

- 1.1** With regards to pedestrian and cycle connectivity to Moir Street, I would first like to clarify what infrastructure is required in my opinion. There is an existing shared path on Moir Street which terminates just prior to Tara Road. I am of the opinion that an active mode connection to this facility is required with any residential or educational development that is accessed off Tara Road.
- 1.2** Should development on Tara Road precede the primary road connection to Moir Street, an active mode connection on Tara Road is required. This facility should connect to Moir Street in the south to all primary road connections on Tara Road.
- 1.3** Should development on Tara Road occur after the primary road connection to Moir Street, this road would provide cycle connectivity and therefore only a footpath would be required on Tara Road. This facility should connect the existing pedestrian footpath on Tara Road to the new primary road connections.
- 1.4** With regards to the Moir Street / Tara Road / Kaiwaka Mangawhai Road intersection, Mr Kelly undertook subsequent transport modelling analysis to address the network operations if the Moir Street and Mangawhai Central connections are not realised. This additional modelling has addressed my concern with regards to network operations.
- 1.5** However, the subsequent modelling highlighted the potential for a large increase in the volume of vehicles travelling through the Moir Street / Tara Road / Kaiwaka Mangawhai Road intersection. This intersection currently has limited sightlines to the west. In my opinion the Precinct Plan rules will ensure that the safety at this intersection is re-assessed at subsequent stages, and therefore the effects of the Plan Change at this intersection will be considered. Furthermore, I am of the view that there are a number of possible treatments available to improve the safety at

this intersection and these can be considered at later development stages.

- 1.6** In relation to network upgrades, Old Waipu Road North has been identified to require upgrading when access to the plan change is provided from this road. I clarify that the roading segment being referred to is specifically Old Waipu Road North, not Old Waipu Road, which Mr Cleese, Mr Kelly, and Mr Brabant agree on.
- 1.7** Mr Kelly agrees in his evidence that a connection from the Plan Change area would trigger the need to upgrade Old Waipu Road North to a sealed corridor, specifically the portion between the new intersection and Cove Road. He is of the view that the Precinct Provisions address this. I am of the view that the Precinct Provisions focus on intersection capacity and safety, not corridor upgrades, and that an additional rule is required to capture this upgrade.
- 1.8** With regards to the proposed new/upgrade Precinct Plan rule, I have reviewed the updated rules and am of the opinion that these adequately address the transport and traffic engineering matters of future developments.
- 1.9** I would also like to respond to a matter that was raised yesterday. Mr Fontein asked whether Council has any plans to connect Old Waipu Road North and Old Waipu Road. I am not aware of any plans to connect these roads.
- 1.10** In response to the submitters with regards to the Mangawhai Central connection, the traffic modelling shows the intersections adjacent to the development can operate acceptably. With regards to the wider network performance, Council routinely monitors the road network as growth occurs, and development contributions can be collected for any future wider network upgrades.