



**APPENDIX E**

New Zealand Transport Agency – Letter  
of Support

NZ Transport Agency Waka Kotahi Reference: Application-2025-1038

18 November 2025

Honeycomb Developments LP  
C/- Judith Makinson  
CKL

Email: Judith.makinson@ckl.co.nz

Dear Judith,

**Private Plan Change to Rezone Land from Rural to Large Lot Residential – Corner of Ryburn Road & State Highway 3, Ohaupo – Honey Comb Developments LP**

Thank you for your request for written approval from NZ Transport Agency Waka Kotahi (NZTA). Your proposal has been considered as follows:

**Proposal**

- The Plan Change area covers some 21.5ha of land across three land parcels being those of:
- Lot 2 DP 606747 (20.72ha)
- Lot 1 DP 606747 (0.26ha)
- Lot 2 DP 597425 (0.26ha)
- Lot 3 DP 597425 (0.27ha)
- The Plan Change proposes to undertake re-zoning of the site from Rural to Large Lot Residential Zone with the collective area comprising some 21.5ha across a few land parcels.
- An indicative concept plan for a feasible future development of the site includes 41 lots where each lot would represent a single dwelling.

**Assessment**

In assessing the proposed activity, NZTA notes the following:

- The proposed Plan Change area has road frontage to both Ryburn Road and State Highway 3 (SH3).
- State Highway 3 within the vicinity of the proposal is a comprises a two-way, two-lane carriageway with an operating speed of 70km/h for northbound vehicles and changes to 100km/h for southbound vehicles approximately 80m south of the SH3 / Ryburn Road intersection.
- The subject site is currently utilised for rural-residential purposes.
- Current access is as follows;
  - The large parcel within the site has an access directly onto SH3 (CP 22-125) with the southern access having recently been closed.
  - Lot 2 DP 597425 and Lot 3 DP 597425 have a shared access to Ryburn Road with the previous direct access to SH3 having been recently closed.
  - An access to Ryburn Road is also provided for Lot 1 DP 606747.
- Ryburn Road is classified as a local road under the District Plan and comprises a two-way, two-lane carriageway with a posted 50km/h speed environment.
- NZTA notes that Ryburn Road / SH3 intersection is a stop-controlled T-intersection. This intersection features a right turn bay within an extended flush median through Ohaupo.
- The future development of the subject site would predominantly comprise of residential activities. In order to accommodate this, it is noted that a give-way T intersection on Ryburn Road will be provided in order to give access to all lots within the site.

- A new internal road network will also be constructed as part of future development in order to give access to the southern lots.
- As part of the Proposal, it has been assessed that any existing access to SH3 will be removed and reinstated to surrounding standard as part of the proposed plan change. There will be no direct access to SH3 for any future development on site.
- Therefore, NZTA notes that the existing entranceway at CP22-125 will be permanently closed and reinstated to match the adjacent road reserve treatment. Further to this, CP22-123, CP22-122, CP22-124, CP22-125, and CP22-125A will all be formally cancelled as part of this proposal and/or subsequent subdivision stage.
- NZTA understands that the proposed Plan Change is expected to enable some 41 residential dwellings to be developed within the site.
- It is noted that as per the Waipa District Plan (Rule 3.4.2.26), any residential dwelling or noise sensitive activity proposed to be located within 80 of State Highway 3 within the Large Lot Residential Zone (given the current speed environment is greater than 70km/h), is required to be insulated in order to achieve the following noise levels: Inside habitable rooms (including bedrooms) 40dB LAeq (24hr).
- Following the proposed development of the site, it is expected that vehicle movements associated with the proposal will be create approximately 70 trips in the peak hour and 505 over the course of the day.
- On the basis that vehicle movements are associated with the proposed residential use on site, and all access for the proposal will be via Ryburn Road with no direct access to SH3, NZTA are supportive in principle to the proposal.
- However, if your application is to change or is put on hold for any length of time, NZTA may need to consider/assess your application further.
- Based on the information provided, NZTA considers that the following conditions outlined below will be required as part of the subsequent subdivision application to avoid and/or mitigate adverse effects on the state highway network.
  1. The entranceway at CP22-125 shall be permanently closed, including reinstatement of any fence line, grassed areas, berm, highway drainage or kerb. The reinstatement works shall also include closing the existing gaps in the safety barrier (combination of w-section and wire rope) within the vicinity of the existing access. Reinstatement works shall be consistent with the adjacent road reserve treatment, to the satisfaction of the New Zealand Transport Agency Network Manager.
  2. The applicant shall provide to Council, correspondence from the New Zealand Transport Agency confirming that works in the State Highway, including the closure of vehicle crossings, have been constructed to New Zealand Transport Agency standards.
- NZTA understands that as above, further consultation and confirmation will be required at the subsequent subdivision stage of the proposal.

**Expiry of this approval**

This approval will expire two years from the date of this approval letter. This approval will lapse at that date unless prior agreement has been obtained from The New Zealand Transport Agency.

If you have any queries regarding the above or wish to discuss matters further, please feel free to contact the Environmental Planning team at [environmentalplanning@nzta.govt.nz](mailto:environmentalplanning@nzta.govt.nz).

Yours sincerely,



Tayla Cowper

Intermediate Planner

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

Enclosed:

- Attachment 1: Proposed Concept Plan



FIGURE 11: CONCEPT PLAN OF PROPOSED PLAN CHANGE