block to the north, and a connection to Skaiffe block to the south. Whilst the bus connection route to the Skaiffe has moved west from that indicated on the NGDA structure plan, it is considered this location beneficially provides a more centrally located connection and represents a feasible construction / tie-in with the land at the boundary, given the topography constraints with the location shown on the structure plan.

These collector roads have been designed with appropriate carriageway widths and geometry to accommodate bus manoeuvring, including at roundabouts. As described under Section 8.2 of the ITA, owing to the Site topography, portions of Collector Road 1 and 20 include a maximum 11% grade, which is marginally steeper than the 10% set out for collector roads in the District Plan. Whilst these roads form part of what could be a potential future bus loop through the Site, the small difference in grade will not preclude access by buses, noting many existing bus routes within hill suburbs around the Wellington region traverse steeper grades than 11%.

The proposed consent condition 35 relating to detailed design roading plan certification requires that provision be made for future bus stop locations, ensuring provision is made for future bus services.

Whilst the Council Transport Engineer has sought a second bus route connection to the Skaiffe Block to the south to facilitate a future bus loop, this deviates from the NGDA structure plan which shows only one 'bus route' connection at this southern boundary (ITA Figure 4-1), noting again the absence of detailed investigations or masterplanning for that land to the south means for such a connection means a practicable alignment cannot currently be identified. It is also reasonable to expect that any future development of the Skaiffe Block would provide its own connection to SH59, thereby achieving the level of permeability anticipated by the NGDA Structure Plan for this sizeable development block to the south (similar to the access strategy adopted for Plimmerton Farm where multiple intersections with the state highway network are presumed). This approach would deliver the degree of network permeability anticipated by the NGDA Structure Plan, while avoiding sole reliance on the Mt Welcome network, which is already expected to provide a key collector road connection to support future development of the Muri Block to the north.

Overall, the bus enabled routes and ability to identify and safeguard future bus stops described above, as delivered through the proposed roading infrastructure and consent condition amendment, satisfies the intent of the NGDA structure plan in regard to future-proofing for public transport provision.

Sources relied on:

- Integrated Transport Assessment; Section 4, pg.14 and Section 8.22, pg.39

Comment 2.3

Site Access at SH59

"Single High-Speed Intersection: The NGDA transport model assumed an urbanised, low-speed SH 59 corridor with active crossings. The ITA's reliance on maintaining a 100 km/h state highway interface contradicts this strategic urbanisation intent. The proposed roundabout form and rural cross-section effectively create a high-speed barrier between the new suburb and the western side's Ara Harakeke regional shared path."

Recommendation: "[provide] A revised access strategy consistent with an eventual low-speed SH 59 corridor, with an active transport crossing design included"

"Staged Access Risks: The proposed interim T-intersection may operate acceptably for capacity but if it continues for several years under 100 km/h conditions with multiple construction vehicle movements would be contrary to PCC's safety hierarchy."

Response

As outlined in response to Comment 1.3 above, the Applicant engaged with NZTA at an early stage to establish an access strategy that appropriately balances the operational and safety requirements of SH59 with the transport needs of the proposed development. As part of this process, a signalised intersection that would allow for signal-controlled active mode crossings of SH59 to facilitate

connectivity with the Ara Harakeke shared path was investigated. NZTA advised that a signalised treatment would be inconsistent with maintaining the strategic function, operating characteristics and speed environment of SH59, which are dictated by its current classification as a Rural Connector. Consequently, NZTA indicated that a roundabout was the only access form it would support at this location. The proposed roundabout is therefore a response to NZTA's requirements rather than the Applicant's preferred outcome.

The potential re-classification of the section of SH59 between the Site and the Pukerua Bay urban area to enable a downward revision of the speed limit, including with changes to 'urbanise' parts of the SH59 corridor south of Pukerua Bay, would present opportunities for alternative access arrangements for the Site. Such considerations are understood to form part of a Transport Strategy for the NGDA that is to be developed by NZTA and Council and were discussed in the joint meeting between the Applicant, NZTA and Council on 9 October 2025. The Council Reporting Officer includes reference to this transport strategy in the Council Planning Report at Section 6.10.2.1, as follows:

> *"I note that the introduction to the NGDA chapter of the PDP states that:*
>
> *The main connection of the internal road layout to the wider road network is via a new access onto State Highway 59. The form of this access is to be informed by a transport strategy that will be developed in collaboration with key stakeholders and lead by the Waka Kotahi NZ Transport Agency.*
>
> *The reference to a transport strategy was a response to a submission from the New Zealand Transport Agency (NZTA) on Variation 1 to the Proposed Porirua District Plan. The transport strategy envisaged by the NGDA has not yet been prepared. However, regular discussions occur with NZTA on progressing such work."*

With respect to the Application, it is noted there is too much uncertainty around timeframes and process for this transport strategy to rely on this work to provide a pathway for an alternative form of site access.

In respect to the interim intersection arrangements, as outlined in Section 11 of the ITA and in response to Comment 1.2 above, a detailed assessment of the proposed arrangement has been undertaken from both a capacity and safety perspective to identify the development threshold at which the permanent Site intersection is required. A suitable mechanism for ensuring the timely delivery of this intersection is condition 83. With regard to Site construction traffic, associated controls on such movements will be addressed in the Construction Traffic Management Plan (CTMP), which is required under proposed condition 22.

Sources relied on:

- Integrated Transport Assessment; Section 11, pg.53-58
- Meeting Minutes: Pre-application consultation with NZTA and Porirua City Council for Mt Welcome 9 October 2025
- Council Planning Report; Section 6.10.2.1; pg.43

Comment 2.4

Active Mode Provision and External Connection

"The Structure Plan calls for seamless shared-path connections. The ITA states no safe or direct active crossing can be provided until the highway speed environment changes, effectively deferring the connection link indefinitely. This leaves the development without a legible walk/bike path to schools or the train station, undermining the Growth Strategy/neighbourhood vision."

"The collector and local roads exceed walkable gradients (>12.5%), and multiple long cul-de-sacs breach INF-S23 intent for permeability. In my view, the proposed mitigation of off-road trails are more recreational rather than functional. Where walking and cycling routes are indirect, steep and disconnected, people may not be able to use them to move through and out of a neighbourhood directly, safely, and conveniently without a car."

Response

The active mode crossing opportunity of SH59 at the Site access is described above in the response to comment 2.3, and is essentially precluded by the roundabout intersection required to support Site access under the current highway speed environment. A shared path connection is proposed to the north, through the Muri Block, that would provide access to the rail station and Pukerua Bay amenities.

Section 8.2 of the ITA describes the internal active mode infrastructure (ITA Figure 8.4) and provides an assessment of the road gradients for active mode users. Noting the District Plan points to Austroads Part 6 'Paths for Walking and Cycling', this guidance acknowledges that whilst flatter grades are best suited for walking and cycling (with desirable grades of 12.5% or less), this is not always achievable for paths that follow streets or accessways in steeper terrain and hill suburbs such as that characterising the proposed development, as is the case here.

It is acknowledged the proposed road network, in responding to the Site's challenging topography and ecological constraints, includes some cul-de-sacs. To mitigate associated connectivity effects, a network of walking and cycling links has been implemented where practicable to maintain efficient active mode connections throughout the development as a means of reducing any effect on these users.

Overall, the proposed transport network achieves a balanced response to the site's physical constraints while providing a connected active mode network that supports local neighbourhood travel by modes other than private vehicles.

Sources relied on:

- Integrated Transport Assessment; Section 8.2, pg.39

Comment 2.5

Modelling Assessment Scope

The Aimsun Next[sic] transport modelling area covers only SH 59 between Gray Street and Plimmerton, excluding longer-term NGDA dispersal via Grays Road, SH 58, and potential southward connections.

This omission risks underestimating corridor interaction and mode shift outcomes when the full northern growth area builds out.

Response

Early engagement was undertaken with the road controlling authorities to confirm the scope of the modelling assessment to be undertaken for the development Site. It is noted that NZTA, as the road controlling authority for SH59 and SH58 has not raised any concerns around the modelling extent adopted for the assessment of effects.

As is typical for traffic modelling assessments for new developments, consideration of other adjacent land use activity already consented but not yet built has been undertaken when determining the network impacts of the Mt Welcome Site development traffic. As set out in the ITA Section 10, this included already consented development at Plimmerton Farm to the south, as well as within the Muri Block to the north. In addition, the modelling also included a further 500 homes within the Muri Block to take account of the anticipated buildout of that land which would share access off SH59 at the new Mt Welcome intersection, constituting the majority of the NGDA extent.

As such, it is considered the modelling appropriately does take account of the wider NGDA activity impacts on the SH59 corridor, even that which is yet to be consented.

Sources relied on:

- Integrated Transport Assessment; Section 9.2, pg.44 and 10, pg.45-52
- NZTA technical memorandum, dated 30 July 2026

Comment 2.6

Urban Form

"The extensive cul-de-sac pattern contravenes the NGDA connected urban grid principle. Retaining a rural edge and limited active frontage to SH 59 ignores the Plan's urban-gateway policy. The heavy parking provision and car-oriented geometry are inconsistent with the strategic priority to build towards a low-carbon city and address climate change. There is also a lack of turning areas within the private JOAL's / ROW's."

Response

As described in response to Comment 2.4 above, the Site's topographical and ecological constraints make strict adherence to a connected urban grid layout impracticable. Achieving such a pattern would require a largely unconstrained and relatively flat greenfield site, which is not the case here. Notably, the NGDA Structure Plan itself does not depict a rigid grid network, instead recognising site-specific constraints through the use of more meandering road alignments. The roading layout therefore seeks to achieve permeability whilst at the same time minimising impacts on the existing landscape.

With respect to parking provision, the proposed road network incorporates an appropriate level of on-street parking to accommodate visitor demand while maintaining efficient traffic operation. The use of indented parking bays avoids unnecessarily wide carriageways that could encourage higher operating speeds, and promotes orderly and predictable parking behaviour.

Section 8.1 of the ITA provides an assessment of those JOALs serving 3 or 4 lots which do not include turning heads, noting in each case these are limited to 50m or less in length with generally straight alignments, and include opportunities for vehicles to turn around within localised carriageway widenings adjacent to driveways.

Sources relied on:

- Integrated Transport Assessment; Section 8.1, pg.37

Council Planning Report

Comment 2.7

Vehicle Crossings

Concern has been raised that a full assessment of all individual driveways serving the 949 new residential lots, and any reserve lots where vehicle access is proposed, has not been provided.

Response

Engagement with Council on the concerns around individual lot driveway compliance has been undertaken post lodgement of the Application, and a letter prepared by Stantec dated 2 July 2026 titled 'Response to Council Comments on Transport Matters' addressing these matters of driveway compliance. This letter provided a detailed assessment of the respective District Plan provisions related to driveway accesses, including identifying where non-compliance may arise, and appropriate means to manage any adverse effects arising from the non-compliance. It is considered that condition 37 can resolve the outstanding concerns, noting the Applicant is open to discussing/conferencing any adjustments to condition 37 wording that improves the readability or effectiveness of the condition.

Sources relied on:

- Council Planning Report Section 6.10.2.4; pg.44
- Stantec letter to Council 'Response to Council Comments on Transport Matters', dated 2 July 2026 (appended to the Applicant's Response to Minute 2 as Appendix H).

Comment 2.8

Construction Traffic Management Plan

Concern has been raised around the Construction Traffic Management Plan (CTMP) and its ability to address and manage effects over an extended construction period, particularly on early occupation residents of the Site. A recommendation is made that site-specific CMTPs be developed for individual stages.

Response

It is agreed that the requirement for stage-related CTMPs as recommended provides a practical and appropriate approach for managing potential construction traffic effects over the longer-term buildout of

the Site. Accordingly, Conditions 22 and 23 can be amended to enable the preparation and implementation of a CTMP for each stage of development.

Sources relied on:

- Council Planning Report Section 6.14.3; pg.47-48

4 Other Transport Comments Received

In addition to those submitter comments addressed above, a number of other submissions included matters related to transport, with these comments addressed in turn in the table below.

Comment #	Commenter(s)	Matter Raised	Response
3.1	Porirua City Council (Urban Design)	Recommendation 9: A safe crossing facility be provided to connect with the Ara Harakeke shared path, preferably through a signalised intersection.	See response to Comments to 2.3 and 2.4 above
3.2	Porirua City Council (Urban Design)	Recommendation 10: The proposed road type for Road 02 be amended to align with Collector Road Types A–C (with provision of cycle lanes) to better reflect the intent of the Northern Growth Development Area Structure Plan.	The Road 02 typology has been developed on the basis that more confident cyclists are expected to utilise the carriageway, while the adjacent shared path caters for less confident riders. Prior to any future road connection being established to the Skaiffe Block, forecast traffic volumes on Road 02 are expected to be low (less than 1,000 vehicles per day), consistent with NZTA guidance for quiet streets or neighbourhood greenways, which are typically associated with traffic volumes of up to 2,000 vehicles per day. Should a future road connection to the Skaiffe Block be realised, it is anticipated that this route would function primarily as a local connection between the Skaiffe Block and the proposed Mt Welcome commercial neighbourhood centre (assuming Skaiffe Block has no equivalent neighbourhood centre of its own). The principal traffic demand associated with any future

			development of the Skaiffe Block is expected to be accommodated via a separate primary access connection to SH59, rather than through the Road 02 corridor, in line with ensuring an appropriate level of network permeability. As such, it is expected that future volumes on Road 02 would remain below 2,000 vehicles per day.
3.3	Porirua City Council (Urban Design)	Recommendation 11: Roads 12 and 15 be extended to form a connected crescent loop, and Road 04 be connected to Road 01 to improve network connectivity.	While Roads 12 and 15 could be connected, the proposed short cul-de-sacs are not considered to adversely affect transport outcomes and provide some amenity benefits, with a dedicated walking and cycling link maintaining connectivity between the two roads for active modes. Connecting Road 04 to Road 01 would create a four-leg intersection and introduce additional turning conflict points. The proposed arrangement provides a clearer and more legible road hierarchy while maintaining efficient network operation. For active mode users, a dedicated walking and cycling connection near the end of Road 04 provides a direct link to Road 01 adjacent to the commercial area, ensuring a good level of permeability is maintained.
3.4	Greater Wellington Regional Council	Issue 15: Need to future-proof for public transport. It is crucial that this development does not preclude the potential provision of a public bus service in the Northern Growth Area once the necessary conditions (populations thresholds etc) are met. As noted above, this will require the provision of at least one connector road suitable for buses from the proposed site, connecting north through to Pukerua Bay and south through to Plimmerton. We note that the structure plan for the Northern	See response to comment 2.2 above, noting provision for this north-south collector route for buses is included in the Site's roading layout.

		Growth Area envisaged one north-south connector road capable of carrying buses.	
3.5	Greater Wellington Regional Council	Issue 16: Safe pedestrian/cyclist access to existing Ara Harakeke Pathway Safe pedestrian/cyclist access to the existing Ara Harakeke Pathway must be provided for. This facility provides the only existing non-vehicle connection with shops and amenities, railway stations and beyond to employment and education. Safe connection could be most effectively provided through an at-grade signalised crossing, rather than the proposed roundabout on SH59. It also requires a lower speed limit to be applied to this section of SH1, which currently drops to 50km just to the north of the proposed roundabout. (Refer assessment of intersection types/options in the Integrated Transport Assessment - Table 7-1: SH59 intersection options.)	See response to Comments 2.3 and 2.4 above.
3.6	Greater Wellington Regional Council	Issue 17: Future-proofing active transport links with Pukerua Bay via Muri Block Greater Wellington understands that the block to the north of this site is being developed for residential housing. It will be important that the north-connecting road from the Mt Welcome block progresses as planned to ensure that residents are able to access the Pukerua Bay Station – particularly by active modes – without having to use the State Highway. This connectivity will bring safety, public health, emissions and productivity	As described in the responses to comments 2.1 and 2.4 above, the development plans include provision of two collector road connections with the Muri Block Site to the north, including shared path links.

		benefits (because there will be fewer residents using the State Highway).	
3.7	Greater Wellington Regional Council	<u>Issue 18: Provision for cycling on north-south connector road</u> The proposed central north-south collector road has two different typologies for cycling provision – switching from marked cycleway to shared path (see Figure 8-4, page 42 of ITA). To support cycling, a consistent and high level of service for this core route should be established from the outset. In light of its planned future function as a connecting route to the rest of the Northern Growth Area, we consider this should be the highest Connector Road Type A/B level facility – i.e., on-road cycle lanes, shared path on one side and footpath on the other.	See response to comment 3.2 above.
3.8	Plimmerton Residents Association	The Residents associated has raised concerns around truck traffic associated with the Site constructions using Grays Road, which in their view is unsuitable for large trucks.	This issue can be appropriately managed through the Construction Traffic Management Plan required under Consent Condition 22(i), which includes a requirement to identity haulage routes for construction trucks and any route restrictions considered necessary by the relevant road controlling authorities.

Jamie Whittaker
Principal Transportation Planner