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Subject: External Sender: Submission on Proposed Plan Change 35 Te Awamutu Retail Centre – 638 Cambridge Road, Te Awamutu CRM:0093195019
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[2025-1441 – 638 Cambridge Road, Te Awamutu - Submission on proposed private plan change.pdf](#)

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Kia ora,

Please find attached to this email a submission from New Zealand Transport Agency Waka Kotahi (NZTA) on Proposed Plan Change 35.

We are happy to work with the applicant and Council officers prior to a hearing.

It would be grateful if you could please acknowledge receipt of this submission by return email.

If you have any questions, please contact me.

Kind regards
Ian

Ian Black
Senior Planner
Poutiaki Taiao | Environmental Planning



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NZ Transport Agency Waka Kotahi Reference: 2025-1441

11 November 2025

Waipā District Council
Private Bag 2402
Te Awamutu 3840

Via email: districtplan@waipadc.govt.nz

Dear Waipā District Council,

Submission on Proposed Plan Change 35 Te Awamutu Retail Centre – 638 Cambridge Road, Te Awamutu

Attached is the NZ Transport Agency Waka Kotahi (NZTA) submission on the Proposed Plan Change 35 Te Awamutu Retail Centre

We welcome the opportunity to discuss the contents of our submission with council officers and/ or the applicant as required.

If you have any questions, please contact me.

Yours sincerely



Ian Black
Senior Planner – Poutiaki Taiao / Environmental Planning
System Design, Transport Services



FORM 5, CLAUSE 6 OF SCHEDULE 1, RESOURCE MANAGEMENT ACT 1991**Submission on Proposed Plan Change 35 Te Awamutu Retail Centre**

To: Waipā District Council
Private Bag 2402
Te Awamutu 3840

Via email: districtplan@waipadc.govt.nz

From: NZ Transport Agency Waka Kotahi

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

1. This is a submission on the following:

Proposed Private Plan Change 35 Te Awamutu Retail Centre seeks to amend the relevant provisions of the Waipā District Plan as they apply to the Te Awamutu Large Format Retail Centre at 670 Cambridge Road (Area A) and the recently acquired adjoining site at 638 Cambridge Road (Area B).

The applicant seeks to apply a consistent commercial zone to Area B and extend the large format retail centre provisions to encompass the site. It also introduces a new policy within the Commercial Zone to better reflect the strategic role of the large format retail centre within the Waipā's district business hierarchy. In addition, the private plan change will introduce appropriate development standards and refine the existing large format retail centre provisions to ensure that the future development is comprehensively and effectively managed.

Area B is currently zoned Medium Density Residential, and forms part of the Te Awamutu T11 Growth Cell, as identified in the Waipā Growth Strategy and the Waipā District Plan. The entire growth cell anticipates a development yield of 380 residential allotments. With specific reference to Area B the Structure Plan envisages the northern portion of the site is to be developed for residential purposes with an 18-metre-wide local road. The remainder of Area B is recognised as being subject to flooding.

2. NZ Transport Agency Waka Kotahi (NZTA) could not gain an advantage in trade competition through this submission.**3. Role of NZTA**

NZTA is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 (LTMA) and the Government Rounding Powers Act 1989. The primary objective of NZTA under Section 94 of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

An integrated approach to transport planning, funding and delivery is taken by NZTA. This includes investment in public transport, walking and cycling, local roads and the construction and operation of state highways.

4. State highway environment and context

The State Highway 3 (SH3) roundabout where Ohaupo Road, Albert Park Drive, Arawata Street and Cambridge Road meet is approximately 0.75 km east of the proposed plan change site. SH3 (Ohaupo Road) is a regional road under the One Network Road Framework (ONRF). It has a posted speed limit of 50 km/h and an average daily traffic volume (AADT) of 12,466 vehicles, 7% of which are heavy vehicles. The road continues from the roundabout north towards Hamilton.

SH3 (Albert Park Drive) is a regional road under the ONRF. It has a posted speed limit of 50km/h and an AADT of 9423 vehicles 8% of which are heavy vehicles. The road continues from the roundabout south to Waitomo Caves and New Plymouth.

Local road Arawata Street is an arterial road under the ONRF. It has a posted speed limit of 50km/h and an AADT of 10,202 vehicles 6% of which are heavy vehicles. The road continues from the roundabout south-west towards Te Awamutu Town Centre.

Local Road Cambridge Road is an arterial route under the ONRF. It has a posted speed limit of 50km/h and an AADT of 10600 vehicles 6% which are heavy vehicles. The Road continues from the roundabout east past the proposed plan change site towards Cambridge.

5. The specific provisions of the proposal that this submission relates to are:

Provisions relating to the transport network to the extent that they impact NZTA's obligations in terms of ensuring an integrated, safe, and sustainable transport system. It seeks to ensure that appropriate transport infrastructure is provided at the right time to support the plan change and anticipated future growth.

6. The submission of NZTA is:

- (i) NZTA is Opposed in Part to Proposed Plan Change 35 to the extent outlined in this submission, primarily due to the insufficient assessment of the transport effects on the local and state highway roading networks. With the limited detail provided NZTA cannot sufficiently assess the proposal or recommend mitigation as appropriate.
- (ii) NZTA is of the position that PC35 does not demonstrate the assessment of:
 - a. The potential number of trips generated by any future development enabled by the proposed plan change, and the implications on the surrounding road network, namely SH3.
 - b. The transport infrastructure or mitigation required to support the development of the site with respect to SH3.

7. NZTA seeks the following decision from the local authority:

- (i) NZTA seeks that Waipā District Council decline this proposed plan change on the basis that the applicant has not provided sufficient information to be able to assess the application; or,
- (ii) Prior to a hearing provide sufficient information to be able to assess the effects and any appropriate mitigation as outlined below:

a) Development of Plan Change Area, and Resulting Trip Generation

NZTA is not satisfied that the applicant's traffic assessment has adequately assessed the potential number of vehicle trips generated by the future development enabled in the proposed plan change, specifically the impact on the SH3 roundabout to the west of the development. Current, proposed and future modelling for the SH3 roundabout through a Roundabout Capacity Assessment, including a 10 year-future assessment (including AM and PM assessments) is required.

b) Transport Infrastructure Requirements

On the basis of the Roundabout Capacity Assessment, appropriate provisions should be identified within the proposed plan change to adequately address any implications to the state highway and surrounding network where required.

8. **NZTA does wish to be heard in support of this submission.**
9. **If others make a similar submission, NZTA will consider presenting a joint case with them at the hearing.**
10. **NZTA is willing to work with the applicant in advance of a hearing.**

Signature:



Senior Planner – Poutiaki Taiao / Environmental Planning
System Design, Transport Services
Pursuant to an authority delegated by NZ Transport Agency Waka Kotahi

Date: 11 November 2025

Address for service: NZ Transport Agency Waka Kotahi

[Redacted]
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Contact Person:

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