

Anthony MacColl for NZ Transport Agency – Summary of Evidence, 17 February 2017

Chapter 41: Resort Zone - Hearing Stream 09

1. This is a summary statement to my primary evidence dated 03 February 2017.
2. The objective of the Transport Agency is to carry out its functions in a way that contributes to an affordable, integrated, safe, responsive and sustainable land transport system as outlined in section 94 of the Land Transport Management Act (LTMA). The purpose and principles of the RMA are broader than the Transport Agency's statutory objective. However, the Transport Agency's statutory objective is consistent with and contributes to, achieving the purpose of the RMA. State highways are a physical resource under the RMA framework and accordingly need to be sustainably managed. One of the functions of the Transport Agency, as outlined in s95 of LTMA, is to assist, advise and co-operate with approved organisations such as local territorial authorities. It is from this premise that the Transport Agency submitted on the proposed District Plan (PDP).

Jacks Point Zone (Chapter 41)

3. Previously there was one access (Maori Jack Road) to the subject site and a determined trigger point for the upgrade of the second access (Woolshed Road). There are now two approved accesses to the subject site: the Maori Point Road access, and the access approved by resource consent RM160562.
4. Relying on the evidence of Mr Corbett, the proposed notified provisions have increased the development potential of the subject site. It is unknown whether an additional access (Woolshed Road) will be required. However, if the proposed provisions are approved and the development potential increases then an additional access to the subject site may be required in the future.
5. The difficulty is in determining what level of development will trigger the necessity to provide the additional access (Woolshed Road). I therefore suggest further traffic modelling should be undertaken to forecast the traffic effects and determine an appropriate new trigger point for Rule 41.5.6.2.
6. Because of the uncertainty of the potential traffic effects, Mr Corbett also suggests that traffic effects need to be a matter of discretion/control when considering development within the

zone. I support this recommendation also as it will assist in the sustainable management of the transport network.

7. The Council Officer recommends amendments to Rules 41.5.6 and my comments regarding these recommendations are as follows:

Rule 41.5.6.1 The Council Officer recommends amending Rule 41.5.6.1 to ensure access from State Highway 6 shall be only at the intersection at Maori Jack Road, Woolshed Road and in a third location as approved by RM160562. I support this amendment.

Rule 41.5.6.2 The Council Officer recommends that Rule 41.5.6.2 be deleted as there is no longer any evidence to support it. I agree that the trigger point in Rule 41.5.6.2 has now been superseded with the addition of the consented access associated with resource consent RM160562. I suggest this rule should be amended and updated with an appropriate new trigger point after new traffic modelling.

If this is not possible and this rule is deleted then I suggest that traffic effects should be a matter of discretion/control when considering development within the zone so that the Woolshed Road/SH6 intersection can be required to be upgraded if/when necessary.

Rule 41.5.6.3 I support the Council Officers proposed Rule 41.5.6.3 which restricts the use of Woolshed Road to its current use. Intensified use of Woolshed Road can only occur after the Woolshed Road/SH6 intersection has been upgraded to an appropriate standard, except for construction vehicles which require an approved Traffic Management Plan. I suggest this will contribute to the sustainable management of the State highway and therefore support the Council Officer's proposed Rule 41.5.6.3.

Tony MacColl

17 February 2017