

Joint Statement of Expert Witness Conferencing – Plan Change 79

Topic 3: NZTA Access – RW5 specific

Date of Conferencing: 16-17 July and 1 August 2025

Participants:

- Hayden Taylor – Planscapes (on behalf of Appleby 88)
- Mary Honey – Tasman District Council
- Jeremy Butler – Tasman District Council

1. Is it appropriate or necessary for Policy 6.3.3.4D(a) to be amended to refer to “or the site otherwise has road access approved by NZTA”?

Areas of Agreement:

Policy 6.3.3.4D(a)

Agreed that not necessary to amend Policy 6.3.3.4D(a) to refer to “or the site otherwise has road access approved by NZTA” for the following reasons:

M Honey & J Butler:

Do not agree that clause “or the site otherwise has road access approved by NZTA” should be added to 6.3.3.4D(a).

As demonstrated by the Council staff correspondence with NZTA regarding the ‘approved accesses’ on to SH60 for land owned by Appleby 88, having an approved access does not mean it is suitable for the proposed land use. In addition limited accesses conditions can be changed by NZTA and the access can be cancelled by NZTA.

This policy 6.3.3.4D(a) is of general application to all deferred sites, not just to McShane Road / RW5. The requested amendment does not assist to achieve proposed Objective 6.3.2.3(a).

H Taylor

My will say statement recorded that I support the inclusion of additional wording in this policy to include alternative access arrangements to sites subject to approval from the relevant roading authority (be it NZTA Waka Kotahi, or Council). I still support this, and in this I differ from the position of Mr Butler and Ms Honey, above. However, through caucusing, agreement has been reached between experts that this policy should be reworded to ensure that it applies broadly to consideration of resource consents for all deferred land. This would include non-scheduled sites, but also scheduled sites where infrastructure is proposed which is not that detailed in Schedule 17.14A. We have agreed that, for scheduled sites, it is appropriate for the infrastructure detailed in the Schedule to be a starting point for considering transport infrastructure, including connections to existing roads. We also agree that there will be circumstances in which deviation from the scheduled infrastructure is necessary, or desirable.

Such alternatives would need to demonstrate that they do not compromise the achievement of the broader infrastructure strategy for the area anticipated in the Schedule. Should alternative site access be proposed by a developer or landowner as part of a resource consent application and this is acceptable to the road controlling authority, I consider that the revised wording of 6.3.3.4D to be sufficiently enabling of this alternative being approved, without necessitating the inclusion of the words “or the site otherwise has road access approved by NZTA”.

6.3.3.4D

Topic 2 discussions agree that for the purpose of providing a resource consent pathway for Scheduled sites and to fill a policy gap for Non-scheduled sites, Policy 6.3.3.4D should apply to all deferred sites. The wording of the amended 6.3.3.4D is set out in Topic 2 Joint Statement.

2. Is it appropriate for the sunset period to be extended to 15 years for transportation requirements?

Areas of Agreement:

None.

Areas of Disagreement:

M Honey

No agreement. For the new, notified deferred zone framework to be legally robust, land can only be ‘zoned deferred’ when there is sufficient certainty that the infrastructure required is to be delivered. Funding for infrastructure beyond the 10 years of the current LTP is generally considered uncertain.

J Butler

Understanding the difference between council infrastructure and roads built by others, 10 years is still an appropriate time.

H Taylor

I appreciate that, for infrastructure projects that are intended to be funded and delivered by Council, that the 10 year long term plan timeframe is relevant. For other infrastructure delivery, and the proposed road through RW5 is an example, this will not be delivered by Council (so LTP funding timeline is not relevant) and delivery of this infrastructure will rely on multiple landowners/ developers to implement parts of the road (or coordinate to do this together). There will be various development timelines and constraints for these varied landowners, and I consider it appropriate to allow more flexibility in the sunset period to allow for this.

3. Is it appropriate to amend Schedule 17.14A Column D to refer to the alternative transportation infrastructure sought in Appleby 88’s submission?

Areas of Agreement:

Alternative transportation infrastructure

Agreed changes to RW5 / McShane Road Line item, Column D are set out below: **except for paragraph in brown print.**

D
Infrastructure or servicing that is required to be delivered (Rule 17.14.2.2 refers)
<p>Wastewater: Provision for a new trunk pressure main along indicative road layout through development area; provision for new pressure trunk main connection to existing 525mm gravity main along decommissioned rail corridor to the south of RW5 (now NZTA and Great Taste Trail corridor). See AMP ID 96118 in LTP 2024.</p> <p>Water Supply: Construction of the bulk water supply network from the Richmond South Low Level Reservoir to the Richmond West Development Area. Provision of a new trunk watermain through the mixed business area along the indicative road layout, including connection to existing 200mm watermain under Borck Creek at southern end of Summersfield Boulevard. See AMP ID 86204 in LTP 2024.</p> <p>Provision for a single mid-block intersection with SH60 to be approved by that meets NZTA-S standards as part of the central access roadway through mixed business area as per indicative road layout on planning maps. The specific location of the intersection of the indicative road with SH6 is flexible subject to meeting the required standards. To be provided by developer, plus some Council funding available. See AMP ID 46094 in LTP 2024.</p> <p><u>Or Individual sites have:</u> (i) Designs that anticipate the indicative road layout on the planning maps; and (ii) NZTA accessways to Appleby Highway (SH6), approved for the proposed land use to be rescinded upon the mid-block intersection and relevant parts of the indicative road in (a) being in place.</p> <p>Stormwater Construction of remaining portion of Bourk Creek bulk stormwater network within Richmond West Development Area adjacent to south east boundary of RW5 to State Highway 60.</p>

M Honey and J Butler

Yellow highlight required if paragraph below to be included.

Or Individual sites

have:

- (i) Designs that anticipate the indicative road layout on the planning maps; and
- (ii) NZTA accessways to Appleby Highway (SH6), **approved for the proposed land use** to be rescinded upon the mid-block intersection and relevant parts of the indicative road in (a) being in place.

H Taylor

I am satisfied that the brown text can be excluded, because the additional wording added to the table above in green makes it clear that there is flexibility in the exact location of roading and intersections within RW5 to enable the rule flip to occur. I would expect that alternative access arrangements directly to SH6 (i.e. not part of the indicative road network) would be progressed by way of resource consent application, rather than relying on the 'rule flip'. Based on the revised wording of Policy 6.3.3.4D as discussed above, there would be policy support for such

alternatives, provided they were also acceptable to NZTA Waka Kotahi. If the panel is minded to include the brown text, I agree with the addition in yellow.

Bulk Water and Wastewater Infrastructure

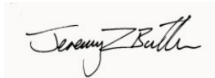
In the Hearing Version of the schedule of amendments, Schedule 17.14A, column D, Council planners added (in purple print) additional infrastructure requirements relating to bulk water supply and stormwater. At the hearing, M Honey, stated that these additional requirements could be deleted.

This joint statement confirms agreement with the deletion.

Signed and Dated on 4 August 2025



Hayden Taylor, Planscapes (Appleby 88)



Jeremy Butler, Tasman District Council



Mary Honey, Tasman District Council