

4<sup>th</sup> November 2024

Western Bay of Plenty District Council  
1484 Cameron Road,  
Tauranga 3112

Attention: Lauren Coyle – Planning Co-ordinator

By email only: [DistrictPlan@westernbay.govt.nz](mailto:DistrictPlan@westernbay.govt.nz); lauren.coyle@westernbay.govt.nz

Dear Lauren,

**RE: PROPOSED PLAN CHANGE 95 – PENCARROW ESTATE, PONGAKAWA  
HEARING**

**1. Introduction**

- 1.1 I refer to the abovementioned matter set down for hearing commencing 13<sup>th</sup> November 2024. The NZ Transport Agency Waka Kotahi (NZTA) will not be presenting evidence in person as it is not in opposition of Proposed Plan Change 95. The applicant has been engaging with NZTA regarding the traffic related matters, as addressed in the NZTA submission(s).
- 1.2 This statement is prepared with the appropriate authority within NZTA. NZTA is identified as submitter 26 in the Reporting Officer's Section 42A (s42A) Report.
- 1.3 It would be appreciated if you could table this statement, and the Attached Safe System Audit (Appendix B), before the Proposed Plan Change 95 – Pencarrow Estate, Pongakawa (PC95) Hearing Panel.

**2. NZTA Submission**

- 2.1 A summary of the NZTA mandate, objectives, and interest in Proposed Plan Change 95 has been covered off in the NZTA submission(s).
- 2.2 NZTA has reviewed the Reporting Officer's response and in particular the matters with respect to the NZTA submission(s). As outlined through correspondence with the applicant, this can be found in Attachment 6 – 30 August 2024, Applicants resumption response (Appendix D), and in the s42A Report, NZTA have considered that if Council are in a position to approve Plan Change 95, NZTA would seek the recommendations in sections 12.50 and 12.51 of the s42A be included in the structure plan, and which generally requires:
- (a) The detailed design of the SH2 and Arawa Road intersection upgrade is to be approved by NZTA. The design is to show the stormwater design, cross sections, guardrails, earthworks, and any retaining features in order to ensure this can be accommodated within the road reserve.
  - (b) A Safe System Audit is to be undertaken on the detailed design.
  - (c) The left turn lane pavement design is to be approved by NZTA. The design is to ensure that the seal joint is located outside of the wheel path.
  - (d) The method for ensuring ghost line markings are avoided is to be approved by NZTA.

2.3 As addressed in the NZTA submission, if Plan Change 95 is to be accepted NZTA seek that any upgrades or improvements to State Highway 2 are to be made a prerequisite to any stage of the proposal (whichever stage occurs first). NZTA would expect this to be a condition of any future resource consents following the plan change.

2.4 As addressed in paragraph 12.39 and 12.40 of the s42A report, and Attachment 6 – 30 August 2024, Applicants resumption response (Appendix D), NZTA sought amendments to be made within the Safe System Audit (SSA). The formality of text changes to the current SSA requested by NZTA have been completed by the auditors Abley Transport Consultants. The SSA issued 18 April 2024, For Waka Kotahi Response, has been reviewed and provided to the applicant on the 1<sup>st</sup> November 2024.

2.5 NZTA consider that subject to the above matters being volunteered by the applicant, and further demonstrated at detailed design stage to NZTA satisfaction, NZTA are therefore comfortable in-principle with the proposed intersection treatment.

### **3.0 Concluding Statement**

3.1 Thank you for your time and consideration of this Hearing Statement.



Tayla Cowper

Intermediate Planner

Poutiaki Taiao / Environmental Planning, System Design, on behalf of NZ Transport Agency Waka Kotahi.