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Submission submitted via email to: district.plan@wcc.govt.nz

Proposed District Plan Change 83: Kiwi Point Quarry

In making this submission to Proposed Plan Change 83, the NZ Transport Agency (Transport Agency) has considered the safe and efficient function of State Highway 1 as a matter of interest to the Transport Agency, and in particular, the potential effect of quarry activities on people using State Highway 1 in this location.

This section of State Highway 1 performs a key function for access to Wellington City and is classified under the One Network Road Classification as a '*National State Highway*' recognising its major strategic function for assisting people and freight to move by road to and from Wellington City to the wider Wellington Region and between the North and South Island. It is a Limited Access Road¹ and Crossing Place 22 (CP22) provides access to the existing quarry. State Highway in this location currently carries an Annual Average Daily Traffic of 35,278 with 6% heavy traffic volume. State Highway 1 is designated under the Wellington City Council District Plan.

The existing quarry site is currently zoned Business 2 under the Wellington City Council District Plan and is adjacent to Open Space B zone. Access to the quarry is via a road that directly access's State Highway 1. It is noted that the access way from the existing quarry site to the State Highway 1 was agreed by Transit New Zealand (the Transport Agency's predecessor) and designed to accommodate heavy vehicles from quarry activities.

We wish to acknowledge that the Transport Agency was consulted prior to the notification of this proposed plan change. However, we would like to continue the dialogue to understand what, if any additional traffic effects may be generated from the relocation of the quarry activities within the site. To do this, we need to see the evidence on which the conclusion is drawn for the proposal to have no more than minor effects on the transport network.

We have received some information² from Lindsay Daysh explaining the traffic impacts, along with some basic traffic count information³. We consider this is key information that should be included in the details of the Plan Change, which currently lacks any detailed traffic analysis. As details on traffic generation or changes to traffic generation for the proposal not included in the Plan Change, the Transport Agency submits to seek clarification on this matter.

¹ 9/1/8 Ngauranga Gorge Section

² Received Friday 11 May 2018

³ Received Tuesday 15 May 2018

Yours sincerely



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