

APPENDIX 4 – TRANSPORTATION TEAM COMMENTS ON MATTERS RAISED IN PC33 SUBMISSIONS

INTERNAL REFERRAL INFORMATION			
Comments due by:	n/a	Processing Planner:	Peter Skilton (District Plan Team Leader)
Consent number:	Proposed Private Plan Change 33 – Hautapu Area 7 PC/0003/24		
Address:	Hautapu Area 7 Peake Road Cambridge		
Applicant:	Hautapu Landowners Group		
Agent:	Mitchell Daysh		
Allocated to:	Bryan Hudson (Manager – Transportation)		
Date of site visit:	n/a		

Assessment undertaken by Transportation Team
Name: Bryan Hudson Signed:  Date: 10 September 2025

Comments
The transport effects arising from PC33 are considered to be acceptable. 16 ha equates to approximately 240-280 vehicles per hour in the peak hours. Total traffic perhaps 1000-1500 vehicles per day. Could be less if site limitations restrict actual developable area. We know that when the whole Hautapu Area is filled the total traffic generated will cause congestion at the Victoria Road expressway interchange. This was established for PC14 and would require additional turning lanes to be installed at the interchange. Rezoning more land does exacerbate this, but is accepted as an outcome of PC14. This was finding of Mark Apeldoorn who did the ITA for us for PC14. Note that the Hautapu/Victoria Road roundabout is now proposed to be built as a dual lane roundabout so it does not become a bottleneck in traffic but the BIL roundabout south of here and the interchange have potential to become the bottleneck longer term. There are no significant transport effects arising from the vesting of Road 4 and the use of it by Area 7. The design standard for Road 4 should comfortably cover the additional traffic generated by PC33. Most traffic in and out of Hautapu Road intersection will be right in and left out, so intersection should have adequate capacity. Cameron Inder agreed with this in his evidence for PC17.

There are significant transport effects arising from removal of reference to Area 6 in the HISPA key.

Agree that there should be no watering down the upgrade requirements for area 6. But Council and Kama Trust should be able to rely on Area 7 paying their fair share for infrastructure needed and provided by others.

There are no significant transport effects on the wider transport network arising from additional traffic generated by PC33.

It will accelerate the need for planned road improvements, and hence they need to be contributing to DCs to fund improvements. There is the risk that the BIL roundabout and expressway interchange will reach capacity in peak hours sooner causing congestion and delay (provided all rezoned land is developed in quick succession). Currently there is no plan for a BIL roundabout or interchange capacity upgrade, or funding plan or DCs for these elements.

The transport information provided as part of PC33 is acceptable.

It is a little strange that PC33 does not at least recap the PC17 transport evidence to make it clearer for submitters the likely outcomes.