

**Prepared Statement to Commissioners by Todd Webb on behalf of the New Zealand Transport Agency in the matter of Whangarei District Councils Plan Changes
85 A-D, 86A-B, 87, 102 and 114**

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Good Morning Commissioners

My name is Todd Webb. Principal Advisor in the System Design team of the New Zealand Transport Agency.

With me today is Cath Heppelthwaite, our consultant planner who has prepared the Transport Agency's planning evidence in respect of Whangarei's rural plan changes. I am also accompanied by Mark Newsome, Regional Safety Engineer with primary responsibility for the Northland State highway networks.

The Transport Agency is seeking to table evidence prepared by Mr Newsome. Mr Newsome's evidence has been prepared in support of the matters raised in Ms Heppelthwaite's evidence in respect of managing the transport safety effects of additional traffic occurring from sites within the Strategic Rural Industries Environment.

Acknowledging the evidence is late, I understand that Ms Heppelthwaite has a finely tuned explanation which I will allow her to explain, if the panel requests, regarding the need for this evidence.

I have a short prepared statement. I have taken my evidence as read. While qualified as a planner I will be representing the Transport Agency in a corporate capacity

As detailed on pages 2 to 7 of my evidence, the New Zealand Transport Agency has a significant interest in the Northland region and Whangarei District.

The Transport Agency's is responsible for the operation and management of the State Highway network in the Whangarei District which includes:

- State Highway 1 linking Whangarei with Kaitaia in the North and Auckland to the south.
- State Highway 14 linking Whangarei to Dargaville.
- State Highway 15 which links Whangarei with Kaikohe and is important route for inland freight and provides an alternative to State Highway 1; and
- State Highway 15A which links Marsden Point with State Highway 1, Auckland and Whangarei City

The Transport Agency is a co-investor in the construction of new local roads, the maintenance of local roads and public transport throughout the Whangarei District.

The Transport acknowledges that based on Statistics NZ's latest population forecasts (released Feb 2017) Whangarei will receive 10.5% growth in the period 2013-2023, and as a result it has become a High Growth centre under the NPS Urban Development

The Transport Agency supports the NPS UDC, including objectives and policies promoting the need for responsive plan-making to provide sufficient development capacity to meet the needs of people and communities and future generations.

As detailed in my evidence the Transport Agency is committed to taking “a lead role in securing integrated planning of the land transport system by network providers”, and encouraging “integrated network planning that increases system efficiency”.

The Transport Agency does not oppose the plan change however seeks changes that ensure planning controls are in place to ensure the efficient and effective provision of transport infrastructure that will support the environmental, social and economic wellbeing of the Whangarei District.

As detailed in my evidence the Transport Agency remains concerned that the structure planning undertaken to date through Whangarei 30/50, for the new areas of residential growth being enabled by PC 86A and 86B, is insufficient to address the Agency’s network efficiency and safety concerns.

While the proposed establishment of a restricted discretionary activity status, with matters of discretion focussed on mitigating potential transport effects (as suggested by the respective authors of the section 42A reports for PC86A and 86B) goes some way to addressing the Agency’s concerns – the Agency considers that the criteria will be ineffective in addressing broader cumulative effects.

As identified in para 44 of my evidence the Transport Agency considers that provision for further detailed structure planning could be established through adding appropriate requirements as part of the review of the Transport chapter or alternatively within another part of the plan as part of the next stage of the rolling review.

Alternatively, it may be appropriate for the current provisions to include rules preventing subdivision until the completion of new and more detailed structure plans which address the wider area of re-zoning, and the provision of transport infrastructure including the location of collector roads, pedestrian and cycling connections and public open space.

The Agency would strongly encourage WDC (including WDC I&S) to collaborate early in determining which areas it proposes to reticulate to ensure the Transport Agency along with other infrastructure providers can ensure a co-ordinated response.

I am available to answer questions now however I understand Ms Heppelthwaite has a statement in respect to her evidence which addresses among other things the Agency’s concern with the lack of any significant controls on sites located within the SRIE which have an interface with what could be termed a sensitive receiving environment, which is supported by Mr Newsome.