

## Vincent

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**From:** Rodney Albertyn <Rodney.Albertyn@nzta.govt.nz>  
**Sent:** Wednesday, 13 September 2023 11:21 am  
**To:** Vincent  
**Subject:** RE: Updated Traffic Report - 297 Te Puna Station Road

Hi Vince,

Thank you for the update. I can confirm that my original written approval remains an accurate reflection of the Waka Kotahi position, with no amendments required.

Kind regards,

### Rodney Albertyn

**Principal Planner, Poutiaki Taiao / Environmental Planning**  
Transport Services

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**From:** Vincent <vincent@mpad.co.nz>  
**Sent:** Wednesday, 13 September 2023 10:24 AM  
**To:** Rodney Albertyn <Rodney.Albertyn@nzta.govt.nz>  
**Subject:** RE: Updated Traffic Report - 297 Te Puna Station Road

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Hi Rodney,

If I didn't reply at the time, many thanks for this.

Just for full disclosure – I had Bruce very slightly amend his report as there was a discrepancy in different sections where he was talking about recommendations – concerning a recommendation that all light vehicles have to go to and from the site from the west, in another part it was implied light vehicles could feasibly leave the site and head east down TP Station Road to head back towards Tauranga (recommended against Clarke Road) (should TP Station Road remain open).

The recommendation has been amended to not rule out light vehicles only exiting to the east towards Tauranga (should TP Station Road remain open in that direction), and include an additional recommendation to discourage the use of Clarke Road (which reflects the intent of the Structure Plan concerning Clarke Road).

I am hoping you would consider your WA remains valid, in that a) the left-turn slip lane out is already confirmed as unlikely to materially change delays to the left turn, b) any delays incurred in queuing on TP Station Road don't affect the function of SH2 and c) the fact of progress on TNL has the same mitigating factor also.

If you can please let me know.

Cheers  
Vince

Vincent Murphy  
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**From:** Rodney Albertyn <[Rodney.Albertyn@nzta.govt.nz](mailto:Rodney.Albertyn@nzta.govt.nz)>  
**Sent:** Thursday, August 3, 2023 2:50 PM  
**To:** Vincent <[vincent@mpad.co.nz](mailto:vincent@mpad.co.nz)>  
**Subject:** RE: Updated Traffic Report - 297 Te Puna Station Road

Good afternoon Vincent,

Thank you for seeking further feedback regarding this proposal following updates to the Traffic Impact Assessment. Waka Kotahi considers that the road network effects of the proposal are broadly consistent with those anticipated by the District Plan and, for the reasons set out below, does not have any concerns regarding the safety or operational implications on the state highway network. Please accept this email as affected party approval for the purposes of s95E of the RMA.

- A key consideration at the intersection of Te Puna Station Road and SH2 is the potential for excessive queue lengths on SH2 associated with vehicles turning right onto Te Puna Station Road from the highway. This intersection has a 41m right turn bay on SH2 to accommodate this queue. If capacity of the bay is exceeded, this has the potential to compromise both efficiency and safety. The information provided as part of the applications indicates that queue lengths at peak times are acceptable, with two car-lengths of spare capacity. An additional mitigating factor is the alternative access to the subject sites via Wairoa River Road route beneath the Wairoa River bridge.
- Rule 12.4.16.2(a) of the District Plan specifies that "*Te Puna Station Road/State Highway 2 intersection must be upgraded by widening for left turn traffic movements onto the State Highway (or similar traffic management alternatives)*" prior to commencement of any industrial or business activity on the Te Puna Industrial Park land. Traffic delays on Te Puna Station Road during peak periods are longer than is desirable. However, this is in the context of SH2 being subject to pre-existing delays due to very high traffic volumes. Waka Kotahi considers that localised widening for left turn movements from Te Puna Station Road would have limited effect in addressing this, and the long-term solution for this congestion is delivery of the Takitimu North Link expressway, which is currently under construction and due to become operational in the short/medium-term. This project will significantly reduce queue lengths and delay times at this intersection.

- Left-turn movements to/from Te Puna Station Road will not pose a noteworthy safety risk, or unduly compromise state highway efficiency. Vehicles travelling north from the industrial park are more likely to utilise the roundabout at Te Puna Road to access SH2 instead of attempting a right turn at Te Puna Road.
- Rule 12.4.16.2 (Road Upgrading) of the District Plan specifies that the “*Te Puna Road/State Highway 2 intersection must be upgraded to a roundabout*” prior to commencement of any industrial or business activity on the Te Puna Industrial Park land. This intersection has been upgraded to a roundabout, which has adequate capacity to safely and efficiently accommodate industrial traffic associated with the Te Puna Industrial Park.
- The submitted Traffic Impact Assessment recommends that a Travel Management Plan be prepared. While enforceability may be challenging, Waka Kotahi supports this as a mitigating measure that should be imposed as an augiere condition of consent.
- The Structure Plan specifies a maximum traffic generation of 2,600 vehicles per day prior to the completion of the Takitimu North Link Expressway. Traffic count data indicates that current levels are marginally below this.
- The subject sites are zoned industrial, and trip generation of this type and volume is broadly anticipated by the District Plan.

Kind regards,

## Rodney Albertyn

**Principal Planner, Poutiaki Taiao / Environmental Planning**  
Transport Services

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**From:** Vincent <[vincent@mpad.co.nz](mailto:vincent@mpad.co.nz)>  
**Sent:** Thursday, 3 August 2023 9:15 AM  
**To:** Rodney Albertyn <[Rodney.Albertyn@nzta.govt.nz](mailto:Rodney.Albertyn@nzta.govt.nz)>  
**Subject:** FW: Updated Traffic Report - 297 Te Puna Station Road

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Good morning Rodney,

Further to our brief conversation on this earlier this week. Please see updated traffic report addressing the proposed development of 297 Te Puna Station Road, addressing the implications of possible scenarios Council is investigating for use/closure of Te Puna Station Road. This report is considered to be up-to-date addressing all information requirements that can be reasonably expected of the applicant i.e. addressing all possible scenarios tabled by Council to date (road widening ambitions, and 2x scenarios for amended use of Te Puna Station Road). In a manner

reflecting agreed traffic generation estimates etc through conferencing with other traffic experts (WBOPDC/other Business Park landowners) to date.

All traffic proposed to be controlled by Travel Management Plan requiring all traffic to come to and from the west, so will not be using the SH2/Te Puna Station Road intersection. Given the control ContainerCo (anchor tenant) has a) over its vehicles and b) as lessor over the site, there is absolute confidence this TMP can be delivered upon and enforced. It is further noted the cumulative volume of traffic permitted to emanate from the business park is not predicted to be exceeded.

I can also confirm Bruce's assessment has not changed in terms of performance of the SH2/Te Puna Station Road, complying with queue storage etc – see section 9.2 of the report.

Whilst not strictly your area of interest, for completeness, attached is the design drawing of the proposed intersection into the site, prepared by WSP. The design exceeds the requirements of Diagram E of the Waka Kotahi Planning Policy Manual, which is referred to in District Plan/Structure Plan standards. The design meets Austroads requirements as well as exceeding the spatial requirements of Diagram E. This is discussed at section 10.3 of the report.

If you can please consider and provide written approval from Waka Kotahi on the basis of no traffic to use the SH2/Te Puna Station Road intersection, at the earliest possible convenience, that would be very much appreciated.

Kind regards

**Vincent Murphy**  
**Senior Planner**

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