

25 July 2023

Project/File: 310204837

Angela Goodwin
Potentialis Planning

Kia ora Angela,

Benmore Crescent: Waste Management NZ Consent RFI - Transport Response

Rosco Ice Cream Limited has submitted a Resource Consent application (RM230019) to establish a Resource Recovery Park within development land located between State Highway 2 (“SH2”) and the Hutt Rail Line, in Manor Park. Stantec prepared the Traffic Engineering Report (“TER”) dated 19 December 2022 that supported the application.

Hutt City Council (“Council”) has subsequently issued a Section 92 Request for Further Information (“RFI”), including in respect of a number of traffic matters. A response to each of those matters relevant to Stantec is provided in turn below, noting for ease of reference the corresponding RFI wording is included in italics.

1. *The applicant has indicated that a wayfinding strategy will be developed for the proposed Resource Recovery Park to manage all vehicle and people movements. Can the applicant please provide this in draft as part of the RC application.*

It is recommended that the development of a Site wayfinding strategy, which is to be submitted as part of the engineering plan approvals, be included as a condition of consent.

2. *Traffic generation rates for the proposed resource recovery centre have been based off the existing Seaview site; however, no assessment has been provided around what the shift in location may mean for traffic generation rates (i.e., the site will likely pick up parts of Upper Hutt and Porirua now too) so this will no doubt result in different demands. Can the applicant please provide a revised assessment with respect to this matter.*

Noting the absence of any NZ industry reported trip generation data for the type of activity proposed, the traffic generation assessment undertaken within the TER is based on data provided by Waste Management NZ (“WMNZ”), which draws on detailed breakdowns of existing vehicle movements at their established Sites in Seaview. Those current operational traffic numbers have then been adjusted for the new facility, including to take account of any change in catchment. The forecast volumes then, in taking account of detailed traffic movement records for like activities at established sites and then allowing for the site-specific locational characteristics, are considered robust.

3. *Applicant has expressed that the facility will operate 7 days a week (6am to 7pm) with only a small number of trucks accessing the site at night. Can the applicant please expand on this (i.e., will there be truck movements after 7pm, if so, how many? And what parts of the site will they access?)*

Addressed by others.

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4. *It is assumed that the site will contain onsite refuelling facilities. Applicant to confirm and whether these will be installed underground or above ground.*

Addressed by others.

5. *Applicant has stated that all vehicles arriving and leaving the site will be weighed, however the proposed weighbridge location appears to be well within the site. Is the weighing only for commercial vehicles? Or does this include the general public too? I need to understand how this will function and how access will be managed in the public only areas.*

Addressed by others.

6. *I am concerned that the traffic generation rates have been solely based on the Seaview site to inform the traffic modelling therefore I would expect to see a greater sample size gathered from other facilities around the country or a similar scale and size.*

As noted in the response to item 2 above, traffic generation numbers were carefully forecast by WMNZ using internal data, with this methodology considering all relevant factors and not just the current traffic generation from the Seaview facility. WMNZ are satisfied that the traffic generation figures are representative of the level of activity proposed for the Site, as set out in their letter included as **Attachment 1**.

7. *There has been no mention of construction traffic and any assessment around this (would be anticipating significant truck movements).*

A Construction Traffic Management Plan ("CTMP") will be prepared prior to development of the site getting underway, and will address how any associated impacts arising from construction traffic activity at the site are to be suitably managed.

It is recommended that the requirement for a CTMP be included as a condition of consent, with the number of traffic movements (and therefore associated traffic impacts) generated per day during construction likely to sit well within the operational levels set out in the TER.

8. *The assessment provided by Stantec regarding the existing transport environment fails to consider the crash history of the SH2/SH58 interchange. It is my assessment, that the Transportation Assessment Report needs to consider this as almost all traffic coming and going from the proposed development will travel through the interchange. This would then result in Waka Kotahi being an affected party.*

We note that the assessment of any impacts at the SH2/SH58 interchange will be addressed directly with Waka Kotahi via the Section 176 approval. Notwithstanding, engagement with Waka Kotahi to date confirms they do not have any safety concerns regarding the operation of the current interchange, as recorded in the email correspondence with Kathryn St Amand (which in turns draws from Errol Ritson's analysis of traffic safety at the interchange) included as **Attachment 2**.

This review of the crash history at the interchange provided by Waka Kotahi indicates a total of 16 crashes over the approximately 5-year period since it opened in April 2017. Of these crashes, two resulted in minor injury with the balance being damage only, which is characteristic of the lower speed environment at the interchange reducing crash severity. There is no identified safety issue that requires attention in respect of this proposal. The information presented separately to Waka Kotahi for the

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Section 176 approval process indicates that the interchange operates with significant residual capacity which lends to a continued good safety performance.

9. *To ensure a clear understanding of the baseline traffic environment, it is not clear if there are other granted resource consents within the vicinity of the proposed development that should be taken into consideration particularly where this may result on higher traffic volumes along Manor Park Road.*

Council's planning team has confirmed there are no existing resource consents for the area accessed via Manor Park Road / Benmore Crescent that would have a material impact on the assessment of baseline traffic flows adopted in the TER.

10. *Based on the proposed changes to the rail level crossing and proposed intersection upgrade of the Benmore Crescent/ Manor Park Road intersection, this necessitates the need for a safe system audit to be carried out in line with Waka Kotahi's 2022 guidelines. The safe system audit should be carried out by a suitably qualified third party.*

It is acknowledged that the proposed changes within the road reserve to improve the Benmore Crescent / Manor Park Road intersection and adjacent level crossing may require a detailed design road safety audit, prior to engineering approval. This can be undertaken at that time and in line with the Waka Kotahi Safe Systems Approach guidance.

We trust this response adequately addresses the further information requests sought by Council with respect to the proposal's transport matters.

Ngā mihi,

STANTEC NEW ZEALAND



Jamie Whittaker
Principal Transportation Planner



Mark Georgeson
Private Sector Growth Leader

Attachment: Attachment 1: Letter from WMNZ confirming Traffic Generation Figures

Attachment 2: Email correspondence with Waka Kotahi