

23 June 2025

Timaru District Council
PO Box 522
Timaru 7940**Hearing G – Growth and Designations**
NZ Transport Agency Waka Kotahi – Submitter Reference 143**Background**

The NZ Transport Agency Waka Kotahi (NZTA) made a submission on Designations chapter of the Proposed Timaru District Plan (PTDP). In NZTA's submission, they were primarily in support of the state highway designations, including the shapefiles in the planning maps, as proposed but sought the following amendments:

- For national consistency to amend the purpose of the NZTA state highway designations,
- Minor changes to the NZTA designation site identifiers and lapse dates to improve clarity,
- To remove the construction related conditions associated with the Normanby Road realignment as these have been given effect to, and
- Retention of the traffic noise effects condition is to be retained with minor amendments to the conditions to ensure they only relate to ongoing maintenance requirements.

Four submissions were made by submitters on the NZTA designations to ensure that the traffic noise effects condition on the Normanby section of State Highway 1 (SH1) is to be retained. Another submission (H B - 74.1) was sought to request that the state highway designations encourage and provide for indigenous plantings and separated cycle lanes.

Prior to the release of the Section 42A (S42A) report, the Councils reporting officer, Rachael Williams, engaged with NZTA to discuss amendments to the Normanby Road realignment conditions (Condition P and Condition R) to improve clarity. The conditions currently refer to requirements for quiet road surfacing at the properties owned by specific property owners adjacent to State Highway 1, which does not recognise that these property owners have or may change in the future. The condition also referred to aerial photos in 'Appendix 3', which weren't clear as to where the quiet road surfacing was to be applied.

To provide clarity, NZTA provided an updated aerial as appended to this letter (Appendix 1) which clearly shows where the quiet road surfacing is to be provided and maintained as per Condition P and Condition R. It was also agreed that the reference to the property owners would be amended to instead refer to the specific addresses of these properties.

Section 42A Report - Designations

NZTA has reviewed the S42A report on designations and is supportive of the recommendations made by the reporting officer. The amendments made to Normanby Road conditions on NZTA-1 are consistent with what has been outlined above and it is considered that these provide clarity to the plan. The conditions are now listed as follows:

NZTA-1 Designation Conditions

1. A 300m length of "Open Graded Porous Asphalt (OGPA)" quiet road surfacing, or an alternative form of quiet road surfacing that will achieve at least the equivalent traffic noise level, will be maintained between meterage

points 5900 and 6200 shown on the aerial photo below to ensure traffic noise levels at 7 Talbot Road, 12 Ellis Road and 10 Ellis Road meet or remain within levels recommended by the Transit Guidelines.

2. A 400m Length of OGPA quiet road surfacing, or an alternative form of quiet road surfacing that will achieve at least the equivalent traffic noise level, will be maintained between meterage points 6400 and 6800 shown on the aerial photo below to ensure traffic noise levels at 14 Daniels Road, 16 Daniels Road and 11 Normanby Road remain within the 1999 Transit Guidelines.



Given the amendments made to the above conditions on NZTA-1, the reporting officer has recommended that the submissions made to retain these conditions be accepted in part (paragraph 3.7.14). NZTA supports the recommendation of the reporting officer.

Additionally, in relation to the submission made by H B which sought to encourage and provide indigenous planting and separated cycles lanes, the reporting officer has recommended that this submission be rejected (paragraph 5.7.17) as it is inappropriate impose such conditions as this is not the primary purpose of the state highway designation. NZTA supports the recommendation of the reporting officer.

Conclusion

Overall, NZTA is supportive of the recommendations made to the state highway designations. NZTA considers that this letter is sufficient to support this position and does not wish to be heard at the hearing on this matter. However, if there are any further matters that require clarification then NZTA is

Yours sincerely

Stuart Pearson
Senior Planner

Poutiaki Taiao / Environmental Planning, System Design, on behalf of NZ Transport Agency Waka Kotahi.

Appendix 1 – Normanby Road Realignment Quiet Road Surfacing Location

