

7 November 2024

Central Otago District Council
1 Dunorling Street
Alexandra 9320

Via email: hearings@codc.govt.nz

RC230179 TKO PROPERTIES LIMITED – CENTRAL OTAGO DISTRICT COUNCIL

The New Zealand Transport Agency Waka Kotahi (NZTA) made a submission on resource consent RC230179 for a proposed 33 lot subdivision and associated building platforms and one balance lot at Lakefront Terrace, Bendigo made by TKO Properties Limited. NZTA's submission in opposition to the proposed development raised several points including potential safety effects from the development on State Highway 8, namely the Bendigo Loop Road/State Highway 8 intersection as there was insufficient information provided as part of the application to assess the potential safety effects of the development.

Following the submission period, NZTA has worked with the applicant to resolve the potential safety effects at the Bendigo Loop Road/State Highway 8 intersection. The applicant has provided sufficient information and a suitable upgrade to the intersection has been agreed upon between NZTA and the applicant, such that NZTA is now comfortable with the proposed subdivision and residential development subject to the agreed condition detailed below, and which has been volunteered by the applicant (Paragraph 32 of the Statement of Evidence of Andrew David Carr; Paragraph 4.36 of the Statement of Evidence of Jeffrey Brown).

Prior to the issuing of a certificate pursuant to Section 224(c) of the Resource Management Act 1991, the Consent Holder shall provide to Council, correspondence from the NZ Transport Agency confirming that works in the State Highway, including the upgrading of the Bendigo Loop Road/State Highway 8 intersection to a Diagram E standard, have been constructed to the NZ Transport Agency standards.

In the Council's Section 42A report the planning officer states "*I am not certain that the NZTA Diagram E standard recommended by Mr Carr will be appropriate. State Highway 8 is a Limited Access Road managed by NZTA. Therefore, I would defer to NZTA's expectations for what is an appropriate formation of the intersection in the first instance. If the applicant and NZTA can come to an agreement on what upgrades would be required to manage effects on the operation of the highway, I will consider those effects to be adequately managed for the purposes of this assessment.*" The agreed intersection upgrade (Diagram E type widening) will adequately provide for the proposed level of residential development and requires works to the intersection to be completed prior to Section 224 certification such that NZTA is comfortable that the upgrade works will be completed prior to occupation of the proposed dwellings and manage potential safety effects at the Bendigo Loop Road/State Highway 8 intersection. There is a placeholder condition 9q requiring the intersection upgrade if the panel is of the mind to grant consent. Provided that the condition wording above is included if consent is to be granted, NZTA has no further concerns with the proposed development and no longer wish to be heard.

If you have any questions regarding the above or wish to discuss matters further, please feel free to contact Gemma Kean via email at gemma.kean@nzta.govt.nz.

Yours sincerely,

A handwritten signature in blue ink, appearing to be 'Gemma Kean', with a long horizontal line extending to the right.

Gemma Kean

Principal Planner

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