

As requested by the Commissioners, the following is a Section 32AA like analysis to justify the requested amendments to the proposed provisions of the TDA chapter.

Section 32AA Evaluation	
Waka Kotahi Requested Changes to Proposed Amendments	Effects and Evaluation of the changes
<p>Add a transport objective and policy as follows:</p> <p>Objective: Subdivision and development implements the required transport infrastructure and takes into account the regional and local transport network.</p> <p>Policy: Require the provision of a new pedestrian/cycle link and upgrade of State Highway 14/Awakino Point North Road intersection through subdivision and development.</p>	<p>An additional objective and policy to support integrated planning and the provision of necessary transport infrastructure will enable the Plan Change to achieve the purpose of the RMA and would provide a clear linkage between the objectives and policies and the consequential transport rules.</p>
<p>That TDA-SUB-S10 Transport (3) is amended, as follows:</p> <p>3. Where subdivision is of any allotment within the Light Industrial Area:</p> <p>a. The intersection of State Highway 14 and Awakino Point North Road is upgraded to <del>a T intersection</del> <u>a roundabout</u>.</p> <p>b. Awakino Point North Road is sealed from State Highway 14 to the entrance to the Light Industrial Area.</p>	<p>This Plan Change seeks to upgrade the intersection of SH14/Awakino Point North Road. As per the evidence of Mr Collins, to mitigate the transport effects of the Plan Change, a roundabout would be required.</p> <p>A roundabout would better achieve the outcomes sought in the Operative Kaipara District Plan. In order to achieve the objectives and policies of the District, with specific reference to the transport network, the Plan Change would need to provide an intersection upgrade that is safe and efficient. As detailed in Mr Collins evidence, a T-intersection would not achieve the outcomes sought in the Operative Kaipara District Plan.</p> <p>Of particular relevance is:</p> <p>Chapter 3 - Land Use and Development Strategy</p> <ul style="list-style-type: none"> <li>• Objective 3.4.5 [To provide appropriate infrastructure and servicing in advance of or alongside future residential and business development]; and</li> <li>• Policy 3.5.5 [By ensuring infrastructure and servicing (e.g. transport, stormwater and sewerage reticulation and treatment systems and networks) for new development areas are designed and provided for at the outset of development, so that any adverse effects on the environment or existing systems are adequately avoided, remedied or mitigated].</li> </ul> <p>Chapter 11 – Transport Network</p> <ul style="list-style-type: none"> <li>• Objective 11.5.1 [To maintain a safe and efficient Transport Network that enables the</li> </ul>

	<p>District to communicate, connect and do business with minimal conflicts between the environment, adjoining land uses, traffic and people].</p> <ul style="list-style-type: none"> <li>• Policy 11.6.3 [By providing for the effective integration of land use and transport planning decisions to achieve a sustainable land transport system].</li> </ul>
<p>That TDA-SUB-S10 Transport (4) is amended, as follows:</p> <p>4. Where subdivision is of any allotment within the General Residential Area:</p> <p>a. The intersection of State Highway 14 and Awakino Point North Road is upgraded to a <del>T intersection</del> <u>a roundabout</u>.</p> <p>b. A pedestrian and cycle link <del>from the intersection of State Highway 14 and Awakino Point North Road to Tuna Street</del> is <u>provided completed</u>.</p> <p>...</p> <p>f. Awakino Point North Road is sealed from State Highway 14 to the furthest entrance to the General Residential Area, Neighbourhood Centre Area and Large Lot Residential Area.</p> <p>Matters of discretion:</p> <ol style="list-style-type: none"> <li>1. TDA-SUB-S13 Matters of Control and Discretion.</li> <li>2. <u>Safe</u>, Efficient and effective transport network.</li> <li>3. Traffic safety in relation to site ingress and egress.</li> <li>4. Pedestrian and cyclist safety and navigability.</li> <li>5. Consistency with an approved Access Plan under rule TDA-LU-R3 Any Activity and TDA-LU-S4 Transport.</li> <li>6. Urban design and streetscape character and amenity in the General Residential Area, Neighbourhood Centre Area and Hauora Open Space Area.</li> <li><del>7. Whether an intersection upgrade is warranted by the scale of the subdivision and volume of traffic generated.</del></li> <li><del>8</del><u>7</u>. Consideration of street trees and entrance treatments for the Awakino Point North Road entrances.</li> <li><del>9</del><u>8</u>. Results of any consultation with tangata whenua with respect to street naming.</li> <li><u>9. Impact on the transport network and transport outcomes such as mode shift and emissions reduction.</u></li> </ol>	<p>This Plan Change seeks to upgrade the intersection of SH14/Awakino Point North Road. As per the evidence of Mr Collins, to mitigate the transport effects of the Plan Change, a roundabout would be required.</p> <p>A roundabout would better achieve the outcomes sought in the Operative Kaipara District Plan. In order to achieve the objectives and policies of the District, with specific reference to the transport network, the Plan Change would need to provide an intersection upgrade that is safe and efficient. As detailed in Mr Collins evidence, a T-intersection would not achieve the outcomes sought in the Operative Kaipara District Plan.</p> <p>Of particular relevance is:</p> <p>Chapter 3 - Land Use and Development Strategy</p> <ul style="list-style-type: none"> <li>• Objective 3.4.5 [To provide appropriate infrastructure and servicing in advance of or alongside future residential and business development]; and</li> <li>• Policy 3.5.5 [By ensuring infrastructure and servicing (e.g. transport, stormwater and sewerage reticulation and treatment systems and networks) for new development areas are designed and provided for at the outset of development, so that any adverse effects on the environment or existing systems are adequately avoided, remedied or mitigated].</li> </ul> <p>Chapter 11 – Transport Network</p> <ul style="list-style-type: none"> <li>• Objective 11.5.1 [To maintain a safe and efficient Transport Network that enables the District to communicate, connect and do business with minimal conflicts between the environment, adjoining land uses, traffic and people].</li> </ul> <p>Policy 11.6.3 [By providing for the effective integration of land use and transport planning decisions to achieve a sustainable land transport system].</p>

<p>Amend TDA-LU-S4 Transport (1), as follows:</p> <p>1. Prior to establishment of any activity other than Farming in the Light Industrial Area:</p> <p>a. Upgrade of the intersection of State Highway 14 and Awakino Point North Road to a <del>T intersection</del> <u>roundabout</u> must be complete.</p> <p>d. Awakino Point North Road must be sealed from State Highway 14 to the entrance to the Light Industrial Area.</p>	<p>This Plan Change seeks to upgrade the intersection of SH14/Awakino Point North Road. As per the evidence of Mr Collins, to mitigate the transport effects of the Plan Change, a roundabout would be required.</p> <p>A roundabout would better achieve the outcomes sought in the Operative Kaipara District Plan. In order to achieve the objectives and policies of the District, with specific reference to the transport network, the Plan Change would need to provide an intersection upgrade that is safe and efficient. As detailed in Mr Collins evidence, a T-intersection would not achieve the outcomes sought in the Operative Kaipara District Plan.</p> <p>Of particular relevance is:</p> <p>Chapter 3 - Land Use and Development Strategy</p> <ul style="list-style-type: none"> <li>• Objective 3.4.5 [To provide appropriate infrastructure and servicing in advance of or alongside future residential and business development]; and</li> <li>• Policy 3.5.5 [By ensuring infrastructure and servicing (e.g. transport, stormwater and sewerage reticulation and treatment systems and networks) for new development areas are designed and provided for at the outset of development, so that any adverse effects on the environment or existing systems are adequately avoided, remedied or mitigated].</li> </ul> <p>Chapter 11 – Transport Network</p> <ul style="list-style-type: none"> <li>• Objective 11.5.1 [To maintain a safe and efficient Transport Network that enables the District to communicate, connect and do business with minimal conflicts between the environment, adjoining land uses, traffic and people].</li> </ul> <p>Policy 11.6.3 [By providing for the effective integration of land use and transport planning decisions to achieve a sustainable land transport system].</p>
<p>Amend TDA-LU-S4 Transport (2), as follows:</p> <p>2. Prior to occupation of any residential unit in the General Residential Area:</p> <p>a. Upgrade of the intersection of State Highway 14 and Awakino Point North Road to a <del>T intersection</del> <u>roundabout</u> must be complete.</p> <p>b. A pedestrian and cycle link <del>from the intersection of State Highway 14 and Awakino</del></p>	<p>This Plan Change seeks to upgrade the intersection of SH14/Awakino Point North Road. As per the evidence of Mr Collins, to mitigate the transport effects of the Plan Change, a roundabout would be required.</p> <p>A roundabout would better achieve the outcomes sought in the Operative Kaipara District Plan. In order to achieve the objectives and policies of the District, with specific reference to the transport network, the Plan Change would need to provide an intersection</p>

<p><del>Point North Road</del> to Tuna Street must be complete.</p> <p>...</p> <p>e. Awakino Point North Road must be sealed from State Highway 14 to the furthest entrance to the General Residential Area, Neighbourhood Centre Area and Large Lot Residential Area.</p>	<p>upgrade that is safe and efficient. As detailed in Mr Collins evidence, a T-intersection would not achieve the outcomes sought in the Operative Kaipara District Plan.</p> <p>Of particular relevance is:</p> <p>Chapter 3 - Land Use and Development Strategy</p> <ul style="list-style-type: none"> <li>• Objective 3.4.5 [To provide appropriate infrastructure and servicing in advance of or alongside future residential and business development]; and</li> <li>• Policy 3.5.5 [By ensuring infrastructure and servicing (e.g. transport, stormwater and sewerage reticulation and treatment systems and networks) for new development areas are designed and provided for at the outset of development, so that any adverse effects on the environment or existing systems are adequately avoided, remedied or mitigated].</li> </ul> <p>Chapter 11 – Transport Network</p> <ul style="list-style-type: none"> <li>• Objective 11.5.1 [To maintain a safe and efficient Transport Network that enables the District to communicate, connect and do business with minimal conflicts between the environment, adjoining land uses, traffic and people].</li> </ul> <p>Policy 11.6.3 [By providing for the effective integration of land use and transport planning decisions to achieve a sustainable land transport system].</p>
<p>Amend TRA-LIGHT-S5- Subdivision, as follows:</p> <ol style="list-style-type: none"> <li>1. Artificial lighting is provided for all streets, walkways, cycleways and roads created by the subdivision.</li> <li>2. The artificial lighting complies with the AS/NZS1158 series of standards.</li> </ol> <p>Notes:</p> <ol style="list-style-type: none"> <li>1. Lighting and traffic signals which are to be vested in Council or <u>NZ Transport Agency Waka Kotahi</u> may also require additional approvals to be obtained from the <u>Council's relevant roading department authority</u> in relation to design and construction.</li> </ol>	<p>The Applicant has proposed that this provision is amended to include Waka Kotahi as a road controlling authority. This will be reflected in the amended provisions set expected on 22 March 2023.</p>
<p>Amend TDA-SIGN-S1 Sign Visible from Beyond the Site on which it is Located, to include:</p> <p><u>Provided the following conditions are met:</u></p>	<p>The Applicant has proposed that this provision is removed and that the existing provisions of the Operative Kaipara District Plan are relevant to the Plan Change area. This will be reflected in the amended provisions set expected on 22 March 2023.</p>

<p><u>Where a sign is proposed to be located in a road reserve adjoining the State Highway network or is visible from the State Highway network the approval of the NZ Transport Agency is also required.</u></p> <p>Matters of Discretion  <u>8. Whether the sign is visible from the State Highway and, if so, NZ Transport Agency approval has been obtained.</u></p>	
<p>Amend DA-SIGN-S4 Sign in Light Industrial Area, as follows:</p> <p>Matters of discretion</p> <ol style="list-style-type: none"> <li>1. Amenity and character of the development area and surrounding environment.</li> <li>2. Scale, location and design.</li> <li>3. Lighting and traffic safety.</li> <li>4. Landscape values.</li> <li>5. Cultural and heritage values.</li> <li>6. Cumulative effects.</li> <li>7. Duration of consent.</li> <li><u>8. Whether the sign is visible from the State Highway and if so, NZ Transport Agency approval has been obtained.</u></li> </ol>	<p>The Applicant has proposed that this provision is removed and that the existing provisions of the Operative Kaipara District Plan are relevant to the Plan Change area. This will be reflected in the amended provisions set expected on 22 March 2023.</p>
<p>Amend TDA-SIGN-R9 Illuminated Sign (1), as follows:</p> <p>2. Activity Status: <del>Restricted-Discretionary</del>  Where:  a. Compliance is not achieved with TDA-Sign-S9.1 Illuminated Sign.</p> <p>2. Activity Status: <del>Discretionary</del> <u>Non-Complying</u>  Where:  a. Compliance is not achieved with TDA-Sign-S9.2 Illuminated Sign.</p>	<p>The Applicant has proposed that this provision is removed and that the existing provisions of the Operative Kaipara District Plan are relevant to the Plan Change area. This will be reflected in the amended provisions set expected on 22 March 2023.</p>