From: "Mitch Hutchings" <Mitch.Hutchings1@nzta.govt.nz>
Sent: Wed, 2 Sep 2026 09:29:48 +1300
To: "submissions@southwaikato.govt.nz" <submissions@southwaikato.govt.nz>
Cc: "Eshrita.Lata@southwaikato.govt.nz" <eshrita.lata@southwaikato.govt.nz>; "Environmental Planning" <EnvironmentalPlanning@nzta.govt.nz>
Subject: NZTA PC4 Submission
Attachments: 2026-0987 NZTA Submission PC4 SWDC.pdf

Kia ora South Waikato DC,

Please see the attached submission on Plan Change 4 prepared on behalf of NZTA.

Should you have any questions or need any clarification on our submission, please let me know.

Thanks
Mitch

Mitch Hutchings

Consultant Planner
Email: mitch.hutchings1@nzta.govt.nz
Phone: [redacted]

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NZ Transport Agency Waka Kotahi Reference: 2026-0987

2 September 2026

South Waikato District Council

Via email: submissions@southwaikato.govt.nz

To whom it may concern,

Submission on Proposed Growth Plan Change 4 (PC4) – South Waikato District Council (SWDC)

Attached is the NZ Transport Agency Waka Kotahi (NZTA) submission on Proposed PC4 to the South Waikato District Plan.

If you have any questions, please contact me.

Yours sincerely



Mitch Hutchings
Consultant Planner – Poutiaki Taiao / Environmental Planning
Transport Services

Email: mitch.hutchings1@nzta.govt.nz / EnvironmentalPlanning@nzta.govt.nz

New Zealand Government

NZ TRANSPORT AGENCY
WAKA KOTAHI

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

Submission on Proposed Plan Change 4 to the South Waikato District Plan

To: South Waikato District Council
C/- Eshrita Lata
Private Bag 7
Tokoroa 3444

Via email: submissions@southwaikato.govt.nz

From: NZ Transport Agency Waka Kotahi

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

- Plan Change 4 (PC4) to the South Waikato District Plan

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

3. **Role of NZTA**

NZTA 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 NZTA under Section 94 of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

NZTA's core functions can be summarised as:

- investing in land transport activities
- managing the state highway network; and
- providing access to and regulation for land transport.

NZTA is also a network utility operator approved as a requiring authority under Section 167 of the RMA.

The legal name for NZTA is the New Zealand Transport Agency. The abbreviated name NZTA is used throughout this submission.

4. **State highway environment and context**

The state highway infrastructure across the South Waikato District is an integral part of the transport network, providing for social and economic benefits by allowing for freight and community connectivity. NZTA must ensure that the right provisions are in place in district planning instruments to maintain the social and economic benefits provided by the state highway network.

5. **The submission of NZTA is:**

(i) NZTA supports PC4 of the South Waikato District Plan to the extent outlined in this submission.

(ii) In relation to the appropriate provision of transport infrastructure to support growth:

- NZTA supports medium density development in accordance with the National Policy Statement for Urban Development (NPS-UD) for Tokoroa given its 'tier 3' status under the NPS-UD, provided effects can be appropriately mitigated.
- NZTA supports the requirement for infrastructure upgrades to be required before the Future Urban Zone deferments can be lifted.
- NZTA support provisions introduced to protect Future Urban Zone land from inappropriate use prior to development.

(iii) Appendix 1 sets out the areas of interest to NZTA, reasons for NZTA views, and the relief sought.

6. NZTA does wish to be heard in support of this submission.

7. NZTA are prepared to consider presenting their submission in a joint case with others making a similar submission at any hearing.

Signature:



Alan Catchpole
Principal Planner – Poutiaki Taiao / Environmental Planning

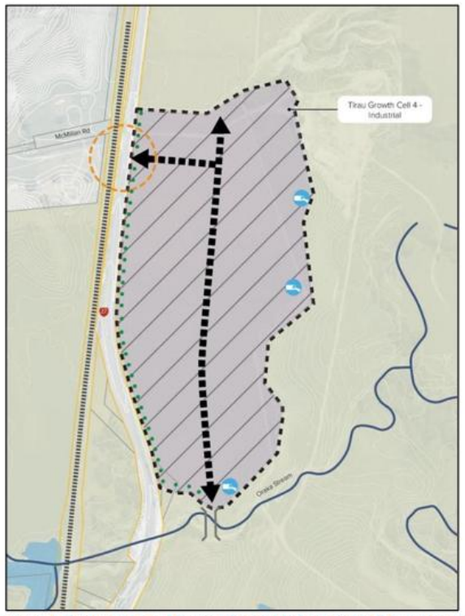
Date: 2 September 2026

Telephone Number: [redacted]
Contact Email: mitch.hutchings1@nzta.govt.nz / EnvironmentalPlanning@nzta.govt.nz

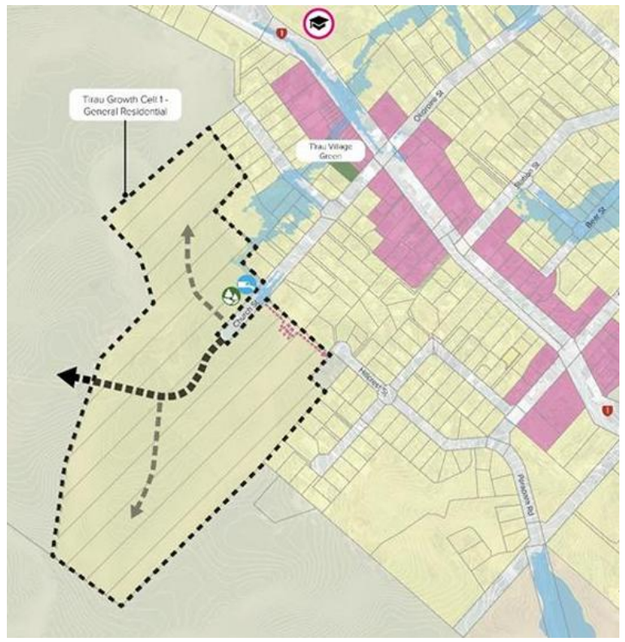
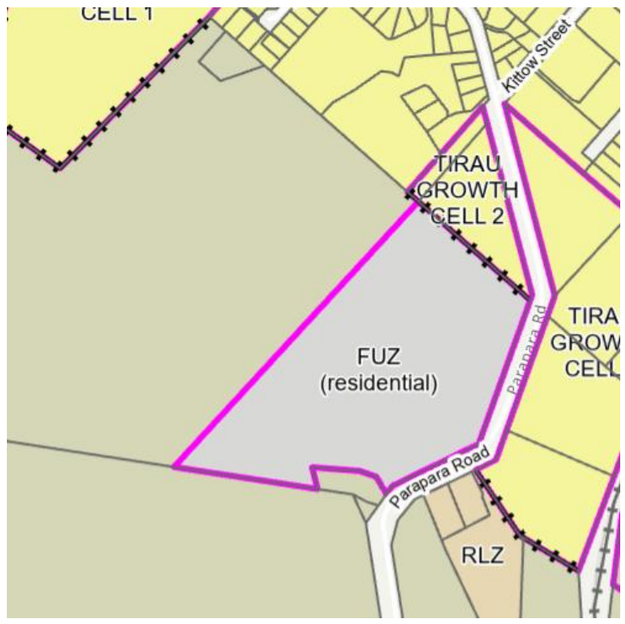
Appendix 1: Submission details relating to Plan Change 4 of the SWDP

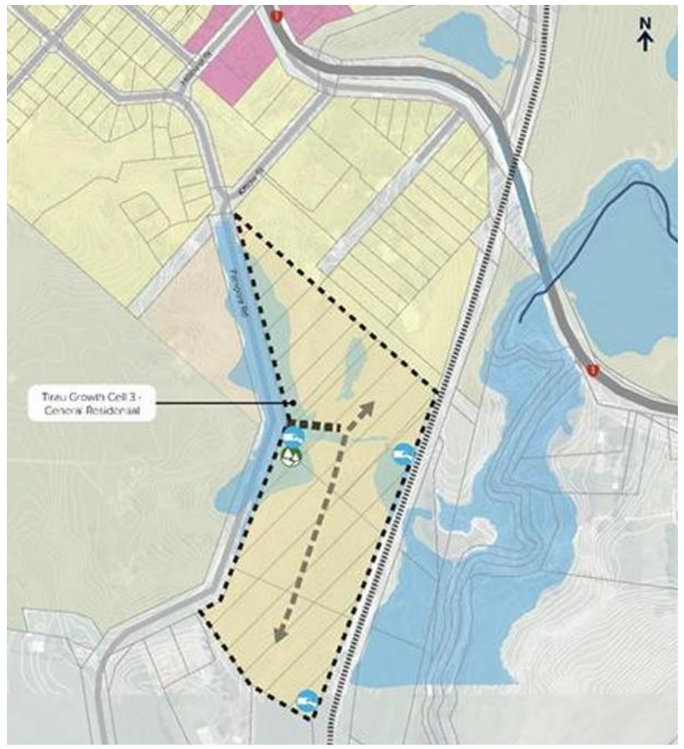
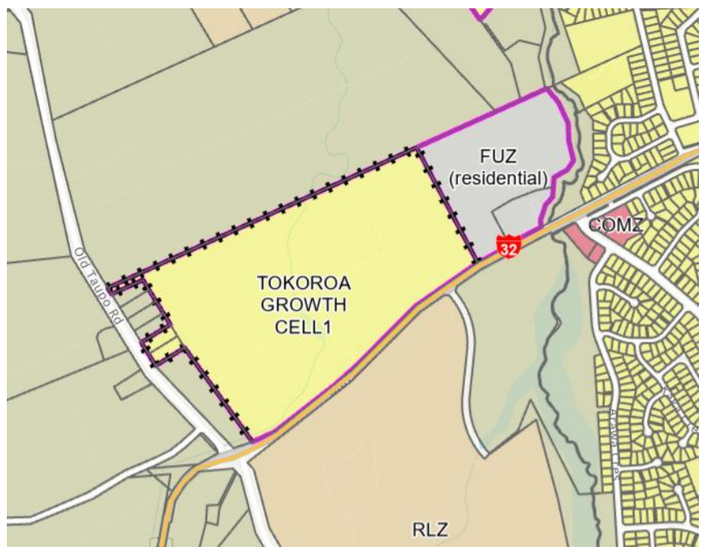
APPENDIX 1: SUBMISSION DETAILS RELATING TO PC4 OF THE SOUTH WAIKATO DISTRICT PLAN

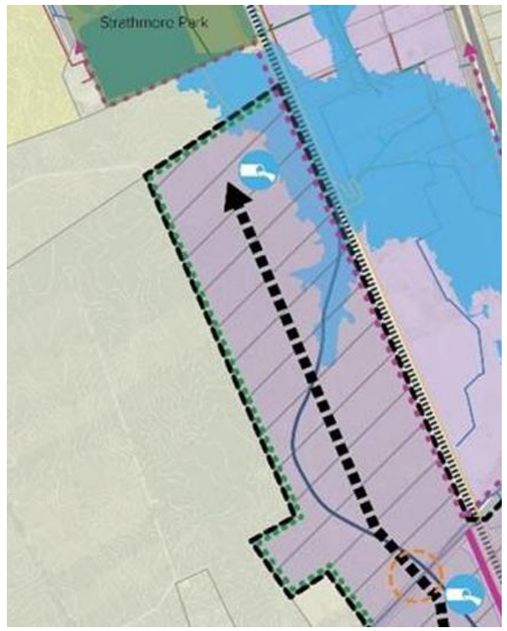
FUTURE URBAN ZONE (FUZ) PROVISIONS

Provision	Support / Oppose	Reasons	Relief Sought
Tirau Industrial Future Urban Zone (State Highway 27) Development Area Plan  *Figure 1: Tirau Industrial Future Urban Zone (State Highway 27) Development Area Plan*	Oppose	While supportive of additional industrial land in Tirau, the NZTA preference is for new industrial zoned land to adjoin the existing industrial zone with connections to the existing local road network. A new intersection in this location is undesirable as it is within the 100km/h speed zone with motorists accelerating as they leave Tirau heading north which could lead to an increase in higher speed crashes and traffic safety deterioration at this location should a new intersection be introduced.	Request that any new industrial land in Tirau be adjacent to existing industrial land either within or directly adjoining existing urban area of Tirau to avoid new state highway intersection in 100km/h speed environment. Okoroire Road is a suggestion, which could be rezoned with access to local road. Request that traffic safety effects and NZTA engagement is included in assessment criteria for Development Control Plan once prepared.

DEVELOPMENT AREA PLAN PROVISIONS

Provision	Support / Oppose	Reasons	Relief Sought
Tirau Growth Cell 1 – Residential (Church St) 	Support in part	Support this as a growth area for Tirau due to existing connection to SH1 via Church St. Objective TRAN-07 seeks to ensure efficient servicing and NZTA see an opportunity to ensure efficiency is enhanced by creating a connection between Growth Cell 1 and Growth Cell 2 and FUZ (residential) to southeast to reduce vehicular and pedestrian movements on SH1 which is already at capacity in peak periods, when a new local road could be created to connect these identified growth cells.	Require a local road connection between Growth Cells 1 and 2/FUZ (residential) to southeast to avoid additional movements onto SH1 where possible.
Tirau Growth Cell 2/FUZ (residential) – Residential (Parapara Rd West) 	Support in part	Support this as a growth area for Tirau due to existing connection to SH1 via Hillcrest St. As above, see opportunity to improve efficiency of local road network by creating a connection between Growth Cell 2/FUZ (residential) with Growth Cell 1 to northwest to reduce vehicular and pedestrian movements on SH1 which is already at capacity in peak periods, when a new local road could be created to connect these identified growth cells. Also see opportunity to discuss this growth cell/FUZ with Waikato Regional Council to improve public transport connection given proposed Objective TRAN-02 has specific reference to not precluding connectivity of growth cells and FUZ to public transport. The closest bus stop on SH1 is outside the BP Service Station a considerable distance from the proposed growth cell/FUZ. Suggest discussion with Waikato Regional Council re new bus stop on SH1 – there is good opportunity near SH1/Hillcrest St intersection.	Connection between two adjoining growth cells/FUZ (residential) to northwest to avoid additional movements onto SH1 where possible.

Provision	Support / Oppose	Reasons	Relief Sought
Tirau Growth Cell 3 – Residential (Parapara Rd East) 	Support in part	Suggest discussion with Waikato Regional Council re new bus stop on SH1 – there is good opportunity near SH1/Hillcrest St intersection.	Retain as notified.
Tokoroa Growth Cell 1 – Residential (Maraetai Rd) FUZ (residential) – Maraetai Rd 	Support in part	NZTA supports this location as a growth area for Tokoroa but note there are stormwater issues in this area that will require mitigation to ensure no additional effects on SH32. Having large frontage to the state highway, NZTA sees an opportunity for many new residential accesses to SH32. NZTA seeks to limit direct access to SH32 due to the transitional speed environment from a posted speed limit of 70km/h to 100km/h and the proximity of the development to the Old Taupo Rd intersection, and the heightened safety effects of multiple accesses. NZTA is the Road Controlling Authority for this section of SH32 and require a mechanism to ensure NZTA appropriately engaged at an early stage to ensure a safe and efficient access arrangement is secured for this growth cell from SH32.	NZTA would support a single additional access from the proposed growth cell and FUZ land to SH32 and that it be located as far east as possible within the existing 70km/h speed limit, and preferably on the boundary of Growth Cell 1 and the Future Urban Zone. NZTA seeks to be engaged when details of the development of both identified areas in subsequent Development Control Plans are prepared, including details on how any new intersection would be funded and an assessment of the impacts on the SH32/Old Taupo Rd intersection. We are happy to discuss this further. NZTA supports the retention of the existing pan swamp/wetland adjacent to SH32 as this drainage area benefits the SH drainage system and local networks. NZTA supports connection to the development from the existing pedestrian footpaths along SH32. NZTA support leaving future road connections available to adjacent properties to allow for future connectivity eg land north of Growth Cell 1. Include a mechanism in PC4 that requires NZTA as Road Controlling Authority to be engaged to review proposed connections to SH32 and to review assessment of SH32/Old Taupo Road intersection.

Provision	Support / Oppose	Reasons	Relief Sought
Tokoroa Growth Cell 2 – Residential (Richmond Ave) 	Support	NZTA supports access to Growth Cell 2 from Richmond Ave. Support proposed active mode connection along SH1 and new active mode bridge to south via Hodgson Street. Active mode link along SH1 will likely require a wider shared path over Whakauru Stream because the existing SH1 bridge is too narrow for a shared path and a new footpath to be installed adjacent to Manulife Campus as pedestrians currently walk over the grassed area behind the guardrail along SH1. NZTA is the Road Controlling Authority for this section of SH1 and we need a mechanism to ensure NZTA appropriately engaged at an early stage for any development of this growth cell.	Include a mechanism in PC4 that requires NZTA as Road Controlling Authority be engaged to review Development Control Plan when prepared to assess any potential effects of the development on State Highway 1.
Tokoroa Growth Cell 3 – Industrial (Campbell Rd) 	Support	Support industrial development of this land as it adjoins existing industrial area in close proximity to urban area and accessed from local road network. Support active mode connection from existing cycle lane along rail corridor to central Tokoroa.	Retain as notified.

DISTRICT WIDE MATTERS

Provision	Support / Oppose	Reasons	Relief Sought
Urban Form and Development Objectives and Policies **UFD-P2** Manage subdivision, use and development of land to ensure that it will not: (e) give rise to reverse sensitivity effects on existing uses ... **UFD-P11** Ensure that new urban subdivision and land development connects well with active transport and public transport opportunities and provides for effective and logical multi-modal transportation links.	Support	NZTA agrees that reverse sensitivity effects on existing land uses should be avoided, and recognise that the standard NZTA noise reverse sensitivity provisions are already included in Noise-R3 for any new dwellings within 80m of a state highway with a speed limit of 100km/h speed limit. NZTA agree that development should not occur until appropriate infrastructure is in place, including roads and active transport infrastructure.	Retain as notified.

TRANSPORT PROVISIONS

Provision	Support / Oppose	Reasons	Relief Sought
TRAN-O2 Subdivision and development in and around the District's Growth Cells and Future Urban Zones must not preclude connectivity to future developable land, or to existing and planned transport networks including cycleways, walkways and public transport.	Support	Ensures that development of growth cell land does not inhibit access to future land development in the identified growth areas of Tirau, Putaruru and Tokoroa.	Retain as notified.
TRAN-P1 Promote affordable, safe, integrated, sustainable and responsive transport networks within and through the towns, with safe pedestrian and cycleway connections linking residential neighbourhoods with public reserves, schools and the town centres, and pedestrian and cycle prioritised main streets which provide an inviting, safe, legible and memorable experience in the town centres.	Support	Updated policy encourages active transport connections to identified growth cells and Future Urban Zones.	Retain as notified.
TRAN-P14 Ensure traffic infrastructure is managed to enhance the amenity and success of the town centres by: a) integrating safe and legible walking/cycling options. b) prioritising safe local crossings for people of all ages and abilities. c) considering projects that minimise the physical severance created by rail and state highway corridors; and d) Creating gateways that define legible and safe access points into and out of the town centres.	Support	Support policy as it integrates active mode transport options and reduces severance from state highways.	Retain as notified.

Provision	Support / Oppose	Reasons	Relief Sought
TRAN-P15 Changes to the transport network in the District's Growth Cells and Future Urban Zones shall: a) achieve connectivity by linking to existing networks, including cycleways, walkways, public transport routes and open space networks. b) ensure the appropriate design, number and location of access points is achieved. c) fully consider opportunities for alternative or additional access points and/or routes. d) generate a type or level of traffic that is compatible with the function of the transport corridor they obtain access to and from. e) ensure the location and layout of activities integrate with existing and future transport corridors. f) avoid new rail level crossings; and g) support low impact urban design principles.	Support	Support policy as it encourages connectivity between existing and new developments.	Retain as notified.

SUBDIVISION PROVISIONS

Provision	Support / Oppose	Reasons	Relief Sought
SUB-06 Unless undertaken for network utilities or minor boundary adjustments, subdivision of sites in the Future Urban Zone is avoided until the sites have been rezoned for urban purposes.	Support	Support protection of FUZ zoned land until rezoned for urban purposes.	Retain as notified.
SUB-P20 Subdivision in a District Growth Cell must not occur unless a Development Concept Plan for the comprehensive and integrated development of the cell or zone has been approved by South Waikato District Council and approved by way of a resource consent.	Support	Development Concept Plans ensure oversight of where core infrastructure is to be located.	NZTA would like the opportunity to review Development Concept Plans, particularly where they connect directly to state highway(s).
SUB-R2 RDIS Activities (6) Any subdivision within District Growth Cells as identified on the planning maps is a restricted discretionary activity where: (a) A Development Concept Plan is submitted for any subdivision wholly or partly within a District Growth Cells in accordance with the information requirements in SUB-INFO-R2; and (b) Subdivision complies with the relevant Development Area Plan in Chapters 17 to 20 of this Plan; and (c) In GRZ, the subdivision complies with SUB-R5(1) and SUB-R5(5); and	Support in part	Support subdivision in growth cells as a restricted discretionary activity as Development Concept Plans must be provided and the matters of discretion specifically include assessment on safe function of roads, which also seeks consolidation of accesses where possible. Vehicle crossings onto state highways is a specific standard referenced as a matter of discretion, requiring new vehicle crossings to comply with sight distances, however Table 10 in SUB R5(1) references form sight and separation distances.	Update existing sight and separation distance standards to reference the latest NZTA Planning Policy Manual distances in Tables 8-1 and 8-2 here: Access onto the state highway from private property - September 2025

Provision	Support / Oppose	Reasons	Relief Sought
(d) In GIZ the subdivision complies with SUB-R5(2) and SUB-R5(5). Activity status where compliance is not achieved: DIS Note: This rule does not apply to Putaruru Growth Cells 1-4.			
SUB-R2 RDIS Activities (6) Subdivision in FUZ is a discretionary activity where: (a) A Development Concept Plan is submitted for any subdivision wholly or partly within a FUZ in accordance with the information requirements in SUB INFO-R2; and (b) Subdivision complies with the relevant Development Area Plan; and (c) In FUZ where the live zoning is to be GRZ, the subdivision complies with SUB-R5(1) and SUB-R5(5); and (d) In FUZ where the live zoning is to be GIZ the subdivision complies with SUB-R5(2) and SUB-R5(5); and (e) In FUZ where the live zoning is to be COMZ the subdivision complies with SUB-R5(2) and SUB-R5(5); and Activity status where compliance is not achieved: NC	Support.	Agree FUZ development should be a discretionary activity so that full assessment can be undertaken to ensure development of the land in the short term does not implicate long term development of the site when FUZ zoning is uplifted and residential/industrial/commercial zoning introduced.	Retain as notified.
SUB R5(1) - GRZ and MU-SETZ (i) Minimum lot size (net site area) shall be ~~450~~300m2 in the GRZ and 450m2 in the MU-SETZ. The maximum lot size net site area shall be 2000m2.	Support.	NZTA support the ability for increased density in residential areas and therefore support the reduced minimum allotment size for the GRZ, should all other adverse effects be managed appropriately.	Retain as notified.

SIGNAGE PROVISIONS

Provision	Support / Oppose	Reasons	Relief Sought
SIGN-R2 RDIS Activities (3) Any sign on or affixed to vehicles or trailers parked for the purpose of advertising, provided that this rule does not apply to advertising signs adhered onto company vehicles or trailers (including mobile businesses such as coffee carts or food trucks) which are not parked for the purpose of advertising but are used in the day to day operation of that business.	Support	Agree that signs on trailers require resource consent, particularly where signs directly adjoin state highways.	Encourage inclusion that NZTA need to be engaged where signs directly face state highways. Also encourage standard assessment criteria to apply relating to sign height, size, colour, number of words, lettering height, reflectivity, illumination as described in the NZTA Planning Policy Manual.