

Waka Kotahi NZ Transport Agency Reference: 2023-0821

17<sup>th</sup> July 2023

Matamata-Piako District Council  
C/- Ally van Juijk  
35 Kenrick Street,  
PO Box 266,  
Te Aroha 3342

Via email: [info@mpdc.govt.nz](mailto:info@mpdc.govt.nz)

Dear Ally,

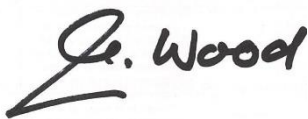
**Submission on Private Plan Change 58 – 2581 State Highway 26, Morrinsville (Lot 1 and Lot 2 DPS 78100).**

Attached is the Waka Kotahi NZ Transport Agency submission on Private Plan Change 58: Avenue Business Park Proposed General Industrial Zone

We welcome the opportunity to discuss the contents of our submission with the relevant council officers as required.

If you have any questions, please contact Tayla Cowper.

Yours sincerely,



Mike Wood  
Principal Planner– Poutiaki Taiao / Environmental Planning  
System Design, Transport Services

**FORM 5, CLAUSE 6 OF SCHEDULE 1, RESOURCE MANAGEMENT ACT 1991**

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**Submission on Private Plan Change 58**

**To:** Matamata-Piako District Council  
C/- Ally van Kuijk  
35 Kenrick Street,  
PO Box 266,  
Te Aroha 3342

Via email: [AvanKuijk@mpdc.govt.nz](mailto:AvanKuijk@mpdc.govt.nz)

**From:** Waka Kotahi NZ Transport Agency  
Hamilton, Level 1,  
Deloitte Building, 24 Anzac Parade  
PO Box 973

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**1. This is a submission on the following:**

Private Plan Change 58: Avenue Business Park Proposed General Industrial Zone proposes the rezoning of 13.4 hectares of rural land to General Industrial Zone (GIZ) on the Western side of Avenue Road North, Morrinsville with a supporting Development Area Plan.

The proposed General Industrial Zone is different to the existing Rural Zone. Key features of the Development Area Plan are a connection to the neighbouring consented industrial site (Avenue Business Park Stage 1), a main spine road through the centre of the site, indicative locations for the network of local roads, and an indicative future road link to State Highway 26.

**2. Waka Kotahi NZ Transport Agency (Waka Kotahi) could not gain an advantage in trade competition through this submission.**

**3. Role of Waka Kotahi**

Waka Kotahi is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 (LTMA) and the Government Roading Powers Act 1989. The primary objective of Waka Kotahi under Section 94 of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

An integrated approach to transport planning, funding and delivery is taken by Waka Kotahi. This includes investment in public transport, walking and cycling, local roads and the construction and operation of state highways.

**4. State Highway Environment and Context**

Private Plan Change 58 is proposed to rezone a site on the west side of Morrinsville from Rural Zoning to General Industrial Zoning. The site is currently accessed via 2581 State Highway 26. The surrounding zoning immediately to the north, south and west is rural, with industrial to the east. The industrial land between the site and Avenue Road North forms part of Stage 1 of the Avenue Business Park and has been granted

subdivision consent. The plan change land is proposed to be Stage 2 of the Avenue Business Park development.

As stated in the Avenue Road North Industrial Plan Change Integrated Traffic Assessment (October 2022), the proposed site will be accessed via Avenue Road North, east of the site. Road access will be via a consented internal road through the Stage 1 development at 101 Avenue Road North. Avenue Road North is an arterial road that intersects with State Highway 26 at the southern end. State Highway 26 in the vicinity of the current site access at 2581 State Highway 26 is a Limited Access Road with two 3.5m wide lanes, 2.0 m wide sealed shoulders, a 1.2 m wide footpath on the south (opposite) side of the road, street lighting over the footpath, and a posted speed limit of 70 km/h.

The State Highway 26/Avenue Road North intersection currently consists of a temporary roundabout. The AADT on State Highway 26 is 11,315 vpd with 12% HCV (Mobile Road 2021 Direction Traffic Design Ltd Avenue Road North Industrial Plan Change Page 8 estimate). The AADT on Avenue Road South is 2000 vpd with 12% HCV (Mobile Road 2021 estimate). Waka Kotahi note that the permanent roundabout solution has surpassed the detailed design stage, however, is not currently funded.

As stated in the Avenue Road North Industrial Plan Change Integrated Traffic Assessment (October 2022), Traffic generation from the site is anticipated to be 256 vph, with an expected maximum of 534 vph. It is considered the increase in traffic flows at the intersection of Avenue Road North, over the consented Stage 1 industrial site traffic flows, will be accommodated by the proposed right turn bay and the existing flush median. Waka Kotahi acknowledge that pedestrians and cyclists will also be appropriately provided for within the site.

Although MPDC has joined the Future Proof (FP) partnership, the current FP Strategy doesn't extend to cover Matamata-Piako district. However, the Industrial section of the FP Growth Management Approach notes: *Likewise, it will be important to work closely with Matamata-Piako District Council on cross-boundary issues in relation to industrial land planning given the close proximity of townships such as Morrinsville to Hamilton and other parts of the Future Proof sub-region.* The proposed plan change is on the fringe of one of the districts largest settlements and is therefore broadly consistent with a compact urban form.

## **5. The submission of Waka Kotahi is:**

- (i) Waka Kotahi supports in part the Private Plan Change 58 to the extent outlined in this submission.

Waka Kotahi does not seek any specific changes to Private Plan Change 58 at this time. Waka Kotahi considers that the proposed Plan Change is consistent with the Future Proof Growth Strategy. It is acknowledged that the Plan Change request will help to address the shortfall of industrial land supply in Morrinsville as addressed in the Business Development Capacity Assessment prepared by Market Economics on behalf of Matamata-Piako District Council.

As the site directly adjoins existing Industrial zoned land, including Stage 1 of the consented Avenue Business Park development (which is currently under construction), Waka Kotahi considers the proposed Plan Change to be effectively integrated with the adjacent industrial land use. Effective integration of the industrial sites will enable clustering of businesses. It is considered that this is broadly consistent with a compact urban form; Improving urban form and offering better transport options is vital for the reduction of Vehicle Kilometres Travelled (VKT).

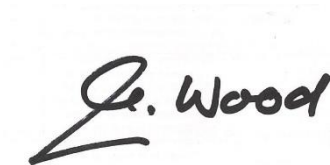
Waka Kotahi strong preference is for all accesses to be via the lower hierarchy roading network where possible. Waka Kotahi therefore supports the proposal on the basis that all access for the proposed site to be via the Arterial Road (Avenue Road North). It is acknowledged that a direct connection to State Highway 26 is not proposed within Plan Change 58 documentation, however a future road link connection to State

Highway 26 is shown on the concept plan. The Integrated Transport Assessment (October 2022) has identified that the indicative connection to State Highway 26 would have adverse effects on State Highway 26. Waka Kotahi notes that any future direct vehicle connection to State Highway 26 could negatively impact the efficient and safe operation of the State Highway network.

**Waka Kotahi does not wish to be heard in support of this submission.**

- 6. If others make a similar submission, Waka Kotahi will not consider presenting a joint case with them at the hearing.**
- 7. Waka Kotahi is willing to work with the Matamata-Piako District Council in advance of a hearing.**

Signature:



Principal Planner– Poutiaki Taiao / Environmental Planning  
System Design, Transport Services  
Pursuant to an authority delegated by Waka Kotahi NZ Transport Agency

Date: 17<sup>th</sup> July 2023

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PO Box 973

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