BEFORE WAIPĀ DISTRICT COUNCIL

UNDER	the Resource Management Act 1991 ("**RMA**")
AND	
IN THE MATTER	of Proposed Plan Change 14 to the Waipā District Plan ("**PC14**")

STATEMENT OF EVIDENCE OF MARK JOHN APELDOORN ON BEHALF OF FONTERRA LIMITED

TRANSPORT

17 FEBRUARY 2025

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1. INTRODUCTION

1.1 My full name is Mark John Apeldoorn.

1.2 I am a Transport Planner and Partner at Boffa Miskell having held that position for close to one a half years.

1.3 I hold a Bachelor's degree with honours in Civil Engineering, a postgraduate Certificate of Proficiency in Transportation Planning and a postgraduate Diploma in Business Management, all from the University of Auckland. I am a Chartered Professional Engineer (CPEng) New Zealand, a Fellow of Engineers New Zealand (FENZ), an International Professional Engineer (IntPE), and a member of the Resource Management Law Association (RMLA) and New Zealand Planning Institute (NZPI).

1.4 I have over thirty years of experience as a practising traffic and transportation engineer. I have worked as a local authority engineer and as a traffic engineering consultant. As a consultant, I have been engaged by local authorities, and private concerns to advise on traffic and roading development issues covering safety, management and planning matters of many kinds.

1.5 I have also advised extensively on traffic and transportation matters involving significant plan changes, designations, and resource consents. I recently advised and represented Waipa District Council on the Hautapu C8 and C9 Industrial plan change.

1.6 In my role as Transport Planner and Partner at Boffa Miskell, and previously at Stantec, I led the traffic and transport assessment undertakings. In May 2024, I prepared the Transport Assessment report for proposed Plan Change 14 ('PC14') for the site at 185-195 Swayne Road ('Site'), which was publicly notified on 20 June 2024.

Scope of evidence

1.7 I have been engaged by Fonterra to present transportation evidence in relation to proposed PC14. My evidence will:

(a) outline the strategic transportation planning framework;

(b) describe the proposed plan change rezoning and structure plan;

(c) briefly outline the key conclusions of the transportation assessment undertaken to support PC14;

(d) respond to matters raised in the officer's S42A report;[1] and

(e) respond to matters raised in other parties' submissions.

Code of conduct

1.8 I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and I agree to comply with it. My qualifications as an expert are set out above. I confirm that the issues addressed in this brief of evidence are within my area of expertise, except where I state that I have relied on the evidence of other persons. I have not omitted to consider material facts known to me that might alter or detract from the opinions I have expressed.

2. EXECUTIVE SUMMARY

2.1 The proposal seeks to bring forward in time zoning for part of the C10 Industrial Growth Cell which sits within the Hautapu Industrial area. The current and future transport environments as they are known are described at sections 3 and 4 of the Integrated Transportation Assessment ('ITA') report. The traffic movement forecasts are based on a high level of confidence rate and have assumed access connections to Victoria Road, Zig Zag Road and to Swayne Road for light vehicle movements only. The assessment of traffic demands on the road network has evaluated full development of the PC14 area overlaid on the future year 2041 land use and transport demand environment.[2] This includes an assumed full build-out of the C8 and C9 Growth Cells.

2.2 The transportation assessment identifies a suite of infrastructure works[3] that are identified as necessary to support the fully developed PC14 area. These works can be implemented in stages, and thresholds for their implementation are described at section 8.1 of the ITA report. The NZ Transport Agency / Waka Kotahi has given its written acceptance of the proposed plan change

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1 *Proposed Plan Change 14: Mangaone Precinct & C10 Industrial Growth Cell – Hautapu, Incorporating Section 42A Report* (prepared by Hayley Thomas and Peter Skilton, WDC, February 2025 ("**S42A report**").

2 *Plan Change 14 to the Waipā District Plan: Mangaone Precinct – Integrated Transportation Assessment* (prepared by Stantec New Zealand & Boffa Miskell Ltd for Fonterra, April 2024) ("**ITA**") at section 7.3.1.

3 ITA, at section 9.1.

(**Appendix A**). Policy 7.3.4.6 and Rule 7.4.2.36 of PC14 describes a requirement for a Development Agreement to be in place prior to the commencement of works within the Site. The Tables at section 9.1 of the ITA have been prepared to inform the Development Agreement considerations in relation to transport infrastructure.

2.3 Within the PC14 area, a hierarchical road network is proposed comprising a collector road extending eastward from the Victoria Road intersection, servicing the internal local industrial road network. Transport movement distribution is shown to be safely managed via roundabout controlled intersections on the collector road. Local industrial road cross sections[4] are proposed to support access to the developable land areas. A safely separated multi-modal transport network[5] has been designed into the cross sections and extend beyond the Site to link with walking and cycling facilities established on the wider transport network. Parking, loading and servicing access is to be required in accordance with the relevant District Plan provisions[6] and therefore no further, new or amended provisions are assessed as needed. Construction traffic effects[7] have been assessed and will be able to be managed through subdivision and resource consent approval processes. Evaluations associated with these will best be determined based on the prevailing transport environment at the time and the methodology proposed by the contractor and therefore no further, new or varied rule provisions are assessed as necessary.

2.4 I have considered and assessed the S42A report (section 6) and responded to submissions (section 7). I have made the following further clarification recommendations:

(a) an amendment to Rule 16.4.2.12A, to clarify the access restriction to Zig Zag and Swayne Road frontages applies only to vehicular access (paragraph 6.2);

(b) an amendment to Rule S27.2.20.4 Minor Accessway, to provide for the inclusion of Fire, Emergency and Public Transport vehicles (paragraph 6.4); and

(c) an amendment to Rule 7.4.2.46 to align the requirement for the specified transport infrastructure with the specific transport effects triggers to which they relate (paragraph 6.5).

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4 ITA, at section 10.

5 ITA, at section 10.2.

6 Waipā District Plan, policies 16.3.4.1 – 16.3.4.6.

7 ITA, at section 8.4.

2.5 By way of an overall summary, I have concluded the transport demands expected to be generated by the proposed land use will be readily accommodated by the transport infrastructure identified. The traffic access and management measures described, including multi-modal integration, wider transport network connectivity and restriction to light vehicles on Swayne Road are appropriately provided for in the proposed PC14 rules.

3. STRATEGIC TRANSPORT PLANNING CONTEXT

3.1 The strategic transport planning context is described at section 2 and Appendix A of the ITA report. The principal guiding documents accessed were:

(a) Future Proof Strategy 2022;

(b) Waikato Regional Policy Statement 2022;

(c) Waikato Regional Public Transport Plan 2022-23;

(d) Waipa District Walking and Cycling Strategy 2008; and

(e) Waipa District Council Transport Strategy 2022-52.

3.2 Industrial land development in the form proposed, at this location and supported by transport systems including public transport servicing are identified in these strategic documents. The specific transport planning emphases were:

(a) Maintaining and enhancing efficient use of the transport networks;

(b) Increasing density when compared with existing urban form;

(c) Integrating new development areas with the existing urban environment;

(d) Providing for safe, multi-modal transport outcomes to minimise reliance of motor-vehicles and single occupant vehicle-based travel; and

(e) Provide for future public transport servicing to be integrated with development when that is planned.

3.3 In my assessment, these outcomes are achieved in transport planning terms by maintaining the land development area within the identified Growth Cell area; requiring multi-modal transport infrastructure connectivity within the Site and between the Site, including the established urban areas; requiring safe

system intersection (roundabout) and transport infrastructure design; and enabling future public transport serviceability within the roading design forms recommended.

4. PROPOSED REZONING AND STRUCTURE PLAN

4.1 The proposed rezoning, structure plan and transport planning context is summarised at section 6 of the ITA and are further described in the Planning assessment by Mr Chrisp.

4.2 Key transport elements of the proposal shown on the structure plan include:

(a) An east-west collector road connecting from Victoria Road, including enablement of access connecting with the adjoining Bardowie Investments Limited ("**BIL**") and Bourke properties;

(b) Safe intersection roundabout controls connecting the Site to the wider road network on Zig Zag Road and Victoria Road, as well as on the internal collector road;

(c) Vehicle access restrictions on Zig Zag Road and Swayne Road frontages;

(d) A network of internal collector and local roads and a specified "*Minor Road (light vehicles only)*" connection with Swayne Road. These are further defined by the cross sections described at section 10 of the ITA;

(e) Local road improvement to Swayne Road extending the formed urban road corridor to the Minor Road intersection;

(f) Walking and cycling facilities through the Mangaone Stream Reserve, connecting the Site and the wider surrounding areas. These are detailed on the cross sections described at section 10 of the ITA report.

5. ASSESSMENT OF TRANSPORTATION EFFECTS

5.1 The transport demands expected to be generated by the Site are described at section 7 of the ITA. Further the movement demands due to the walking and cycling mode shares are quantified at section 10.2 and Appendix J of the ITA report.

5.2 The vehicular trip generation assessment has been based on a 20 trips/ha peak hour rate, 30% above the most likely long-term trip demand expectation.[8] This has been adopted to represent the highest potential use for the land and to provide a higher degree of confidence in relation to the assessed findings. Sensitivity evaluation and interpretation of the assessments has been reasoned and practical, to avoid potential un-necessary transport infrastructure. Overall, in the order of about 1,430 vehicular trips (two-way total) are expected in the AM and PM peak hours (vph), with the daily traffic movement expected to involve about 14,300 vehicles per day (vpd). The AM and PM directional distributions are described at section 7.1 of the ITA report.

5.3 The ITA has based the long-term assessment of transport infrastructure need on the planned 2041 land use and transport environment embedded in the Waikato Regional Transport Model (WRTM). The forecast traffic demands include the Bourke property and the Bardowie Kiwifruit Block.

5.4 Sections 7.3, 7.4, and Appendices D and E of the ITA describe an iterative and options-based approach to determining the structure plan integration with the formed transport network. The outcomes of this assessment approach are described[9] as informing the integrated transport network design to achieve efficiency, align functional use with appropriate road corridors, connectivity and integration with the wider Cambridge Growth Cells, support public transport and facilitate alternative transport modes. Section 7.4 describes the evaluation of sensitivity and distribution assumptions to inform the refined transport network integration approach.

5.5 The transport network infrastructure response is developed and optimised at section 8 and Appendix F of the ITA. I summarise the recommended transport infrastructure at section 9 of the ITA. The designs demonstrate a 2041 transport network operating performance predominantly at Level of Service (LOS) B to D. Taking into account the trip demand forecasting basis I described earlier, it is evident an appropriately efficient operational environment is to be expected at that future date with full development of the Hautapu area. Efficient transport movements correspond with lower transport emissions outcomes.

5.6 I have described the road corridor formations, construction traffic management, parking, loading, servicing and multi-modal transport approach in my Executive Summary above. The structure plan is strongly integrated with

8 ITA, at section 7.1.

9 ITA, at section 7.3.

the wider planned and formed walking, cycling and provisioned public transport networks. Connectivity extending beyond the Site, with the Cambridge living environments are key drivers for mode-shift outcomes and therefore ensure PC14 contributes in a meaningful way to the region's long-term non-motorised mode shift objectives. This outcome also delivers in terms of the region's emissions reduction outcomes.

5.7 In my assessment, PC14 and the structure plan have been developed to deliver an employment land use outcome that is strongly integrated with the wider established and planned living environment of Cambridge. The proposal is located wholly within Future Proof identified land for the purpose and is strategically connected to regional transport networks via Victoria Road and the Waikato Expressway interchange. It responds in an appropriately safe and sensitive way to adjoining local environments by avoiding direct access to property and limiting movements to light vehicles via the Swayne Road access. The Zig Zag Road access establishes resilience in terms of overall accessibility for the plan change area. Key, direct and efficient access is enabled in terms of the remaining undeveloped and adjoining Bourke and Bardowie areas of PC14. Engagement with owners of the Kiwifruit Block determined at an early stage that access was not desired there to protect security of operations for that Site. It also further protects the function and light vehicle outcomes for Swayne Road.

5.8 On these bases, having regard for the adjoining and locally constrained operating outcomes that early engagement identified, together with the strategic land use and transport policy direction, I have concluded the proposed plan change is an appropriate and well-considered response in transport planning terms.

6. RESPONSE TO OFFICER'S S42A REPORT

6.1 I have read and considered the relevant traffic and transport matters addressed in the S42A report (with a focus on section 4.13 Topic 12 – Transport) and its accompanying appendices. Assessments and recommendations in relation to the transport submissions are set out in paragraphs 4.13.1 to 4.13.18 with recommendations summarised in a Table following. I have similarly made assessments and recommendations in relation to the submissions and documented these at section 7 of this evidence. By way of a summary, I conclude the S42A assessments are strongly aligned with my assessments and conclusions. I address the few areas where there are differences in conclusion in my paragraphs that follow.

Swayne Road and Zig Zag Road Access - Submission 6 – Kama Trust

6.2 The S42A report, paragraph 4.13.7 recommends acceptance in part and a new Rule 16.4.2.12A which restricts access to individual lots on Swayne Road and Zig Zag Road. I note the Structure Plan diagram also includes a Vehicle Access Restriction (VAR) notation to these road frontages. I accept the proposed Rule from a Transport Planning perspective. For the purposes of clarity, I would recommend inclusion of the word "vehicular" in relation to the access restriction, thereby enabling pedestrian, cycle or other micro-mobility access where that is desired. The amended Rule I propose would therefore read as follows, underlining denotes proposed amendment:

16.4.2.12A Apart from one point of roading access onto each of Swayne Road and Zig Zag Road in accordance with the Mangaone Precinct Structure Plan, there shall be no direct vehicular access to industrial lots within the Mangaone Precinct Structure Plan Area directly from Swayne Road or Zig Zag Road.

Emissions - Submission 10 – Waikato Regional Council

6.3 The S42A report addresses the matters of emissions reduction, climate change, transport modes and Regional Transport Plans at paragraphs 4.13.11 to 4.13.15. I concur with the S42A report and further describe my assessments at paragraphs 7.9 to 7.15 of this evidence. In regards the matter of further assessment being provided in relation to the Emissions Reduction Plan, I note that for completeness I have undertaken and describe my assessments as follows:

(a) For the Waikato Regional Policy Statement and Regional Public Transport Plan at **Appendix B** to this evidence; and

(b) For the Emissions Reduction Plan 2 (ERP2) at **Appendix C** to this evidence.

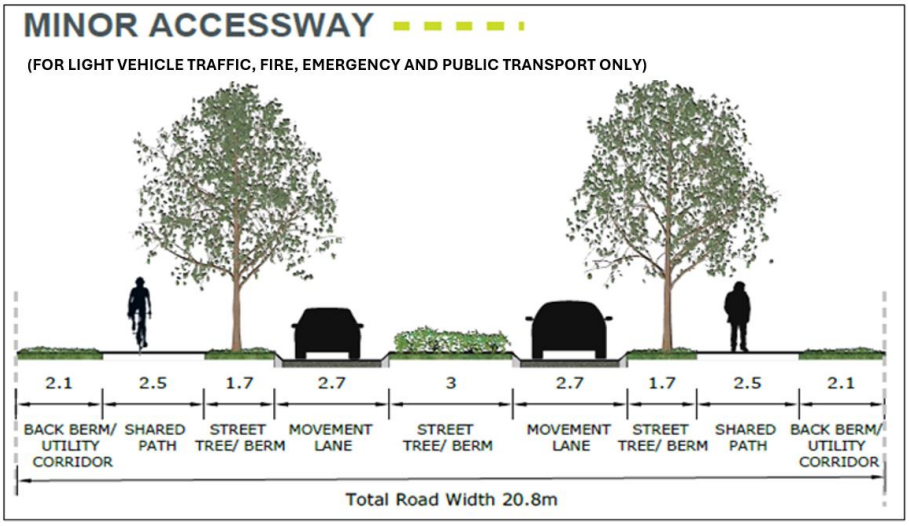
Minor Accessway Cross Section - Submission 14 – Fire and Emergency New Zealand

6.4 The S42A report address a matter pertaining to the narrowed width of carriageway proposed on the restricted access link to Swayne Road. I respond to the submission at paragraph 7.17(c) of this evidence. In contrast to the S42A report conclusion,[10] I consider there is merit in enabling Fire and

[10] S42A report, at para 4.13.17.

Emergency vehicle access and also to future-proof for public transport opportunities. This will ensure the desired design vehicle forms part of the detailed engineering design for the corridor. I therefore recommend amendment to the relevant Rules as follows, underlining denotes proposed amendment:

Rule S27.2.20.4 Minor Accessway, amend the sub-title to the diagram in brackets to read "(FOR LIGHT VEHICLE TRAFFIC, FIRE, EMERGENCY AND PUBLIC TRANSPORT ONLY)". For ease of reference, this can be achieved by replacing the diagram with the following image:



Proposed Rule 7.4.2.46 - Transport Infrastructure

6.5 The S42A report proposes introduction of a Rule to describe the transport infrastructure upgrades and their timing.[11] The proposed Rule is to address the key infrastructure necessary prior to any development within the Mangaone Precinct. I assess and describe the transport infrastructure recommendations at section 9 of the ITA report. The ITA Table 9-1 describes the works necessitated solely and primarily as a result of PC14 and primarily benefiting from it.

6.6 I have reviewed the proposed Rule and consider it requires minor amendment to provide clarification as to the work required and to better align the infrastructure requirement with the subdivision proposal. I have annotated my recommendations as strikethrough (removal) and underline (addition) as follows:

11 S42A report, at para 4.2.13.

7.4.2.46 The following transport upgrades are required prior to any development within the Mangaone Precinct being reliant upon them. These upgrades, along with when they will be required, are set out below:

	Transport Upgrade	Implementation Requirement
a)	Victoria Road / East-West Collector Road Intersection	To be completed prior to: ▪ Any Section 224(c) certificate for subdivision under the RMA being issued for the completion of any subdivision south of the Mangaone Stream; or ▪ Any activity located south of the Mangaone Stream being able to generate traffic.
b)	A 2-lane plus painted median Industrial Collector Road - Structure Plan East- West Collector Road	
c)	Internal public road formation within the plan change area to be vested as 'local road'	
d)	Zig Zag Road carriageway shoulder widening and pavement strengthening	To be completed prior to: ▪ Any Section 224(c) certificate for subdivision under the RMA being issued for the completion of any subdivision north of the Mangaone Stream, with the potential to generate traffic movements directly to or from Zig Zag Road.; or ~~▪ Any activity located north of the Mangaone Stream being able to generate traffic.~~
e)	Swayne Road / ~~Site Access~~Minor Accessway 2-lane T- intersection (designed for light vehicle traffic, fire, emergency and public transport access only)	To be completed prior to: ▪ Any Section 224(c) certificate for subdivision under the RMA being issued for the completion of any subdivision south of the Mangaone Stream with the potential to generate traffic movements directly to or from Swayne Road.; or ~~▪ Any activity located south of the Mangaone Stream being able to generate traffic.~~
f)	Swayne Road Rural Industrial Road formation – carriageway should widening, potential localised pavement strengthening together with light/medium vehicle access restriction within the site and including a shared path connection to the south to adjoin existing facilities on Swayne Road.	

Activities that fail to comply with Rule 7.4.2.46 will require a resource consent for a restricted discretionary activity with the discretion being restricted over:

- Amenity effects; and
- Road design and connectivity; and
- Safety, capacity, and efficiency of the transport network; and
- The design and sequencing of upgrades to the transport network; and
- Provision of cycling and pedestrian networks; and
- Enabling of public transport; and
- The ability to adequately manage stormwater.

These matters will be considered in accordance with the assessment criteria in Section 21.

6.7 In relation to any other transport infrastructure matter, these will be appropriately provided for by way of the provision of a development agreement as has been proposed at Policy 7.3.4.6 and Rule 7.4.2.36.

Proposed Rule 21.1.7.17B Appendix 2 (Assessment Criteria)

6.8 The S42A report proposes the introduction of Transport Assessment Criteria. I have assessed the proposed criteria and consider it appropriately describes the transport criteria relevant. I agree with the proposed recommendation.

7. RESPONSE TO SUBMISSIONS

7.1 I respond to the transport related submissions in the following paragraphs. Where I refer to submission points, these are numbered to align with the numerical referencing adopted in Council's Summary of Submissions by Topic document.

Submission 2 – H Wood & O'Sheas Trustees No 8 Ltd

7.2 Submission point 2/2 acknowledges the proposed speed reduction on Swayne Road from 80km/h to 60km/h and seeks a further reduction to 50km/h. ITA Figure 3-5 shows the current speed limit is 80km/h at the location of the proposed intersection and reduces to 50km/h at a point about 70m north of the Appleby Road intersection, about 50m south of the proposed intersection. In assessing the potential for a safe speed reduction on Swayne (ITA s8.3) I engaged with Waipā District Council (WDC) to understand the wider strategic context with regard to speed limit setting. Council advised it was considering reviewing local area speed limits that may result in reducing the speed limit on the section of Swayne Road south of Zig Zag Road to 60km/h. I describe in the ITA (s8.3) a general recommendation to reduce the speed limit on Swayne Road and further that setting of speed limits is a matter under the control of WDC and is directed in terms of the Land Transport Rule: *Setting of Speed Limits 2024*. Fonterra is not opposed to a repositioning of the speed change threshold on Swayne Road to a point north of the proposed intersection or any other speed reduction on Swayne Road. Determination of these factors is a matter for assessment in terms of the Setting of Speed Limits Rule and not a matter that can be determined through the proposed plan change.

7.3 Submission point 2/3 describes a concern in relation to the proposed Swayne Road 12 tonnes single unit vehicle limit and the location of the point of access to PC14. A 12 tonnes limit is recommended as this corresponds with a standard single unit local delivery truck, the potential for bus movements and security of access for Fire and Emergency access. It also aligns with the NZ Transport Agency standardised vehicle classification system. Heavy goods vehicles are described as those vehicles exceeding 12 tonnes. The proposed threshold represents a frequent delivery, removal, local servicing, courier type vehicle movements and remain in context with the local neighbourhood. The access will not be a predominant operational point of access for PC14 because access to it is highly circuitous via the formed urban transport network. Planned access via Victoria Road and the internal collector road network is far more efficient and convenient. In regards the proposal to relocate the point of access north to 190 Swayne Road, there has been a conscious decision not to do this to minimise any potential traffic effects on the Swayne Road residences to the east of the road corridor.

Submission 6 – Kama Trust[12]

7.4 The Kama Trust (submission point 6/5) raises concerns with the potential for adverse effects on the wider transport network and seeks confidence in relation to staging. I consider these are comprehensively addressed in the ITA report. Section 8 of the ITA addresses specifically both the long-term mitigation infrastructure requirements as well as the specific timing and staging triggers. Additionally, it describes how interim staging could progress prior to establishment of the full and longer-term transport solution. Section 8.2 describes the key staging and planning provisions for the Victoria Road corridor, and how the contributing effects from PC14 are a component of the wider C8 and C9 Growth Cell contributing traffic demands in the area. PC14 proposes amendment to Policy 7.3.4.6 and Rule 7.4.2.36 to require a Development Agreement to be in place prior to development on the Site. This is an approach that is consistent with that which has been adopted and applies to the C8 and C9 Growth cells. Sections 8 and 9 have been developed in a way that directly informs both the infrastructure and staging provisions that will inform the Development Agreement.

Submission 7 – BIL

7.5 BIL supports the proposed deletion of the indicative section of the Southern Collector Road (part of the Bardowie Industrial Precinct Structure Plan) and

12 Refer also paragraph 6.2.

replacement with new Northern Collector Road. Early engagement with BIL determined this preferred transport network arrangement. The WDC Appendix S20 Bardowie Industrial Precinct (BIP) Structure Plan includes a specific note regarding connectivity to the east with PC14 as follows: "*Roading and service connections to future development to the east (to be confirmed through master plan process)*". Development of the structure plan for PC14 has progressed access planning for the Growth Cell and determined a connection is not preferred. Connectivity between the east-west collector and BIP is enabled and connectivity with Victoria Road is proposed. In these respects, the transport provisions of PC14 are consistent and aligned with the WDC Appendix S20 Bardowie Industrial Precinct structure plan and is supported by the submitter.

Submission 9 – Henmar Trust

7.6 The Henmar Trust seeks (at submission point 9/2) the transport connectivity shown on the WDC Appendix S20 BIP Structure Plan with the submitters land. That structure plan describes "*roading and service connections to future development to the north (to be confirmed through the master plan process)*". An indicative connection is shown on the BIP structure plan between the east-west collector road and the Henmar land, and a similarly connected collector road is shown as proposed on the PC14 structure plan, both accessed via a roundabout on the east-west collector. In my assessment, access as has been shown on the BIP structure plan is consistently reflected on the PC14 structure plan and therefore is aligned with the BIP structure plan.

7.7 The Henmar Trust also raises concerns (submission point 9/3) with access and servicing of the Henmar Trust property and a referred term "*indicative*" on the BIP structure plan. There is no proposal to amend the BIP structure plan where the collector road is shown as "*indicative*". The ITA s7.2 describes that in undertaking the assessments and determining the transport infrastructure to be established, proper regard has been had for the subject land, referred there as the "Bourke Property". The PC14 proposed structure plan shows provision for a link. I note the S42A report (paragraph 4.13.9) concludes that it does not meet the definition of a "collector road" and is more appropriately defined as a "local road". Notwithstanding this, I consider both the Henmar Trust submission and Council's S42A report outcomes will be achieved by providing for the status of that road to be confirmed through a separate master planning process, as is established in the BIP structure plan and consistently reflected on the PC14 structure plan.

7.8 The Planning assessment report for PC14 describes at section 4.11 the key considerations regarding connectivity to be established for the remaining C10

Northern Block. It concludes this land "*will be able to be developed in an appropriate and integrated manner. No aspect of Plan Change 14 will limit or foreclose that potential outcome. If anything, aspects of Plan Change 14 will be of assistance to the development of the C10 Northern Block (e.g. the upgrading of Zig Zag Road and the construction of a roundabout at the intersection of Zig Zag Road / Victoria Road / Bruntwood Road).*"[13] On these bases, I conclude that access and wider network transport infrastructure has been appropriately assessed and provided for in terms of enabling access to the boundary for this property.

Submission 10 – Waikato Regional Council[14]

7.9 The ITA s2 and Appendix A address and describe the early consideration given to understanding the Strategic Transport Planning Context. Further, I have specifically assessed the proposal in relation to the Regional Policy Statement (RPS) and the Regional Public Transport Plan (RPTP) (**Appendix B**); and the recently issued (Dec 2024) Government Emissions Reduction Plan 2 (ERP2) (**Appendix C**). I have directed the inclusion of specific measures and responses to these guiding documents into the developed structure plan and plan change rules. I refer to these responses and the appendices to my evidence in response to the particular points of submission in the following paragraphs.

7.10 Submission 10/30 seeks a specific assessment of the Government Emissions Reduction Plan to provide lines of sight in relation to the RMA s74(2)(d). It acknowledges the functional needs of the industrial zoning and the associated car and truck use expected. The principal actions directed towards a plan change, as proposed, are focussed on facilitation of private investment into EV charging infrastructure, a fund supporting low emissions for heavy vehicles and supporting public transport in main centres, including a transition to zero emissions buses.

7.11 The current established provisions set out at s16 of the WDC District Plan also readily respond to emissions reduction outcomes including through minimising energy consumption in construction, maintenance and operation of the network, encouraging alternative modes of transport, and through efficiency of the transport network[15]; linking existing road, walking, cycling and public

13 At section 4.11, p. 43.

14 Refer also paragraph 6.3.

15 WDC, 16.3.1.1.

transport networks[16]; minimise travel need and facilitate travel demand management opportunities where practicable.[17] This is achieved in the proposed structure plan (Appendix S27) through extensive integration of active transport mode networks and enabling public transport throughout the Site should that be required in future. Efficiency and active mode responsive outcomes are further required through the WDC District Plan Appendix S27.3.1 Design Principles. Principle 6 states: "*To establish a safe, functional and convenient roading network that integrates with its strategic roading context, and that supports efficient freight vehicle movements as well as active modes of travel.*"

7.12 Submissions 10/31, 10/32, 10/33 support the walking and cycling infrastructure proposed with its connection to the existing network. It seeks additions to the plan change to address climate change and transport emissions goals in the context of this location, and end of journey facilities. ERP2 signals that Government intends to address transport emissions through more strategic, national level initiatives such as through promoting the low emissions heavy vehicle fund, supporting establishment of a national EV charging network and through zero emissions buses. The consequences of these interventions encourage adoption of technology and facilities that contribute to these emissions outcomes. The locational aspect of the Growth Cell area has previously determined the wider transport network emissions contribution outcomes. At a development and site by site level, developers are encouraged by Government to adopt lower emissions transportation options and are to be supported by EV charging networks through ERP2. Travel demand responses are embedded into the proposed structure plan through the provision of active mode infrastructure within the PC14 area and connecting it to the built urban environment.

7.13 Further, WDC's proposed *Plan Change 21 – Urban Environment Update* intends targeted changes to the Transportation provisions of the District Plan. It specifically identifies "*Developing District Plan provisions to limit the effects of development on strategic transportation corridors (e.g., urban mobility networks, cycleways) and support sustainable transportation options through the provision of on-site facilities (e.g., bicycle parking, end-of-trip facilities, electric vehicle charging stations)*".[18] The particular facilities sought in the

16 WDC 16.3.1.2.

17 WDC 16.3.2.1.

18 https://www.waipadc.govt.nz/our-council/waipa-district-plan/waipa-district-plan-plan-changes/future-plan-changes/council-plan-changes/draft-plan-change-21-urban-environment-updates.

submission are therefore planned to be implemented consistently and fairly across the District, including being subject to public engagement and consideration. Once established, these will have application across the PC14 area due to the proposed plan change relying on the Transportation Rules as they are established to appropriately manage transport effects.

7.14 Submissions 10/34, 10/35, 10/36 seek the inclusion of EV charging facilities as a rule provision, both for active modes as well as fleet vehicles. There are no current requirements within the WDC District Plan on EV charging. Requiring EV charging is a complex consideration and most recent District Plan changes across New Zealand[19] are stepping back from directly requiring the provision of charging. In relation to enabling active mode charging, fire risk is a present and very real hazard, and the employer provision of it is better addressed as a personal business choice. Charging requirements are via a conventional 3-pin plug and 240-volt power supply, however the permission of it essentially transfers the cost for charging a private mode of transport to an employer. In relation to vehicle charging, this will normally be provisioned by a developer where the end user has a particular need, such as a fleet operating with such a need. Again, the need for this is driven by the fleet and operations requirements, not personal travel demands of employees which imposes a personal employee cost onto the business function of the Site. Further, WDC's proposed plan change 21 I have just described, intends to address electric vehicle charging stations within the Transportation aspects of that plan change.

7.15 Submission 10/37 seeks the proposed plan change consider the relevant provisions of the Waikato Regional Public Transport Plan (RPTP) and that Council continues to work with WRC on public transport planning. The ITA s2.3, s6.2 and Appendix A.6 demonstrate consideration of and regard for the RPTP in planning PC14. I further set out a specific evaluation of the proposed plan change in terms of the relevant RPTP provisions at **Appendix B** to this evidence. Future Proof identifies Hautapu as a Local Node to be serviced within the *Metro Public Transport Schematic* and servicing is enabled both within the adjoining transport network infrastructure as well as within the internal collector and local PC14 roads. Internal enablement is achieved because the road network is to be designed to support larger vehicles and generous berm areas are of an appropriate dimension to accommodate public transport infrastructure.

[19] See for instance, Auckland City Plan Change 79.

Submission 13 – Laurent Property Co

7.16 Submission 13 (submission point 13/01) is concerned with the transport modelling evaluations, connectivity to the transport network and the potential for unintended consequences for through movement east-west along the PC14 collector road. The ITA describes a comprehensive 2041 horizon year approach to demand forecasting, evaluation, alternative transport network connectivity, alternative infrastructure option assessment, staged infrastructure trigger factors, and sensitivity analysis[20]. Development planning for the proposed structure plan roading network considered a range of alternative options for connectivity with the adjoining transport network. This included connecting the east-west collector directly across to Swayne Road, with and without connections across the Mangaone Stream, alternatively located points of access on Swayne Road, connectivity options at the interfaces with BIP and the Kiwifruit blocks. Determination of the proposed network has been the result of engagement with strategic land holders, listening to and actively seeking to mitigate potential adverse effects for heavy vehicles on Swayne Road, strategic connectivity that appropriately integrates with the established hierarchical road network, multi-modal transport mode share and evaluation of the distributed transport network capacity effects arising from the generated demands. The assessed results (ITA s8), based on the identified infrastructure (ITA s9) demonstrates the capacity of the transport network is appropriately planned to accommodate the forecast demands. A conscious and purposeful approach has been taken on the structure plan to shelter Swayne Road for the potential effects of heavy commercial vehicles. The potential for unintended consequences have therefore been appropriately considered and the proposed transport network and infrastructure response is appropriately determined to accommodate the generated traffic demands.

Submission 14 – Fire and Emergency New Zealand[21]

7.17 Submission 14/02 seeks for all internal road carriageway lanes to be made 4.0m rather than the 3.5m. I had regard for the Emergency Vehicle Access Design Guide (F5-02 GD) (Guide) in determining the requirements for the roading cross sections proposed. The 4.0m requirement stated at s4.2 of the Guide is principally concerned with accessways but also communicates a generalised pavement clearance envelope. I note that most of New Zealand's

20 ITA s7 Predicted Travel Demands, s8 Assessment of Transportation Effects, s9 overall Transport Infrastructure Requirement, and Appendices D to H.

21 Refer also paragraph 6.4.

road carriageway widths are 3.5m and align with the Austroads design standards. The proposed road cross sections (ITA s10, PC14 Appendix S27) show a 3.5m carriageway width and achieve the required 4.0m accessibility outcomes sought by the Guide as follows:

(a) Collector Road: the 3.5m carriageway lanes sit within the context of a 10m flush carriageway. Intermittent central traffic islands to support traffic calming outcomes accommodate low planting and are shown within the 3.0m flush central median;

(b) Local Road: the 3.5m carriageway lanes sit in the context of a flush 7.0m carriageway width, achieving the necessary 4.0m clearance envelope;

(c) Minor Accessway: the cross section is shown as indicative with directional traffic lanes of 2.7m each with mountable kerbs and separated by a 3.0m central median. I consider it would be advantageous to enable fire and emergency access via the minor accessway. I recommend an amendment to the S27.2.20.4 Minor Accessway provisions as follows: "(FOR LIGHT VEHICLE TRAFFIC, FIRE, EMERGENCY AND PUBLIC TRANSPORT ONLY)". This will ensure the desired design vehicle forms part of the detailed engineering design for the corridor.

Submission 15 – Reon Taylor

7.18 Submission 15 (submission point 15/05) seeks a vehicle access restriction to Swayne and Zig Zag roads, and restrictions on construction traffic access to Swayne Road. The ITA s8.4 addresses the construction traffic management effects. It identifies these are readily accommodated within the subdivision and development provisions for the District Plan and accordingly no further specification is necessary. The District Plan section 15 *Development and Subdivision* provisions include appropriate provisions for management and control of construction activities.

8. CONCLUSION

8.1 The ITA report comprehensively assesses and describes the potential transport effects arising due to PC14. The proposed structure plan describes a range of transport access and management controls, enables adjoining land accessibility, enables future public transport options and together with the proposed road cross sections demonstrates an appropriately multi-modal

transport outcome. Where necessary, adjoining road environments are planned to be shielded from the potential adverse effects of access and heavy vehicle movements and are shown to be strongly connected to support walking and cycling accessibility. The proposal is appropriately aligned with the BIP structure plan and early engagement is led to design responses being integrated into the structure plan.

8.2 The New Zealand Transport Agency has confirmed it has no outstanding concerns and has provided its written support. The assessments demonstrate the proposal is aligned with Government policy direction, transport strategies and plans. Engagement together with the iterative evaluation process has optimised the proposed multi-modal structure plan and consequently, optimised the transport emissions outcomes to be expected, noting these have been predominantly determined in specifying the C10 Growth Cell location in the first instance.

8.3 I have considered and assessed the relative merits of the submissions. In terms of detailed cross section design, I support additional flexibility sought by FENZ as to the carriageway widths indicated for the Minor Accessway connection to Swayne Road and have recommended an amendment (at paragraph 7.17 above) to accommodate that.

8.4 On the basis if these further considerations and assessments, I conclude the proposed PC14, read together with the relevant provisions of the District Plan, appropriately responds to the forecast transport environment demands.

Mark Apeldoorn
17 February 2025

Appendix A: NZ Transport Agency Letter

From: Claudia Kirkbride <Claudia.Kirkbride@nzta.govt.nz>
Sent: Friday, July 19, 2024 3:20 PM
To: Mark Apeldoorn <mark.apeldoorn@boffamiskell.co.nz>; Mark Chrisp <mark.chrisp@mitchelldaysh.co.nz>
Cc: Samantha Lochery <Samantha.Lochery@fonterra.com>; Rhezza Jangaard <Rhezza.jangaard@fonterra.com>; Philip Comer <P.Comer@harrisongrierson.com>; Daniel Minhinnick <daniel.minhinnick@russellmcveagh.com>; Dale Arbury <dale.arbury@fonterra.com>; Ellen Robotham <ellen.robotham@mitchelldaysh.co.nz>
Subject: RE: Plan Change 14 to the Waipā District Plan - Integrated Transportation Assessment

Hi Mark,

It only came to our attention last week that the plan change had been notified on the 20th of June in which submissions close today.

We have assessed the plan change and have determined that we do not need to lodge a submission. Given it is progressing through the standard plan change process, I do not see the need to provide a letter of support.

Kind regards,

Claudia Kirkbride (she/her)
Senior Planner, Poutiaki Taiao (Environmental Planning)
System Design | Transport Services

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Appendix B: Waikato Regional Policy and Plan Assessment

Waikato Regional Policy Statement (RPS) Transport Assessment

The following sets out an assessment of the plan change proposal in terms of the relevant RPS Transport provisions.

RPS Reference	Assessment
EIT-M1 – Plan provisions	
8.5 Regional and district plans shall include provisions that give effect to EIT-P1, and in particular, that management of the built environment:	Aligned:
1. avoids, as far as practicable, adverse effects on the function of significant transport corridors as defined in Maps 25 and 26, and otherwise remedies or mitigates any adverse effects that cannot be practicably be avoided;	The transport infrastructure undertakings described (ITA s9.1) are specifically targeted to avoiding the adverse effects of the planned activities on the significant transport corridors. The 2041 assessed operating performance appropriately responds to this.
2. avoids, as far as practicable, the adverse effects of ribbon development along the defined significant transport corridors, and otherwise remedies or mitigates any adverse effects that cannot practicably be avoided;	PC14 and the C10 Growth Cell are planned integrated urban development areas that avoid ribbon development outcomes.
3. avoids as far as practicable, the need for additional access points onto the defined significant transport corridors, and otherwise remedies or mitigates the adverse effects of any additional access points that cannot practicably be avoided;	The structure plan restricts access to individual lots onto the adjacent road network, internalises access activity and consolidates access places strategically with the formed transport network. The points of access have been designed based on safe system principles.
4. avoids as far as is practicable, the exacerbation of community severance caused by defined significant transport corridors, and otherwise remedies or mitigates the adverse effects of any exacerbated community severance that cannot practicably be avoided;	Community severance is avoided by maintaining local and light vehicle access onto Swayne Road in particular. Access in terms of the wider catchments are appropriately distributed to the northern, western and eastern sides of the land, avoiding unnecessary traffic on local environments and delivering an optimised distribution of movement to/from the wider transport network.
5. provides for renewable energy by having particular regard to: a. the increasing requirement for electricity generation from renewable sources such as geothermal, fresh water, wind, solar, biomass and marine, and the need to maintain generation from existing renewable electricity generation activities; b. the need for electricity generation to locate where energy sources exist, and transmission infrastructure to connect these generation sites to the national grid or local distribution network;	N/A

RPS Reference	Assessment
c. the logistical or technical practicalities associated with developing, upgrading, operating or maintaining renewable electricity generation, or electricity transmission activities; d. any residual environmental effects of renewable electricity generation activities which cannot be avoided, remedied or mitigated can be offset or compensated to benefit the affected community or the region; and e. the benefits of renewable electricity generation activities including maintaining or increasing security of electricity supply.	
6. provides for infrastructure in a manner that: a. recognises that infrastructure development can adversely affect people and communities;	Particular controls on access and heavy vehicle movement is defined on the structure plan to protect people and community environments. Both the Zig Zag Road and Swayne Road intersections have been located to minimise interaction with nearby living environments, access and dwellings. Light and alternative transport movements however are designed to be specifically enabled through these restricted interfaces to optimise people and community accessibility.
b. enables the ongoing operation, maintenance, upgrading and development of municipal water supply infrastructure so as to provide for the justified and reasonably foreseeable needs of current and future generations; and	N/A
c. does not result in land uses that adversely affect the effective and efficient operation of existing and planned regionally significant infrastructure.	The transport modelling assessments (ITA s8.1) demonstrate the operational capacity of the transport environment is maintained in the longer term. Further the NZ Transport Agency has given its written confirmation (19 July 2024) that it does not intend to lodge a submission, and it has not.
7. considers how existing and planned renewable electricity generation activities and existing and planned urban development will be managed in relation to one another.	N/A
UFD-O1 – Built environment	
Development of the built environment (including transport and other infrastructure) and associated land use occurs in an integrated, sustainable and planned manner which enables positive environmental, social, cultural and economic outcomes, including by:	Aligned
3. integrating land use and infrastructure planning, including by ensuring that development of the built environment does not compromise the safe, efficient and effective operation of infrastructure corridors;	PC14 (ITA s9) and the proposed structure plan identifies and requires transport infrastructure ensuring the transport effects do not compromise safe, efficient and effective operation of the transport corridors. Access and connectivity, particularly in terms of the WEX interchange, is assessed and infrastructure responses are proposed that appropriately

RPS Reference	Assessment
5. recognising and protecting the value and long-term benefits of regionally significant infrastructure; 12. strategically planning for growth and development to create responsive and well-functioning urban environments, that: a. support reductions in greenhouse gas emissions and are resilient to the current and future effects of climate change; b. improve housing choice, quality, and affordability; c. enable a variety of homes that enable Māori to express their cultural traditions and norms; d. ensure sufficient development capacity, supported by integrated infrastructure provision, for identified housing and business needs in the short, medium and long term; e. improves connectivity within urban areas, particularly by active transport and public transport; f. take into account the values and aspirations of hapū and iwi for urban development.	protect the long-term operational levels of service and capacity of the infrastructure. PC14 is proposed within the strategically planned Growth Cell. Determination of the Growth Cell and its function set in place the strategic greenhouse gas emissions outcomes for the zone. Transport connectivity (ITA s2, Figure 2-1, s6.2, s7.3.2, s10.1), in particular active transport provision and public transport enablement within the plan change and structure plan achieve alignment with these objectives.
UFD-P1 – Planned and co-ordinated subdivision, use and development	
Subdivision, use and development of the built environment, including transport, occurs in a planned and co-ordinated manner which: 1. has regard to the principles in APP11; 2. recognises and addresses potential cumulative effects of subdivision, use and development; 3. is based on sufficient information to allow assessment of the potential long-term effects of subdivision, use and development; and 4. has regard to the existing built environment.	Aligned APP 11 design principles are assessed below. The assessments for transport adopt an appropriate longer term 20 year horizon. The infrastructure response addresses the potential cumulative effects expected to arise as a result of subdivision.
UFD-P2 – Co-ordinating growth and infrastructure	
Management of the built environment ensures: 1. the nature, timing and sequencing of new development is co-ordinated with the development, funding, implementation and operation of transport and other infrastructure, in order to: a. optimise the efficient and affordable provision of both the development and the infrastructure;	Aligned Recommended transport infrastructure (ITA s.9) is provisioned to enable appropriate timing, sequencing and funding. This is secured in the proposed plan change through the Development Agreement provisions, policy 7.3.4.6, rule 7.4.2.36. Efficient and effective functioning of the transport corridor is addressed and provided for and described in the ITA s8.

RPS Reference	Assessment
b. maintain or enhance the operational effectiveness, viability and safety of existing and planned infrastructure; c. protect investment in existing infrastructure; and d. ensure new development does not occur until provision for appropriate infrastructure necessary to service the development is in place; 2. the spatial pattern of land use development, as it is likely to develop over at least a 30-year period, is understood sufficiently to inform reviews of the Regional Land Transport Plan. As a minimum, this will require the development and maintenance of growth strategies where strong population growth is anticipated or as required for tier 3 local authorities as set out in UFD-P18 and its associated methods; 3. the efficient and effective functioning of infrastructure, including transport corridors, is maintained, and the ability to maintain and upgrade that infrastructure is retained; and 4. a co-ordinated and integrated approach across regional and district boundaries and between agencies; and 5. that where new infrastructure is provided by the private sector, it does not compromise the function of existing, or the planned provision of, infrastructure provided by central, regional and local government agencies.	
UFD-P4 – Energy demand management	
Development should minimise transport, energy demand and waste production, encourage beneficial re-use of waste materials, and promote the efficient use of energy.	Aligned. The potential for development generated transport is predominantly determined by establishment of the C10 Growth Cell in the first instance. Minimisation of transport is assessed as being achieved through delivering a comprehensive design response to active and public transport alternatives. The active travel initiatives extend beyond the Site boundary to ensure integration with the built environment.
APP11 - Development Principles	
i. promote compact urban form, design and location to: i. minimise energy and carbon use; ii. minimise the need for private motor vehicle use;	The compact urban form aspect of the C10 Growth cell has been previously determined by Future Proof and then reflected as an identifiable Growth Cell within the District Plan. Its location adjacent and adjoining the current built urban environment together with the motorised and non-motorised transport mode integration measures described in the ITA (s.7 and s.10) are proposed to deliver in a way that is consistent with the strategic directions on location and density. Future Proof (ITA s2.1) indicates a desire to service the Hautapu area with public transport. The RPTP Policies refer in a number of instances to affordability of services. The WRC submission identifies there is no provision within the current long-term plan to service Hautapu. This is

RPS Reference	Assessment
iii. maximise opportunities to support and take advantage of public transport in particular by encouraging employment activities in locations that are or can in the future be served efficiently by public transport;	understandable and to be expected given the juvenile state of development in the area. On-going assessment by WRC and WDC will identify a threshold point in the development cycle for the area where a servicing investment can be justified and at that time it is expected servicing will be introduced into the long-term plan in terms of funding support. Objective 2.7 of the RPTP identifies an anticipated $36M per annum increase in investment is needed between 2022 and 2030 to achieve the aspirations of the Plan. The walking and cycling accessibility for PC14 is comprehensively addressed on the structure plan, and is described in the ITA (s9 and s10).
iv. encourage walking, cycling and multi-modal transport connections; and v. maximise opportunities for people to live, work and play within their local area;	PC14 is sited within the C10 Growth Cell specified for employment purposes. It is established adjacent to the current formed living environment of Cambridge and accessibility reflected by the walking and cycling isochrones (ITA s3.1.3) and their coverage extending across the greater Cambridge live, work, play area.

Waikato Regional Public Transport Plan (RPTP) - Transport Assessment

The following sets out an assessment of the plan change proposal in terms of the relevant RPTP Transport provisions.

RPTP Reference	Assessment
Policy 67 Development of new urban areas, redevelopment and/or the expansion of existing urban areas should be undertaken in a way that is consistent with the urban form and transport design factors such as proximity, linearity, connectivity and land use intensity, as outlined in Appendix B.	Hautapu is an identified growth area in Future Proof. The plan change area is an identified Growth Cell in the District Plan. The development boundaries are aligned with the intended growth areas. The transport design enables either access to or integrated public transport servicing when that is determined to be established by the Regional Council. Specific alignment with Appendix B factors is assessed below.
Policy 68 The council will not provide public transport services sufficient to enable well-functioning urban areas where the nature and location of the proposed urban development is inconsistent with the urban form and transport design factors outlined in Appendix B.	The subject plan change area is wholly consistent with the long-term planned urban form, it is contained within the identified Growth Cell C10 defined in the District Plan. Specific alignment with Appendix B factors is assessed below.
Appendix B Factors	
Proximity Is development area within or in very close proximity to the existing built urban area?	**Aligned:** PC14 is contained within Growth Cell C10 and is wholly integrated with the wider Hautapu Industrial Growth Cell environment. The 30 minutes walking and cycling isochrones contained at section 3.1.3 of the ITA demonstrate extensive non-motorised proximity in terms of the wider Cambridge built and proposed future urban environments.
Linearity Is the new development area situated “on the way” to other existing key destinations via a direct route alignment?; Or Can the area be serviced by way of a short linear extension to an existing or planned public transport line?; Or Does the new development area justify the creation of a new frequent line that connects to multiple other key locations in a way that aligns well with the assessment criteria outlined in this table?	**Aligned:** The PC14 area is most appropriately considered in the context of the wider integrated Hautapu Industrial precinct when assessing the practical servicing and linearity outcomes for public transport. To achieve linearity for public transport servicing in the Hautapu Industrial area it is evident that each of the separable Growth Cell areas are unlikely to be serviced individually, but rather a highly efficient linear servicing approach would likely see servicing established via the Hautapu Rod and Victoria Road alignments, linking directly and efficiently with the built Cambridge environment via Victoria Road. Further however, the proposed plan change additionally enables the possibility of accommodating public transport servicing through the Site if that is determined as the best outcome in future. Direct servicing is achieved via the roundabout connection to Victoria Road, the internal east-west collector road, either of the north-south local roads (these being formed to an Industrial standard and supporting bus movement), and through to Swayne Road as a potential viable option. The recommended light vehicle provisions described in the ITA report (s6.2 and s10.6).
Connectivity	**Aligned:**

RPTP Reference	Assessment
Will the development area have a highly connected and safe walking and micro-mobility network? Will the street layout and design enable the efficient movement of public transport vehicles? Will on street public transport infrastructure enable the safe and efficient boarding and alighting of people of all abilities during all weather conditions?	An extensive network or walking and cycling infrastructure is identified on the proposed structure plan. The infrastructure proposed (ITA s9.1) describes extensive external walking and cycling integration works to deliver connectivity. The street layout is connected and continuous within the Site. Designed for larger Industrial vehicle movement it will readily accommodate public transport vehicles. Walking and cycling are safely located separated from the carriageway environment. The internal road cross sections include ample width within the identified recessed parking dimension, to accommodate necessary public transport infrastructure that will be integrated with the internal shared path network.
Density Does the development area include density that warrants/requires frequent service provision?	**Aligned:** In the broader serviceable context of the Hautapu Industrial area, Future Proof (ITA Figure 2-1) both identifies Hautapu as a Local Node and also an area to be serviced as part of the Metro Public Transport Schematic. The serviceability of the proposed plan change area as a parcel of land that sits within this serviceable area has been assessed and planned at this highly strategic level.

Appendix C: Emissions Reduction Plan 2 (ERP2) 2026-30

In December 2024, the Government released New Zealand's second emissions reduction plan 2026-2030. Section 9. Transport sets out relevant policies for the sector. The key Pillars of the Climate Strategy for Transport are described as:

- *Credible markets support the climate transition.*
- *Clean energy is abundant and affordable.*

The key actions and policies are defined as:

- *Aiming for a network of 10,000 public EV charging points by 2030 and facilitating private investment in EV charging infrastructure.*
- *Reviewing regulatory barriers to decarbonising heavy vehicles (eg, EVs and hydrogen).*
- *Promoting innovation through the Low Emissions Heavy Vehicle Fund.*
- *Continuing to support the aviation sector to decarbonise, and working with other countries on low- and zero-carbon shipping on key trade routes by 2035.*
- *Supporting public transport in our main cities.*

The following assessments are made in terms of S74(2)(d) of the RMA and having regard to any emissions reduction plan, and in relation to the ERP2 policies on transport:

Action and Policy	Assessment
Aiming for a network of 10,000 public EV charging points by 2030 and facilitating private investment in EV charging infrastructure.	Electricity lines companies, motorist service stations and other private investment undertakings are leading the delivery of these facilities. A key policy stated in ERP2 is "*Facilitating private investment".* Z Hautapu currently has 3 EV charging points. Service stations are a permitted activity in the Industrial zone, enabling further charging facilities to be established where desired. EV charging may well also be advanced by individual site development within the PC14 area, and this would be permitted under the Plan provisions (Waipa District Plan, 7.4.1 Activity Status Table).
Reviewing regulatory barriers to decarbonising heavy vehicles (eg, EVs and hydrogen).	Regulatory review is the realm of Government
Promoting innovation through the Low Emissions Heavy Vehicle Fund.	Government is signalling a promotion fund
Continuing to support the aviation sector to decarbonise, and working with other countries on low- and zero-carbon shipping on key trade routes by 2035.	N/A
Supporting public transport in our main cities.	This policy signals continuing support for public transport. The policy explanations in ERP2 cite the following Government and Regional Authority actions in relation to public transport emissions: ***Supporting the transition to zero-emissions buses*** *Most public transport authorities have begun using zero-emissions buses in their public transport fleets, because of the economic, health and emissions benefits. From 1 July 2025, authorities are required to procure only zero-emissions buses. To support this transition, the Government has reconfirmed $44.721 million through Budget 2024 over four years. Co-funding will be available to authorities to:* *• speed up the deployment of the buses* *• encourage innovative approaches for the rollout of buses and infrastructure.*