

Joint Memorandum

Waikanae North Development | FTAA-2603-1194

To: Waikanae North Development Expert Panel

From: KCDC and NZTA

Date: 9 September 2026

Subject: Te Moana Road/SH1 interchange – post-conferencing response

Purpose and joint position

Kāpiti Coast District Council (KCDC) and NZ Transport Agency Waka Kotahi (NZTA) remain committed to working constructively with the applicant to resolve the transport matters raised through expert conferencing. This memorandum records our shared position following review of the applicant's further information concerning the Te Moana Road/SH1 interchange.

The additional material provided and expert conferencing has not resolved our concerns. The information requested has not been provided in full, and the results remain difficult to reconcile. We cannot yet confirm the extent of the development's effects at the interchange or what measures may be needed to address them.

Information requested and received

During conferencing and in follow-up emails on 8 and 9 September, we requested the underlying wider network traffic-model (KTM4) outputs and supporting correspondence needed to check how the applicant's results were reached. This included the predicted turning movements and routes taken by traffic throughout the area including at the interchange.

Although Stantec provided two further emails, these did not supply the requested information and largely repeated material already available. The traffic plots and commentary do not allow us to check the assumptions or reconcile the results. KCDC also discussed the modelling with Mr Wignall on 8 September to assist its review, but the requested information remains outstanding.

Why the interchange needs to be assessed

The applicant has referred to the development being approximately 6 km from the interchange and to other developments contributing traffic. However, its own evidence indicates that about 35% of development trips, more than 4,000 vehicle movements per day, would use the Coast Roads and the interchange. Te Moana Road is also the nearest interchange with south-facing ramps to access SH1 for journeys towards Wellington. The next closest access to SH1 is at Kāpiti Road interchange, 11km further south.

KCDC and NZTA therefore consider that the development's contribution to effects at the interchange needs to be established alongside other growth. Without a reliable assessment, neither KCDC or NZTA can determine the necessary improvements, their timing, or the development's appropriate contribution towards them.

Main matters that remain unresolved

Reduced traffic forecasts and future road links

The 2036 SIDRA assessment predicts less traffic at the interchange with the development than without it. This may reflect traffic taking different routes, but the explanation has not been demonstrated. In particular, the results may depend on future connections through Rutherford Drive and the Ngārara Farm Structure Area, whose delivery and timing are uncertain.

We need to understand why the predicted traffic with WNDL reduces and how the interchange would perform if those links were not available. The assessment cannot provide sufficient confidence if its conclusions depend on roads being delivered by others without certainty that they will be open when needed.

Checks on the modelling and existing conditions

The assessment uses forecasts from the wider Kāpiti road-network KTM4 model in a detailed SIDRA interchange model. Council guidance provides several ways to do this, including relating forecast growth to observed traffic counts. The applicant has not demonstrated that appropriate checks were undertaken or why the chosen approach is suitable. Using the Council KTM4 model does not, by itself, establish that the interchange results are reliable.

The applicant has not demonstrated that the morning-peak SIDRA model reliably reproduces existing conditions, despite its results showing poorer morning than afternoon performance. The detailed interchange model has also not been reviewed by the Wellington Transport Operations Centre. That review is needed to check its road layout and operating assumptions.

The applicant's statement that the 2026 model overpredicts traffic by 15–20% has not been supported by the information needed to check it. It also does not establish the reliability of the 2036 forecasts used to assess the development.

Future growth and expected development traffic

KCDC's discussions with the KTM4 modeller indicate that adding development traffic to a future growth scenario is normal modelling practice. We therefore consider it appropriate to assess the development alongside forecast growth to 2036. The assumptions used to add WNDL to the KTM4 model are not transparent and we cannot properly confirm they are appropriate.

Council's concerns about the amount of traffic expected also remain unresolved. Given the anticipated low levels of walking, cycling and bus use, describing the traffic generation assumptions as generous does not establish that demand has been adequately assessed.

Queueing and nearby access

Even with the assumptions adopted, the results predict queues on Te Moana Road extending across the Te Ara Kawakahia access (access to Ngārara Farm development). The implications for access and interchange operation need to be addressed. The review should also establish whether queues can be accommodated safely, including on the State highway off-ramp.

A constructive way forward

KCDC and NZTA ask that the applicant provide the requested information, explain the apparent inconsistencies and undertake any further assessment needed. Both agencies are available to work with the applicant to clarify the outstanding matters and review its response.

The objective is a shared understanding of how the interchange would operate as the development proceeds, taking account of other growth and the roads actually available at each stage. This would enable any necessary improvements to be identified and linked to the appropriate stage of development.

We are also willing to work with the applicant and the Panel on clear, practical conditions. The following principles outline the approach we seek if the Panel is minded to approve the application; they are not agreed condition wording.

Key condition principles

Further assessment should be required before the first detailed design applications are submitted. It should be provided for review by KCDC and NZTA and establish the development's effects at the interchange, the improvements required to address them, and any proportionate funding contribution from the applicant. The conditions should prevent detailed design approval until those matters have been resolved through the agreed review process.

Conditions should clearly identify how far development can proceed before particular improvements are needed, and require those improvements to be secured and delivered when required. Traffic monitoring and further checks at defined stages should confirm whether the development is performing as expected, including whether queues affect State highway off-ramp operation or nearby road access.

Any reliance on future road connections must also be addressed. One option is to prevent development until the roads assumed in the SIDRA interchange assessment are constructed and open. If development is to proceed without those connections, a reliable assessment must establish how its effects would be managed and what improvements are required.

Conclusion

KCDC and NZTA remain willing to engage constructively to resolve these matters. However, that willingness does not amount to acceptance of the current modelling or confirmation that the transport effects are resolved. The requested information and an agreed approach to assessment, staging and mitigation remain necessary.