

NZ Transport Agency Waka Kotahi Reference: 2025-1656

18 December 2025

Plan Change 6
c/- Kaikōura District Council
PO Box 6, 96 West End
Kaikoura 7300

Via email: submissions@kaikoura.govt.nz

Dear Sir/Madam,

Submission on Proposed Private Plan Change 6 – Ocean Ridge Development Area Amendments

Attached is the NZ Transport Agency Waka Kotahi (NZTA) submission on the proposed private Plan Change 6.

We welcome the opportunity to discuss the contents of our submission with the relevant council officers as required.

If you have any questions, please contact me.

Yours sincerely

Stuart Pearson
Senior Planner – Poutiaki Taiao / Environmental Planning
System Design, Transport Services

Phone: 021 052 5917

Email: stuart.pearson@nzta.govt.nz

Submission on Proposed Private Plan Change 6 – Ocean Ridge Development Area Amendments

To: Plan Change 6
c/- Kaikōura District Council
PO Box 6, 96 West End
Kaikoura 7300

From: NZ Transport Agency Waka Kotahi
Level 1, BNZ Centre,
120 Hereford Street
PO Box 1479, Christchurch 8022

1. This is a submission on the following:

Proposed Private Plan Change 6 which seeks to amend the objectives, policies, rules and other methods in the Kaikōura District Plan (Plan) that govern the subdivision, use and development in the Ocean Ridge Development Area (Ocean Ridge). The outcome of the proposal seeks to increase the number of residential dwellings in Ocean Ridge from 336 to 486, and an increase in the size of, and mix of activities, within the mixed-use area.

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 Roadway 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

State highways are physical resources of local and national importance and as such, compromising the safe, effective and efficient operation would be contrary to several District Plan Objectives and Policies.

The subject site is adjacent to and obtains access from State Highway 1 (SH1), which is a national strategic route that carries approximately average annual daily traffic of 4000 vehicles, of which 18% are heavy vehicles. The access to the site is via an existing intersection that has been constructed with a right turn bay, and a left turn slip lane within the SH1 corridor.

This plan change seeks to amend the Plan to increase the number of residential dwellings and increase and change the activities in the mixed-use area, which will therefore increase the demand on the existing intersection to SH1.

5. The submission of NZTA is:

5.1 NZTA is **neutral on proposed Plan Change 6 for the reasons outlined below:**

- The Ocean Ridge development area currently has a capacity of residential development of 336, which is seeking to be increased by an additional 150 to a maximum of 486 as a result of this plan change. It is also sought to increase and change the types of activities that can occur within the mixed-used area. Therefore, the site is then expected have an increase in vehicle movements utilising the existing intersection at SH1 and Oceans Ridge Road.
- In order to address and manage the potential safety or efficiency effects on the state highway, the applicant has proposed that a new connection via an overbridge to Green Lane be formed and operational for vehicle use prior to the creation of the 169th residential allotment within Ocean Ridge. This will encourage some trips to be made to the Kaikōura township via the Ludstone Road and SH1 intersection. NZTA considers that the Ludstone Road and SH1 intersection is suitable for the additional vehicle movements generated from the proposed plan change.
- Additionally the plan change proposes to establish a new connection to SH1 from the mixed-use area that will provide for left-out movements only which will support motorists heading towards Kaikōura. While the plan change does not require this connection to manage effects on the state highway and there is no trigger to require this, NZTA is not opposed to the left-out connection being made to facilitate better accessibility from Ocean Ridge. The left-out connection has the potential to alleviate pressure at the Ocean Ridge Road and State Highway 1 intersection.
- However, if the applicant wishes to proceed to establish this connection, then NZTA wants to ensure that this connection is designed to meet NZTA standards, that the detailed design has been prepared by a suitably qualified person, and undergoes a safety audit prior to construction and operation of the connection.
- NZTA has reviewed the proposed amendments to the provisions of the Plan and specifically supports the inclusion of standards to manage internal noise for noise sensitive activities within 100m of the edge of the sealed state highway carriageway. NZTA generally supports all other amendments to the provisions as it relates to the transport network, including provision for walking and cycling, and the establishment of the Green Lane Overbridge.

5.3 Based on the above, it is the view of NZTA that proposed Plan Change 6 is unlikely to result in adverse effects on the state highway network, subject to sufficient controls being in place to ensure that the Green Lane Overbridge connection is retained as proposed and that if the left-out connection from the mixed-used area proceeds then this is designed and constructed to meet NZTA requirements. Additionally, it is noted that approval from NZTA under s176 of the Resource Management Act 1991 and s51 of the Government Roading Powers Act 1989 will be required prior to any works commencing within the state highway.

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

- (i) That the commissioner considers NZTA's submission and retains the provisions associated with when the Green Lane Overbridge is required and the provisions associated with indoor noise requirements. Additionally, it is sought that requirements be included to ensure that if the left-out connection to SH1 is to

proceed then this needs to meet NZTA standards, be designed by a suitably qualified person, and undergoes a safety audit prior to construction and operation.

(ii) NZTA does wish to be heard in support of this submission.

7. NZTA is willing to work with the applicant and Kaikōura District Council in advance of a hearing.

Signature:



Stuart Pearson

Senior Planner – Poutiaki Taiao / Environmental Planning

System Design, Transport Services

Pursuant to an authority delegated by NZ Transport Agency Waka Kotahi

Date: 17 December 2025

Address for service: NZ Transport Agency Waka Kotahi
Level 1, BNZ Centre,
120 Hereford Street
PO Box 1479, Christchurch 8022