

OIR: 2526/469

14 July 2026

[REDACTED]
[REDACTED]

Tēnā koe [REDACTED],

Request for Information under the Local Government Official Information and Meetings Act 1987 (the Act) (the LGOIMA)

Thank you for your email of **22 June 2026** requesting the following information:

I am writing to you concerning the predicted transport impacts, which are set out in the Integrated Transport Assessment (ITA). As you will be aware, this has recently been published on the fast-track website.

The ITA states that the development will involve over 1,000 dwellings, with an estimated traffic generation of nearly 10,000 vehicle movements per day. Of these: 35 percent will travel south by using the residential, 50km/h coastal route (Paetawa Rd, Rutherford Rd, William Street, Field Way, Huiawa Street, Ruaparaha Street and Te Moana Road) to access SH1 at the Te Moana Interchange; 60 percent will travel south by using the old State highway through the urban centre of Waikanae; and 5 percent will travel north.

By any standards, this is a very significant impact. To illustrate this, 35 percent of vehicle movements represents nearly 3,500 additional vehicle movements per day along Paetawa Road, which compares to current traffic flows of 1,090 vehicles per day. This increase is particularly concerning, given that the road is already substandard for a residential area. Some sections do not have a paved pedestrian walkway, or raised kerbs, despite being in a 50 km/h residential zone. It already feels unsafe and unpleasant to walk along this road, particularly with young children.

I therefore found it astonishing that the ITA concludes "the additional traffic generated by the development will disperse well on the surrounding network, and will not give rise to any safety or capacity effects that require mitigation works". In addition to the impact along the Paetawa Road corridor, I can't

Please note that any information provided in response to your request may be published on the Council website, with your personal details removed.

understand how an additional 6,000 vehicle movements per day through Waikanae Town Centre could ever be described as having no impact.

Understating the transport impacts in the ITA in this way I believe is highly misleading, perhaps even disingenuous. However, the impacts could easily be mitigated. A new off-ramp and on-ramp at the SH1 Peka Peka/Harrisons Garden Centre intersection would enable traffic from the new development to access SH1 southwards without either going along the coastal residential route or through Waikanae. Despite this seemingly obvious solution, this appears not to have featured in any of the proposals, nor in the feedback from KCDC or NZTA to the developers in the consultation. I would have expected and NZTA and KCDC to work together to seek developer contributions for this specific purpose. Indeed, all I can see is a statement in the memo of 30 January 2026 from Stantec (the consultant) to the developer that "Further liaison will be undertaken with Council's traffic engineer to work through the modelling assumptions and outcomes."

Please could you respond to the following questions:

1. Does KCDC has a formal position on the above?

Council is currently reviewing the lodged application documentation, including the ITA, to provide formal comments to the Expert Panel. This is required by the Fast-track Approvals Amendment Act 2025 process. I can confirm that this review is incomplete and is currently in progress.

2. Have you challenged with the developer the ITA's conclusions that there is no transport impact from the development?

As part of providing formal comments on the application, Council will raise questions and issues regarding the traffic-related adverse effects of the proposed development.

3. Has the further liaison referred to in the memo of 20 January 2026 taken place?

Yes, I can confirm that on 24 February 2026 a Microsoft Teams meeting was held between the KCDC Traffic Engineer and the Stantec Transportation Planner to discuss the SIDRA traffic modelling as mentioned in the Council feedback for Section 9. This was an un-minuted conversation where the Stantec planner explained their Traffic Model and what future committed traffic flows were being included in the model.

4. Have you any further opportunity to influence the development design and process?

The Fast-track Approvals Amendment Act 2025 directs the process for this application. Council has very little, if any, influence over this process.

However, Council has some limited opportunities to influence the development design - these opportunities are in providing feedback and comments for consideration by the Applicant as well as the Expert Panel. I can confirm that it is our usual practice to make comment on such matters in our response.

Ngā mihi,

A handwritten signature in black ink, appearing to read 'Kris Pervan', with a stylized, cursive script.

Kris Pervan

Group Manager Strategy and Growth
Te Kaihautū Rautaki me te Tupu