

## Whittaker, Jamie

**Subject:** FW: Request for information - 2023-0025 at 30 Benmore Crescent - earthworks and road upgrade application - high traffic volumes application CRM:0197000035  
**Attachments:** Crash Data Hebden Crescent & SH58 RAB 2012-2023.xlsx

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**From:** Kathryn St Amand <[Kathryn.StAmand@nzta.govt.nz](mailto:Kathryn.StAmand@nzta.govt.nz)>  
**Sent:** Thursday, April 20, 2023 3:45 PM  
**To:** David Gibson <[adg@spencerholmes.co.nz](mailto:adg@spencerholmes.co.nz)>  
**Cc:** Errol Ritson <[Errol.Ritson@nzta.govt.nz](mailto:Errol.Ritson@nzta.govt.nz)>; Georgeson, Mark <[Mark.Georgeson@stantec.com](mailto:Mark.Georgeson@stantec.com)>  
**Subject:** RE: Request for information - 2023-0025 at 30 Benmore Crescent - earthworks and road upgrade application - high traffic volumes application CRM:0197000035

Hi Dave,

Apologies I had sent this information onto Council and had not sent it to you as well. Numbers are below. I have asked our traffic engineers if we have any updated information on the traffic volumes on the on/off ramps to the interchange and they are looking to source that through TomTom data. I will provide that once to hand, however Mark G. may also have ready access to that data.

Below is likely traffic volume information from the Waka Kotahi Safety Improvement Project (SIP) in the vicinity that will result in increased traffic using the interchange. Specifically this involves the full closure of Liverton Road intersection with SH2, and removal of right turn bay at the Hebden Crescent/SH2 intersection. On estimation this will increase traffic at the interchange by approximately 400-500 vehicles per day, based on information in the table below.

### 2 Traffic Volumes

Road	Count Year	AADT	HV %
SH2 Northbound	2021	18,368	
SH2 Southbound	2021	19,090	
Liverton Road (at intersection with SH2)		368	
Liverton Road (at intersection with Hebden Cres)	2008	94	
Hebden Crescent (at intersection)		244	
Hebden Crescent (at Quarry)	2008	582	12%
Gurney Road	2020	105	6%

Based on the above information I am advised by our engineers this is not a significant increase in traffic as a result of the SIP project. However to ensure nothing is overlooked it would be good to have the TIA updated in line with point h. below, including any updates based on the latest TomTom data and traffic volumes at the on/off ramps of the interchange.

Please advise if there are any more advanced detailed plans for the right turn bay available for consideration? It would be useful to know what requirements Council have sought.

We have asked Council that Waka Kotahi to be an affected party to the Waste Management NZ application as that proposal relies on the new right turn bay intersection at Manor Park Road/Benmore Crescent within the SH2 designation.

Recently Errol Ritson has undertaken a crash analysis of the interchange for the past 10years. I attach that FYI, I am advised there are no concerns with the number or types of crashes having occurred and having a bearing on assessing the additional traffic from the wider Benmore Crescent site.

Waka Kotahi safety engineers have today reiterated a concern to check (which was missed in the email below), owing to the likelihood of reasonably high percentage of Heavy Goods Vehicles, our safety engineers want to make sure the left turn from Manor Park Road on ramp onto the northbound leg off ramp has a sufficient 15m radius to provide for these vehicles without them tracking over the dual lanes of the interchange. If that can please be checked by Mark G. to confirm it's not an issue?

Please let me know what, if any progress, has been made on the consenting pathway forward and the issues around outline plan/resource consents per point g. below and following outline plan discussions between parties?

Regards,  
Kath

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Waka Kotahi NZ Transport Agency

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**From:** David Gibson <[adg@spencerholmes.co.nz](mailto:adg@spencerholmes.co.nz)>  
**Sent:** Wednesday, 19 April 2023 11:14 pm  
**To:** Kathryn St Amand <[Kathryn.StAmand@nzta.govt.nz](mailto:Kathryn.StAmand@nzta.govt.nz)>  
**Subject:** RE: Request for information - 2023-0025 at 30 Benmore Crescent - earthworks and road upgrade application - high traffic volumes application CRM:0197000035

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Hi Kath,

It has been some time since we received your email below.

Can you please provide the additional traffic volumes that Waka Kotahi anticipate will utilise the SH2/SH58 interchange upon closure of the Hebden Crescent and Liverton Road intersections?

Regards,

**Dave Gibson**  
Associate - Planning  
**SpencerHolmes Limited**

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**From:** Kathryn St Amand <[Kathryn.StAmand@nzta.govt.nz](mailto:Kathryn.StAmand@nzta.govt.nz)>  
**Sent:** Thursday, February 16, 2023 1:39 PM  
**To:** David Gibson <[adg@spencerholmes.co.nz](mailto:adg@spencerholmes.co.nz)>; Mark Georgeson <[Mark.Georgeson@stantec.com](mailto:Mark.Georgeson@stantec.com)>  
**Cc:** Errol Ritson <[Errol.Ritson@nzta.govt.nz](mailto:Errol.Ritson@nzta.govt.nz)>; Greg Major <[greg.major@wta.nzta.govt.nz](mailto:greg.major@wta.nzta.govt.nz)>; Eric Rohde (WSP) <[Eric.Rohde@wta.nzta.govt.nz](mailto:Eric.Rohde@wta.nzta.govt.nz)>  
**Subject:** Request for information - 2023-0025 at 30 Benmore Crescent - earthworks and road upgrade application - high traffic volumes application CRM:0197000035

Hi Dave,

Thank you for your request to Waka Kotahi approval for intersection upgrade works within the State Highway 2 designation, and proposal to carryout land use activities that will result in vehicle movements in excess of 500vpd, thus triggering the need for resource consent. In respect of these two matters we comment as follows:

**Intersection upgrade works:**

1. **NZTA – Wellington Maintenance Boundaries for Manor Park Road**

I have now been advised by the Wellington Transport Alliance that the areas of interest are as defined by our maintenance boundary. We will need you to confirm that the proposed intersection works do not cross into the Waka Kotahi carriageway or maintenance area.

Because of the widening of the Manor Park Road carriageway, it is probable we will need to amend our maintenance boundary agreement with Hutt City Council to accommodate the new road width, shown below as Carriageway, kerb and channel. This will need to be progressed by the applicant with Hutt City Council and Waka Kotahi. The people within the Wellington Transport Alliance who can assist with this are Ryan Zheng (Asset Information Specialist); and Pradeep Ranasinghe ( Corridor Activity Manager). Please contact these people directly on this matter.



## 2. Works within SH2 designation but outside of NZTA-Wellington Maintenance Boundaries

We are interested in all works beyond the maintenance boundaries. That will include all vegetation removal; earthworks - construction and impact on existing infrastructure; state highway signage; the area required for construction/yard for supporting the road upgrade. All of these matters will need to be subject of a s176 Resource Management Act Approval, and do not necessarily need to be subject to the resource consent application applied for. Should Council require a third party written approval from Waka Kotahi for land use consent purposes, please advise. The information required to provide written approval and a s176 approval will be the same. If Council is happy to rely on a s176 approval, we do not consider there is a need involve these works in a land use consent. Here is a list of the information we require to consider the works within the SH2 designation:

- A detailed plan showing the exact extent of road works relative to the maintenance boundary with Hutt City Council, to confirm no road works will fall within the Waka Kotahi maintenance boundaries.
- A detailed plan of the state highway area affected outside of the maintenance boundaries, showing the location of all in-ground and overground infrastructure.
- Additional details regarding the extent and location of earthworks including cut and fill depths; any required structures to support the new road width or earthworks cuts/fills; the relative location of all works to the existing storm water and cycling infrastructure located between Manor Park Road and the State Highway 2 carriageway, construction methodologies and storm water control.
- A plan showing all vegetation removal and proposed replanting (please check designation details for landscape planting).
- An outline plan of where all other incidental equipment will be placed, such as cabinets for other utility providers, state highway directional and instructional signs etc...
- In previous correspondence we asked for a pavement conditions assessment to understand if increased traffic loads at the interchange would impact on pavement. We have reviewed the pavement assessment provided, which was good information on Manor Park Road however did not extend to the pavement of the state highway interchange. In this instance, our consultant Eric Rohde (working with WTA) has been able to assess the pavement construction and variables of the interchange, and has advised it is unlikely to be detrimentally affected by the levels of activity anticipated and described in the Traffic Impact

Assessment provided. We will share that assessment once it is to hand, that should advise on whether there are any limits for ongoing increases in vehicle volumes (including heavies) to and from the application site and the existing pavement conditions.

### 3. High Traffic volumes triggering the need for resource consent

#### g. Scope of land use consent applications.

Land use activities generating in excess of 500 vehicles per day require resource consent. We understand that Waste Management NZ Ltd. currently has a land use consent application lodged with Hutt City Council and would generate well in excess of 500 vehicles per day, thus any other future land uses establishing on the site and adding to vehicle volumes would also require resource consent for traffic generation. We have discussed approaches to the management of high traffic volumes to and from the site, options identified so far include:

1.

1.

- i. A global approach encompassing the whole site once in a single land use consent establishing a vehicle volume threshold. This would require management by the consent holder each time a new tenancy/commercial agreement is entered into with a new tenant/occupier. Waka Kotahi would seek covenants to ensure ongoing compliance/achievement of the agreed thresholds. You have advised that Waste Management Ltd. prefer to apply for and receive their own resource consent for traffic generation rather than being tied to a global land use consent.. We are further advised that Hutt City Council are not favourable to a global consent approach for high volume traffic management under a resource consent.
- ii. A case by case basis with each new land use triggering the need for resource consent. This approach would involve a high number of land use applications under the current district plan rules, thus would create a lot of regulatory processing, which may not be favourable to any stakeholders.
- iii. A 'tenancies' approach might be considered, that is to apply for land use consent for high traffic volumes applicable to each tenancy area shown on the application documents received. This approach would break the site down and in this way may be more acceptable to Council although land use consent may still be required for other reasons. A tenancies approach would still require management by the consent holder as in option 'i' above, albeit this approach would allow the likes of Waste Management Ltd. to manage their own affairs within their 'tenancy' area. Your thoughts on this approach are welcomed.
- iv. A further approach to the issue is to establish a threshold outside of the consenting process (i.e. Waka Kotahi and the land owner come to a third party agreement). This threshold could inform a limit for considering whether or not there are adverse effects on the state highway as a result of traffic generation across the site, thus Waka Kotahi may not need to be considered an affected party for each land use consent application.

It is the ongoing management of any of the above options and the ability for the road controlling authorities to administer any agreement with the consent holder into the future which is the greatest hurdle. These matters need further discussion between parties in order to find a practicable way forward. I will be seeking internal legal advise on the matter, as well as further advise from within the Environmental Planning team on administration options.

In the meantime we will be approaching Hutt City Council in regards to the Waste Management NZ application and seeking that Waka Kotahi is identified as an affected party given this is the only land use to date that will generate the high traffic volumes. The scope of the current earthworks consent application provided is tied to the Waste Management NZ proposal in that the earthworks application



provides the necessary road infrastructure remedy for Waste Management activities with the right turn bay proposal, and in that way Waka Kotahi should be considered an affected party to both proposals, s176 matters aside.

- h. We require an updated traffic impact assessment in relation to the state highway interchange as a result of recently confirmed changes in the state highway environment. Waka Kotahi has planned works on State highway 2 involving intersection closures of both Hebden Crescent and Liverton Roads with State highway 2. These roads flank the western side of SH2 so traffic arriving to and leaving from these roads will in future need to use the SH2/SH58 interchange for access to and from the state highway. These changes, whilst not yet built, are confirmed and will alter the traffic demands on the interchange. As a result we will need an updated traffic impact assessment to understand the effects of high volume traffic generation to and from the application site and to and from the state highway considered against the new levels of interchange traffic anticipated post the Hebden Cres/Liverton Road closures. Types of vehicles, times of day and likely direction will all influence this assessment. We have asked the Waka Kotahi project team for information on the likely changes in traffic generation at the interchange as a result of the road access closures and will pass on that information as soon as it is available. The Traffic Impact Assessment will also then need to be tailored to the consenting approach agreed to between parties.

I trust the above is in line with our discussions, please advise anything to the contrary.

Regards,

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