

UNDER the Resource Management Act  
1991

AND

IN THE MATTER of a request by  
Welhom Developments Limited to  
Masterton District Council for a private  
plan change to the Combined Wairarapa  
District Plan

**Masterton District Council  
Hearing of Private Plan Change Request by Welhom Developments Limited  
State Highway 2, Lansdowne, Masterton**

**Minute #4 of Independent Hearing Panel  
Dated: 17 March 2023**

**Introduction**

1. This Minute is being sent to you because you are either the Requestor, a submitter or a Council reporting officer to the above private plan change proposal.
2. This minute covers the following matters:
  - a. Next steps as verbally directed by the Hearing Panel prior to the hearing being adjourned on Friday 10 March 2023; and
  - b. Request for Waka Kotahi to provide updated corporate evidence in response to the Government announcement regarding the speed limit reduction programme on Monday 13 March.

**Next steps post adjournment of hearing on 10 March 2023**

3. Prior to the hearing being adjourned on Friday 10 March 2023 the Hearing Panel liaised with the parties who were present on a 5 Step process going forward to complete the hearing, and after agreeing these Steps and that Step 1 needs to be further refined through consultation amongst the traffic engineers, directed that the following actions be undertaken:

**4. Step 1 - Traffic engineering consistent base information (due 29 March 2023)**

That the Traffic Engineers for all parties, Harriet Fraser (for Masterton District Council), Mark Georgeson and Melanie Muirson (for Welhom Developments Limited), and Glenn Connelly and Richard Landon-Lane (for Waka Kotahi), prepare and submit a joint Statement of Facts, including the following information:

1. *Existing transport characteristics (use ITA Section 2 as starter)*
2. *Existing traffic volumes*
  - a. *Daily SH2 and Cashmere Oaks Drive (date, location)*
  - b. *Intersection counts SH2/ Cashmere Oaks Drive ( date, time period, modes and vehicle types counted)*
3. *Existing household traffic generation rates for Cashmere Oaks subdivision (no. of houses, hourly traffic volume, how lots under construction dealt with)*

4. *No. of existing constructed houses, number of houses under construction, number of consented lots but not yet under construction.*
  5. *Assumed lot size and number for residential lots in each of Scenario 1 and 2.*
  6. *Forecast household traffic generation rates for additional residential lots in each of Scenario 1 and 2.*
  7. *Assumed number and type of units within the retirement village.*
  8. *Forecast traffic generation rates for the retirement village component.*
  9. *Existing in/out and north/south split for Cashmere Oaks Drive vehicle movements (by time period).*
  10. *Historic road safety record (time period, geographical extent, from CAS, definition of crash injury types)*
  11. *Any programmed public works (transport) relevant to the Proposed Plan Change*
  12. *Historic traffic growth on SH2 (location, years)*
  13. *Forecast traffic growth on SH2 at Cashmere Oaks Drive (forward time period)*
  14. *Forecast traffic volumes that formed inputs into the SIDRA intersection modelling (time periods, vph)*
  15. *Gap acceptance parameters (critical gap and headway, SIDRA defaults, parameters used in modelling, for each turn type, assumptions around opposing flows)*
  16. *SIDRA outputs (tables and summary)*
  17. *Levels of Service definitions as relate to SIDRA outputs*
  18. *Crash prediction (DSI) modelling (source and type of model, forecast period)*
    - a. *speed environment*
    - b. *intersection type*
    - c. *urban/rural*
    - d. *assumed traffic growth SH2 (per annum)*
    - e. *traffic volumes*
    - f. *application of any crash trend adjustment factor*
    - g. *outputs including direct comparison (Requestor/ Waka Kotahi) for equivalent forecast period (this will involve one or both of Richard and Melanie doing a rerun)*
5. This preparation and circulation of the Statement of Facts is to be co-ordinated by Harriet Fraser.
6. The timeframes for preparation of the Statement of Facts are as follows:
- All Traffic Engineers to agree on the list of information by **close of business Friday 17 March 2023**.
  - Harriet Fraser to circulate table (for information to be added to) by **noon Monday 20 March 2023**.
  - Table to be filled out and all feedback to be submitted to Harriet Fraser by **close of business Thursday 23 March 2023**.
  - Harriet Fraser to submit final version of Statement of Facts by **close of business Friday 24 March 2023**.

7. **Step 2 – Planners s32 assessment of effectiveness and efficiency of different activity statuses (due close of business 24 March 2023)**

That the Planners for all parties, Megan Barr (for Masterton District Council), Mitch Lewandowski (for Welhom Developments Limited) and Kathryn St Amand (for Waka Kotahi), prepare and submit a joint s32 assessment of different activity statuses, as follows:

1. *Discuss, and agree if possible, the matters of control and matters of discretion that would apply to controlled, restricted discretionary and discretionary activity statuses.*
2. *Acknowledge where there are differences e.g., asterisk beside points that are not agreed. Commissioners are happy for differences of opinions to come through.*
3. *Assess four scenarios:*
  - a. *Controlled*
  - b. *Restricted discretionary - Non-notified*
  - c. *Restricted discretionary - With a Waka Kotahi notification rule*
  - d. *Discretionary*
4. *Include separate consideration of structure plan and outline development plan / structure plan techniques that might be applicable.*

8. This preparation and circulation of the s32 assessment is to be co-ordinated by Megan Barr.

9. **Step 3 – Council s42A Addendum (due close of business 5 April 2023)**

Council is to prepare and submit a s42A addendum giving the Masterton District Council experts' position on evidence presented at the hearing and any other minor evidential matters. This can include rebuttal evidence, but rebuttal evidence must be updated based on the hearing. The s42A addendum is to include Masterton District Council's legal submissions summary.

10. **Step 4 – Right of reply for Requestor (due 14 April 2023)**

The Requestor is to provide their final, right of reply position. This should not include new evidence or material, other than responding to the matters developed in Steps 1 to 3 above.

11. **Step 5 – Reconvene hearing on Teams to question Council position in s42A addendum and the Requestors Right of Reply (Tentative Date the morning of 27 April 2023 – to be confirmed)**

Following completion of steps 1-5 above, the hearing will be reconvened via Teams at a date and time to be confirmed by the Hearing panel.

**Request for Waka Kotahi to provide updated corporate evidence regarding changes to the speed limit reduction programme**

12. On Monday 13 March 2023 the Government announced changes to the speed limit reduction programme.
13. In response to this announcement, the Hearing Panel requests that Waka Kotahi submit an updated statement addressing the changes to the speed limit reduction programme and what impact this is likely to have on speed limits on State Highway 2 in the vicinity of the Plan Change Site. This is to be provided to the Hearings Administrator by close of business 21 March 2023 so it can be factored into the Step 1 process.
14. All information to be provided under these directions is to be provided to the Hearings Administrator at [megan.barr@4sight.co.nz](mailto:megan.barr@4sight.co.nz) for dissemination to the parties and the Panel.

**DATED** this 17th day of March 2023



Stephen Daysh  
Chair – Independent Hearings Panel

For and on behalf of:  
Commissioner: Stephen Daysh  
Commissioner: David McMahon