

## Vincent

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**From:** Rodney Albertyn <Rodney.Albertyn@nzta.govt.nz>  
**Sent:** Wednesday, 30 November 2022 9:40 am  
**To:** Vincent  
**Cc:** Claudia Jones  
**Subject:** RE: Waka Kotahi position - SH2/Te Puna Station Road improvements as per rules concerning Te Puna Business Park

Kia ora Vincent,

From what you have described below, Waka Kotahi's initial position would remain, with no requirement for the intersection to be upgraded. However, we are not able to confirm this formally without being provided a copy of the report and associated data. It would be much appreciated if you could provide a copy of the report once it is finalised.

Kind regards,

### Rodney Albertyn

**Senior Planner, Poutiaki Taiao / Environmental Planning**

Transport Services

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**Waka Kotahi** NZ Transport Agency

Tauranga, Level 3, Harrington House, 32 Harrington Street

PO Box 13055, Tauranga Central, Tauranga 3141, New Zealand



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**From:** Vincent <vincent@mpad.co.nz>  
**Sent:** Tuesday, 29 November 2022 4:39 PM  
**To:** Claudia Jones <Claudia.Jones@nzta.govt.nz>; Rodney Albertyn <Rodney.Albertyn@nzta.govt.nz>  
**Subject:** RE: Waka Kotahi position - SH2/Te Puna Station Road improvements as per rules concerning Te Puna Business Park

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Good afternoon Claudia, Rodney,

Trust this finds you well.

Further to our correspondence on this matter. I can now confirm that modelling has been completed as required by the structure plan. For completeness, the monitoring requirements are detailed below, with the outcomes surveyed summarised in red:

For the purpose of clause [f.ii.b](#), the adequacy of the intersection performance shall be assessed by reference to the outcome of monitoring in respect of the following matters (at a minimum):

- a. The duration of delays for all traffic movements at the intersection which shall be determined having regard to whether:
  - The 95th percentile of the measured queue lengths as a result of right turns from State Highway 2 impedes the flow of through traffic on the State Highway i.e. the 95th percentile queue length must not exceed the storage length of the existing right turn bay; **Not exceeded.**

And

- Side road time delays for traffic in Te Puna Station Road during peak periods exceed an average of 50 seconds when measured over a maximum one hour period or increase by more than 50% from the baseline monitoring (whichever is the greater). **Is exceeded.**
- b. Crash rates, which shall be determined having regard to whether:
    - The crash rates at the intersection (including vehicles queuing or turning) exceed either five in any one year, or an average of three per annum over the previous five years (as at the date of assessment); **Not exceeded (four crashes in last five year, maximum of two in one year)**

And

- The injury crash rates at the intersection increase from the baseline monitoring by any statistically significant amount. **Not met – maximum crash rate between 1990 and 2022 is 2 per year.**

Under clause a) above, the intersection is required to exceed **both** thresholds to be considered to be performing inadequately and therefore be appropriate for upgrading as guided by the current content of the Structure Plan. Only one of the thresholds (50 second traffic delay on Te Puna Station Road when entering SH2) is exceeded, therefore we would contend an upgrade to this intersection is not required as informed by the up-to-date modelling. This approach being consistent with previous modelling completed in 2018 by WBOPDC.

Unfortunately I cannot give you a complete Transportation Impact Assessment as this is still being refined however the above data and assessment relating to this intersection will not change. Is it possible for you to advise that based on the monitoring data presented above, Waka Kotahi would maintain their advice as road-controlling authority that the intersection is not required to be upgraded? Noting also progress on TNL which will remove through traffic from what is currently SH2 between Te Puna through Bethlehem into central Tauranga (TNL includes a diamond interchange at Minden/Te Puna not far from this general location).

Lastly, there is Environment Court mediation occurring on Thursday based on a landowner in the business park appealing an abatement notice, and the requirements of the structure plan are going to come under scrutiny. As such, apologies for the requested quick turnaround however if you could advise as soon as possible if this question can be answered tomorrow, that would be much appreciated.

Kind regards

Vincent Murphy

Senior Planner

021 283 0673 [vincent@mpad.co.nz](mailto:vincent@mpad.co.nz)

[www.mpad.co.nz](http://www.mpad.co.nz)



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**From:** Claudia Jones <[Claudia.Jones@nzta.govt.nz](mailto:Claudia.Jones@nzta.govt.nz)>

**Sent:** Tuesday, 11 October 2022 8:22 am

**To:** Vincent <[vincent@mpad.co.nz](mailto:vincent@mpad.co.nz)>

**Subject:** FW: Waka Kotahi position - SH2/Te Puna Station Road improvements as per rules concerning Te Puna Business Park

Hi Vincent,

I understand that the ITA that Waka Kotahi reviewed earlier in the year is the same, as such, our comments remain the same. These comments were as follows:

*Waka Kotahi has reviewed the relevant documents for the proposed activity at 297 Te Puna Station Road. I note that Rule 12.4.16.2 (Road Upgrading) 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)". Waka Kotahi is satisfied that the fact that this upgrade has not been undertaken will not compromise road network safety or efficiency.*

*I would like to note that although this is the current situation, Waka Kotahi is concerned that the monitoring at the SH 2/ Te Puna Station Road intersection required as part of the structure plan requirements has not been undertaken by those operating in the structure plan area. Therefore, Waka Kotahi request that this monitoring is undertaken by the applicant as required.*

Kind regards,

**Claudia Jones** (she/her)

**Senior Planner, Poutiaki Taiao (Environmental Planning)**

System Design | Transport Services

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**Waka Kotahi** NZ Transport Agency

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**From:** Rodney Albertyn <[Rodney.Albertyn@nzta.govt.nz](mailto:Rodney.Albertyn@nzta.govt.nz)>

**Sent:** Monday, 10 October 2022 11:54 AM

**To:** Claudia Jones <[Claudia.Jones@nzta.govt.nz](mailto:Claudia.Jones@nzta.govt.nz)>

**Subject:** FW: Waka Kotahi position - SH2/Te Puna Station Road improvements as per rules concerning Te Puna Business Park

Hey Claudia,

Hope you've had a good weekend.

I think this is the one that you've already done. But I think your comments went to Council, not the applicant's planner (Vince). An overview of the proposal is in the attached ITA. Perhaps we just need to send your comments to Vince?

I'll give you a call.

Rod

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**From:** Vincent [vincent@mpad.co.nz](mailto:vincent@mpad.co.nz)  
**Sent:** Friday, 7 October 2022 4:07 PM  
**To:** Rodney Albertyn [Rodney.Albertyn@nzta.govt.nz](mailto:Rodney.Albertyn@nzta.govt.nz)  
**Subject:** Waka Kotahi position - SH2/Te Puna Station Road improvements as per rules concerning Te Puna Business Park

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Afternoon Rodney,

As discussed today, I cannot find the letter addressed to us advising of Waka Kotahi's position that the upgrade in question is not considered required given the expert assessment of the intersection to date, and lack of benefit to accrue especially once TNL is operational.

If you can please provide a copy of your advice on this matter addressed to MPAD in respect of 297 Te Puna Station Road, that would be much appreciated.

Let me know if you need anything further.

Kind regards

Vincent Murphy  
Senior Planner  
021 283 0673 [vincent@mpad.co.nz](mailto:vincent@mpad.co.nz)  
[www.mpad.co.nz](http://www.mpad.co.nz)



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