

# *Assessment Of Development Contributions Adjacent To The State Highway Network*

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# *The Role Of Transit In Land Use Planning & Development*

- > The Land Transport Management Act 2003 significantly broadened Transit's role as manager of the State highway system
- > Work in an environment prescribed by:
  - o New Zealand Land Transport Strategy
  - o Local Government Act
  - o Resource Management Act
- > Focus on integration, responsiveness, sustainability, safety and social and environmental responsibility



## *Transit's Response*

- > Demanded that Transit make consequential response in its policy and practice:
  - o Strategic Plan 2004
  - o Planning Policy Manual Supplement 2005
  - o Environmental Policy Manual 2005
  - o Cost Sharing Policy 2006
  
- > Recognition of the need for Transit to work with Councils, land owners and developers to realise aspirations whilst ensuring integration with and sustainability of the State highway system



## *General Issues*

- > Development occurring out of kilter with supporting infrastructure – *“Not Quite in Time”*
- > Ribbon development and conflicts between traffic function and access and consequential bypasses
  - Sustainable?
- > Alignment of Individual / Community aspirations, Planning Instruments and infrastructure provision
  - affordability and allocation



# *Developing Case Law*

- > A number of legal decisions have been made
  - o Transit NZ v Southland DC & Foveaux Estate Ltd (C42/2006, 12 April 2006) – ‘Colac Bay’
  - o Transit NZ v Southland DC & Tahirua Heights Ltd (C63/2006, 23 May 2006) – ‘Tahirua Heights’
  - o Transit NZ v Papakura DC (A61/2006, 25 May 2006) – ‘Hingaia Peninsula’
  - o R & B Mulligan and Transit NZ v Whangarei DC (A96/2006, 12 July 2006) – ‘Mulligan’
  
- > Key Messages
  - o Recognition of the value of integrated multi-input structure planning
  - o Integrity of Planning Instruments
  - o The requirement for Developers/Applicants, Councils and Infrastructure providers (Transit) to engage early and not necessarily through the statutory process to tackle issues of infrastructure provision
  - o The need to address wider infrastructure provision as part of the development process

The SKM logo is displayed in white, bold, sans-serif capital letters on a dark rectangular background.The Transit logo features the word 'TRANSIT' in a stylized, green, outlined font. Below it, the Māori phrase 'ARARAU KOTEAROA' is written in a smaller, green, sans-serif font.

# *Transit's Cost Sharing Policy*

- > Significant adverse effects of new land use developments on the safety and/or function of the state highway network should be avoided in the first instance, and if unable to be avoided should be remedied or mitigated. Transit will:
  1. Seek sharing of the costs of state highway improvements directly related to development through contribution of land, works or money from developers, councils and other relevant parties (if appropriate) to mitigate the adverse effects of new land use development on the state highway network where
    - > The development will have a significant adverse effect on the safety and/or function of a state highway
    - > Practical and economically justifiable solutions exist to mitigate the adverse effects directly attributable to the development; and,
    - > There is a reasonable certainty through the cost sharing arrangement that the state highway works will be undertaken within a reasonable time period.
  2. Negotiate with developers, councils and other relevant parties to agree the equitable sharing of costs, based on the proportion of the traffic generated by the development, whether the development significantly advances a project identified in Transit's State Highway Forecast or generates a new or amended project, and the real cost to satisfy Transit's requirements to mitigate the effects on the state highway
  3. Seek recognition of the importance of sharing the costs of state highway improvements directly related to developments in regional policy statements, district plans, long term council community plans and other planning documents such as growth strategies, through the inclusion of policies, methods and where appropriate, rules.

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## *The Issue*

- > Significantly sized new developments are proposed outside existing District Plan remit
- > Increased traffic generation brings forward the need for improved State Highway infrastructure
- > Assessing the impact of individual developments and assigning costs is complex

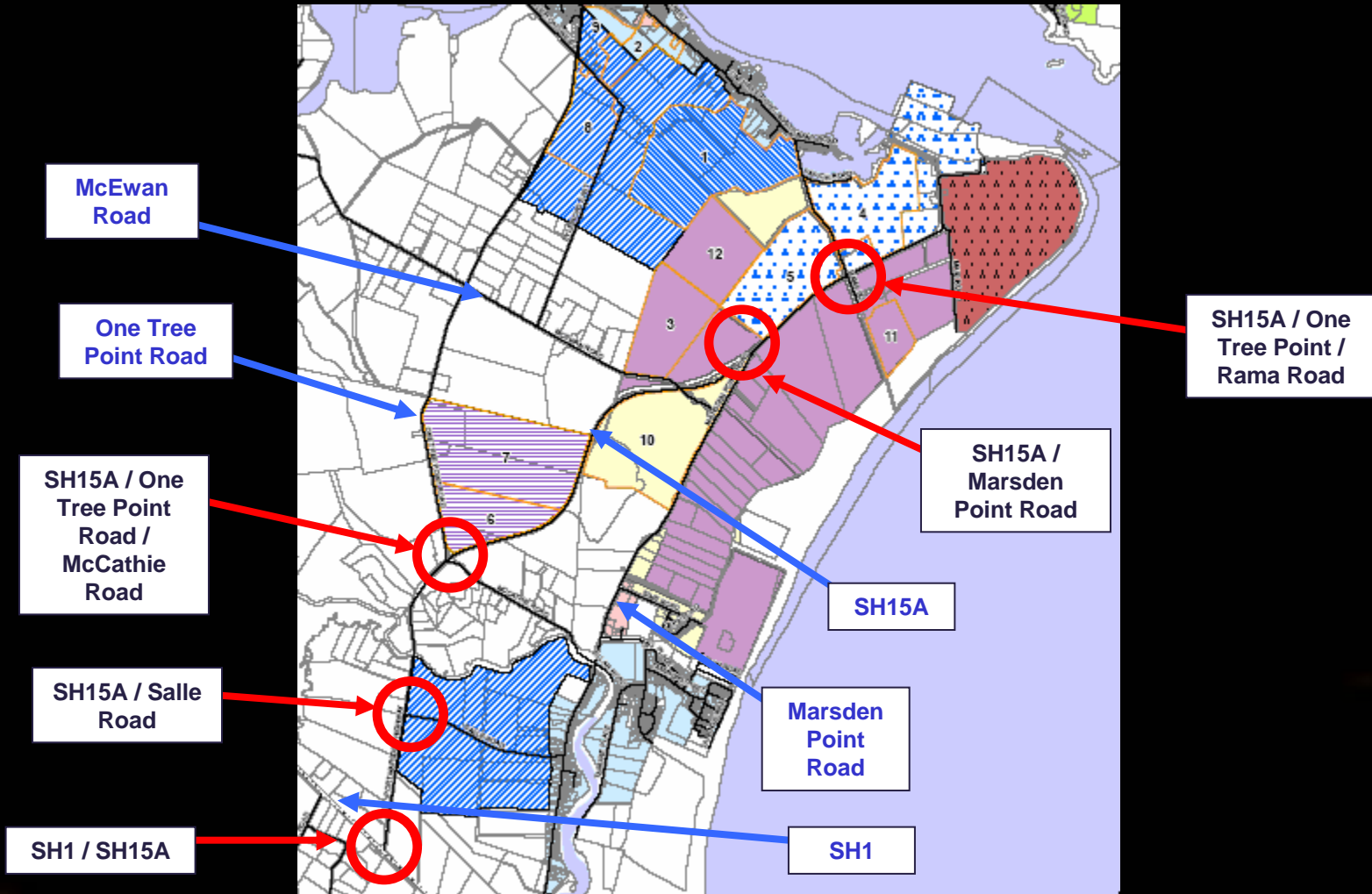


## *The Existing Situation*

- > Existing activities include residential, Port and associated industrial uses
- > Access from SH15A and Marsden Point Road
- > 5 intersections provided for on SH15A
- > Local community facilities at Ruakaka and One Tree Point



# SH15A Intersections



## *The Existing Situation*

- > Large currently undeveloped area zoned for Port and industrial activities
- > Marsden Point – Ruakaka Structure Plan (April 2000) identifies potential for intensive future development
- > This area now zoned for “Future Industrial, Residential and Marine” activity
- > Incorporated into Whangarei District Plan in May 2003

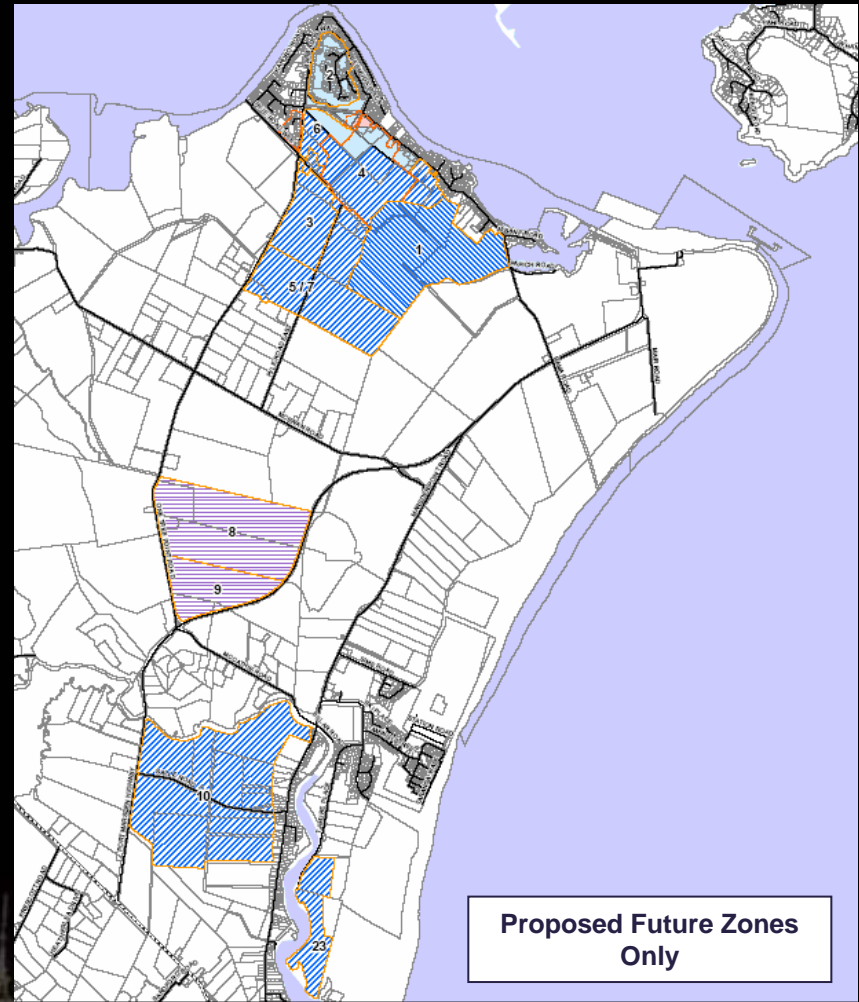
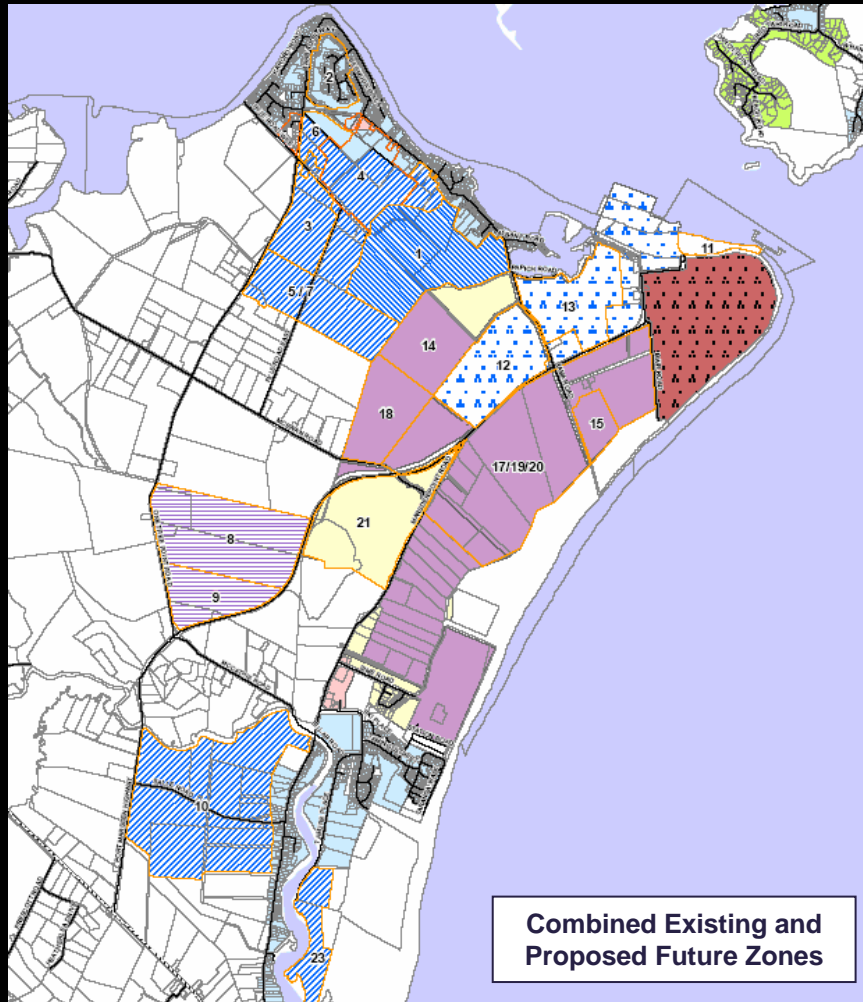


# *The Existing Situation*

- > “Future Industrial, Residential, Marine” zone consists of:
  - o *Approximately 5,500 new households*
  - o *422 hectares new industrial GFA*
  - o *120 hectares new commercial GFA*
  - o *73,400 new vehicle trips generated per day*



# Existing And Future Zoning



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## *Existing Traffic Modelling In Area*

- > Currently no traffic model for the Marsden area
- > Whangarei District Council commissioned model in 2006
  - o *Delivery date does not coincide with decision timeframes for Transit or developers*
  - o *This work was incomplete at the time when Transit was in discussion with developers*



# *Transit NZ Spreadsheet Model*

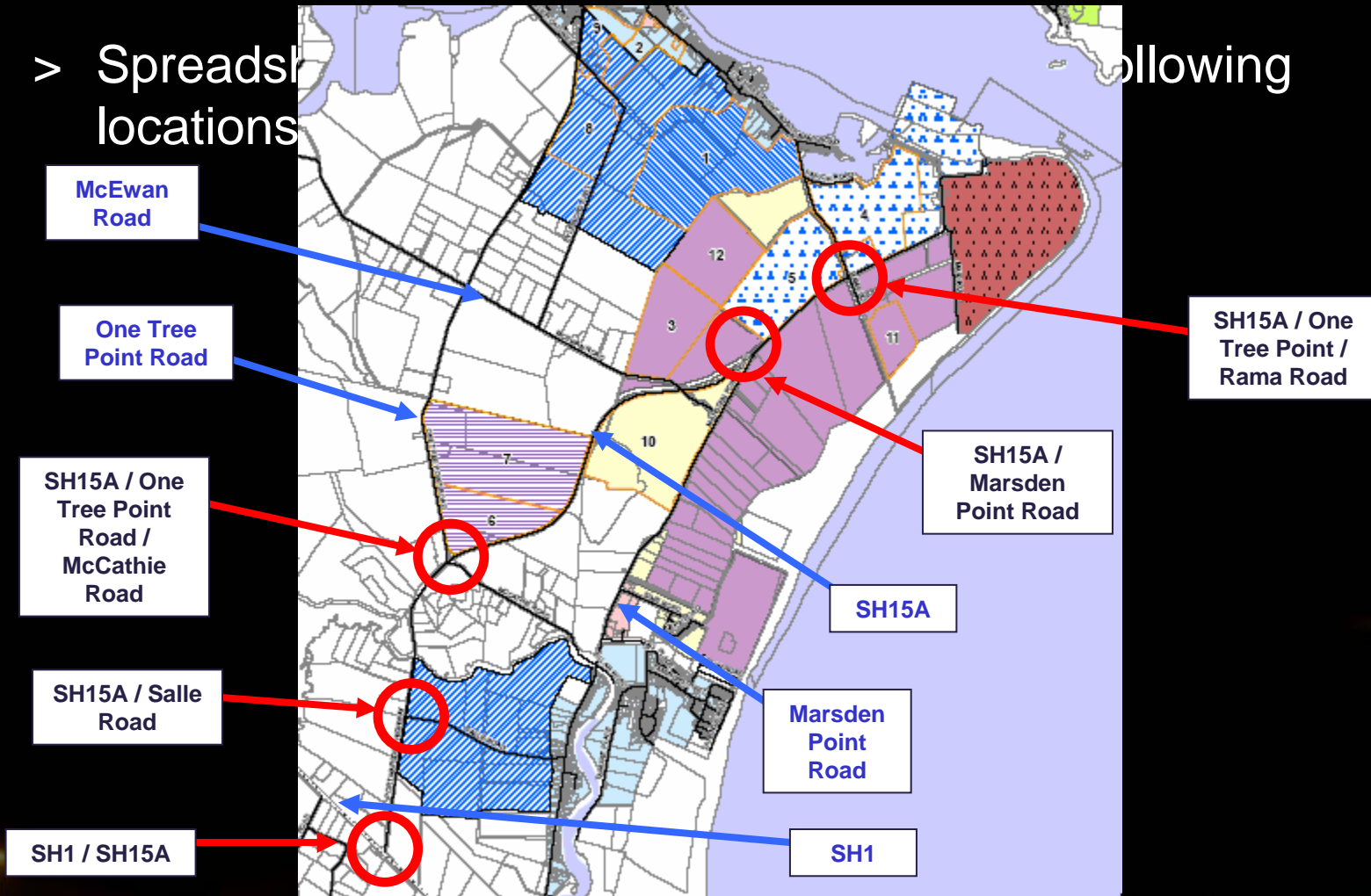
- > Model includes all known potential future activities for:
  - o *Existing Port and adjacent industry zones*
  - o *Future residential zones at One Tree Point and Salle Road*
  - o *Future industrial zones at One Tree Point*
- > Low, medium and high scenarios developed for a 20-year development period to 2026
- > Growth rate of 1%, 2%, 3% used for SH15A flows for respective scenarios
- > Trip distribution to and from the developments taken from RTA guidelines



# Transit NZ Spreadsheet Model

> Spreadsheet locations

following



# *Transit NZ Spreadsheet Model*

- > Level of future community and business infrastructure in area uncertain
- > Residential developments may not complement industrial activity
  - o *80% residential trips assumed to use SH15A / SH1 towards Whangarei for employment*
  - o *20% trips internal to development area not using SH15A*



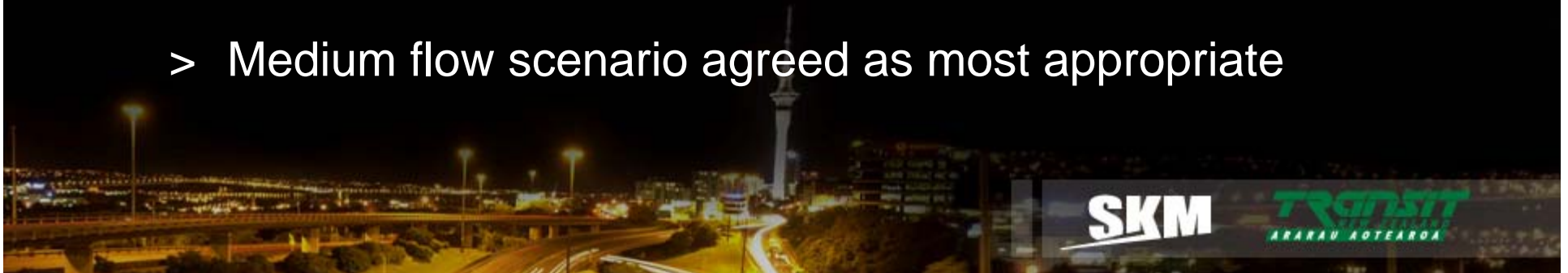
# *Transit NZ Spreadsheet Model*

- > AADT used and 10% assumed to travel during each peak
- > Typical routes assumed
- > Five intersections tested with derived peak hour flows from the spreadsheet
- > Required infrastructure improvements determined



# *Developer Contribution Calculation*

- > SH15A designed to accommodate all port and adjacent land activities as provided in the District Plan prior to the implementation of the Marsden Structure Plan with Future Zoning
  - o *all infrastructure upgrades required to the SH15A network are as a result of future zone development only*
  - o *No contributions sought by TNZ for properties provided for in the original District Plan*
  - o *Two methods of calculating developer contribution – one for SH1 / SH15A and another for other intersections*
  
- > Medium flow scenario agreed as most appropriate



# SH1 / SH15A Intersection Contribution

- > TNZ Scheme Assessment (2003):
  - o *Roundabout required immediately at intersection*
  - o *Upgrading to a grade separated intersection required 2026*
  - o *Marsden Point future zoning not included*
  
- > Approximate flows of 45,000 vpd to trigger full grade separated intersection
  - o *Medium scenario (all future development) predicts volumes of 57,000 vpd – 20% increase over existing*
  - o *20% of 20 year development period is 4 years*
  - o *Full interchange therefore likely to be required four years sooner (e.g. 2022 not 2026)*



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## *SH1 / SH15A Intersection Contribution*

- > TNZ already identified a full interchange at this intersection as a future infrastructure requirement
- > Marsden Point future zoning only necessitates earlier construction of an already planned improvement
- > Therefore developer contribution only for 20% increase equivalent to the period that the project will be fast tracked



## *Other Intersection Contributions*

- > Only Future zone developments to contribute
- > Calculation as follows:

$$\% \text{ Specific Developer Contribution} = \frac{\text{Traffic from specific development}}{\text{Growth in background traffic} + \text{Total new future zone development traffic}}$$

- > Each development has separate percentage contribution for each infrastructure upgrade



## *Developer Feedback*

- > TNZ initiated this process in response to a request by North Holding Developers
- > Most future zone developers have bought into the concept and process
- > Happy to pay a contribution as will allow TNZ sign off for their development



## *Summary*

- > Significant development outside District Plan provision
- > Additional traffic necessitates intersection upgrades
  - o *Bringing forward already planned upgrades*
  - o *Unplanned upgrades of existing intersections*
- > Future traffic volumes calculated and % contribution for each intersection allocated to each development
- > Formalised process to assess contribution requirement

