

29 August 2025

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638 Limited
C/ Planning Focus Limited
P.O Box 911-361
AUCKLAND, 1142

Attn: Rachelle Hui

**REQUEST FOR FURTHER INFORMATION LETTER – PLAN CHANGE 35 – TE AWAMUTU
LARGE FORMAT RETAIL CENTRE**

Application number:	PC/0002/25
Applicant:	638 Limited
Address:	638 Cambridge Road, Te Awamutu
Proposed activity:	The expansion of the Te Awamutu Large Format Retail Centre

I acknowledge receipt of the above private plan change application to the Waipā District Plan on Friday 8 August 2025 and the payment of the deposit on 12 August 2025.

The application documents have been reviewed, and it has been determined that further information is needed.

Adoption / Acceptance

Subject to the provision of further information and modification of the application as sought by following sections of this letter, Council staff will be in a position where a decision can be made under delegated authority that PC35 be accepted and publicly notified.

There is no ability for the Council to adopt this private plan change request because of the stop work that the government has imposed on the Council initiated plan changes. Any private plan change adopted by the Council becomes a proposed plan under Section 43AAC of the RMA. Notification of any proposed plan by Council prior to 31 December 2027 will be prohibited when the Resource Management (Consenting and Other System Changes) is enacted.

Further Information Request

Pursuant to Clause 23(1) of the First Schedule to the Resource Management Act 1991 the following further information is requested to enable the Council to better understand the nature of the plan change application and its associated effects. The required further information is:

1. Mana whenua/Iwi Engagement

It is noted that there has been engagement with Nga Iwi Topu o Waipa, and that feedback was provided.

- i. Can you please provide a copy of that feedback, and any other iwi consulted with respect to the request.

2. Neighbouring Landowner Engagement

It is noted in section 6.2 of the Private Plan Change Request that consultation has been undertaken with the surrounding neighbours and the other landowners within the Retail Centre (Area A). While it is stated in the Request that there have been “no follow-up phone calls from recipients” it also states that there has been “overwhelming positive support for the project” from most of the residential and semi-rural property owners.

- i. Please provide evidence of the engagement undertaken, and feedback received from the:
 - Owner(s) of 650 Cambridge Road;
 - Owners and occupiers of the other activities/sites within Area A; and
 - Neighbouring landowners/occupiers of properties surrounding plan change area.

3. Roading

Can you please provide responses to the following roading matters:

Traffic Growth on Cambridge Road

- a. From the analysis and modelling in the Transport Assessment dated July 2025 prepared by Traffic Engineering and Management Limited it is shown that 20-year growth of 40% in traffic on Cambridge Road has been added to the through traffic at the existing access points; and the new Mitre10 store traffic in Area B has been added to Access 1. However, some of that 40% growth on Cambridge Road also needs to be applied to turning movements in and out of the two access points. This is because as the town and district population grows there will be more customers entering / exiting Access 1 and 2 for trips to the supermarket, doctors and other retail outlets at the centre.
 - i. Please provide further analysis regarding this matter when adding the effects of the 20-year growth onto Cambridge Road to the turning movements in and out of Access 1 and 2.
- b. The analysis and modelling also currently assumes there will be no growth in trips to the centre other than for the new Mitre10 store and this is not a realistic assumption. Note that at different times of the day 35-48% of the traffic travelling on Cambridge Road turns into the existing centre and those proportions of traffic entering will likely continue or even grow.
 - i. Please review and provide further analysis on the effects of the repurposing of the existing Mitre 10 building, based on what the proposed provisions associated with PC35 would allow, and the potential expansion increase in traffic of the retail activities on Area A.

Option 2 – Access 1 Roundabout

- a. The SIDRA modelling for option 2 indicates average speeds through the proposed roundabout intersection of 42-47km/hr. This seems excessive for a small roundabout.
 - i. Please provide further analysis on this matter.
- b. The Roundabout turning path drawing shows truck movements have to travel over much of the roundabout centre island, indicating a “fried egg” type roundabout arrangement will be proposed. This is not ideal for an arterial road and would probably lead to a high crash rate as car traffic tries to short cut through the roundabout at speed.

- i. Please review and advise what would be the actual design of the proposed roundabout to mitigate the above concerns. Or alternatively as a roundabout is not a recommended option, add to the commentary on the option the disadvantage of a small roundabout that cannot accommodate truck movements easily and safely.

Option 3 – Access 1 Traffic Signals

It is noted that option 3 traffic signals is the favoured option in the Transportation Assessment.

- a. The critical traffic movements for queuing and lower levels of service are in the evening peak, west approach and right turning queues averaging 55m, east approach and left turning queues 44m and these are exacerbated on a Saturday.

Once the traffic growth question above is resolved, and more turning traffic is added in and out of Access 1 the Sidra modelling would likely to show a lower level of service and greater queues. It is important that the correct average queue length and 90 percentile queuing on Cambridge Road is known to determine how far from the access the traffic effects will extend. For instance, all parking on the roadside will need to be banned for the length of likely regular queuing. In addition, if queuing of 70-90m occurs on the Cambridge east approach then it will prevent good operation of the left turn from Access 2 and might also present a risk of nose to tail crashes as west bound traffic rounds the corner on to the back of a queue. To minimise the east approach queuing the option of providing a separate left turn lane from the through lane should be explored.

- i. Please provide analysis of the provision of a left turn lane into Access 1 and the updated average queuing and 90 percentile queuing in the SIDRA analysis once turning movement growth is represented.
 - ii. Please provide a diagram illustrating the intersection design with a dedicated left-turn lane in relation to legal road boundaries.
 - iii. In the event that the diagram above illustrates that any intersection with a dedicated left-turn lane cannot be accommodated within the existing road reserve, please outline how the acquisition of private land necessary to accommodate a left turn lane would occur.
- b. The proposed signals turning movement diagram indicates that it is a fairly tight turn and some kerb alteration may well be required. The truck left turn out from Access 1 has not been tracked and as the kerb radii for the left side of the intersection looks tighter this will be a critical movement to understand.
 - i. Please provide further analysis and a diagram for the truck left turn out of Access 1.
 - c. Minimising the number of large trucks directly entering Access point 1 would be advantageous, particularly with the intended increase of traffic generated by the new Mitre 10 development. Because the intent is for the existing Retail Centre to be expanded to include 638 Cambridge Road, further consideration of the overall integration of all traffic generation within the centre is important to ensure a well-functioning centre. The Transport Assessment should canvas the option of all trucks entering at access point 3 and to circulate behind the stores to minimise interaction with the public.
 - i. Please provide further analysis of the option for all trucks entering the Retail Centre (Areas A and B on the concept plan) to enter the site via Access 3 and exiting via the access leg owned by 650 Cambridge Road.

- ii. Please provide information on the legal easements that would be needed to accommodate this option and whether the owners of the existing rights of way are agreeable to granting rights of access to 638 Cambridge Road.

Access 1 Road status

Option 3 – signals at Access 1 includes a pedestrian facility on the western side of the private ROW over 650 Cambridge Road from Cambridge Road to a pedestrian facility between Area A and B next to Pak'n Save.

Access 1 is currently a private ROW with no street lighting, no parking controls and has been maintained in a substandard condition due to lack of resurfacing since construction. Although it is a private ROW, it effectively functions as a public road, and as a result of the development of 638 Cambridge Road the level of public use will increase. It is noted that:

- Existing easement instruments enable vehicular access over 650 Cambridge Road, and that parties are liable for an equal share of repair and maintenance costs.
- The ROW was upgraded in 2010 in accordance with conditions imposed as part of Council's granting consent to the s.348 Local Government Act application to give access to all seven lots within 670 Cambridge Road.
- It is not clear what access rights are afforded to 638 Cambridge Road (Lot 1 DP 10271) over the access leg owned by 650 Cambridge Road.

Please advise:

- i. Whether the existing easement instruments allow the increase in traffic as a result of the expansion of the Retail Centre to include 638 Cambridge Road;
- ii. Whether 638 Cambridge Road has existing legal rights to use the full extent of the access leg and rights of way owned by 650 Cambridge Road;
- iii. If there are existing legal mechanisms in place to provide for the use of the proposed pedestrian facility by the public generally;
- iv. Whether it is intended to provide street lighting and parking controls within the ROW and what existing legal mechanisms are in place to provide for these; and
- v. Confirmation that the proposed traffic signals at Access 1 and Cambridge Road will be located within the legal road corridor and not within the ROW.

4. General

Appendix B – District Plan Provisions

The proposed Concept Plan in Appendix B does not represent the final version as contained in the August 2025 Private Plan Change Request Assessment report (Figure 12: Revised Te Awamutu Large Format Retail Area Plan).

- i. Please replace the concept plan in Appendix B with the correct concept plan.

Terminology

We suggest some consistency be applied when referencing the centre, by referencing it throughout the WDP as the *Te Awamutu Large Format Retail Centre (TALFRC)*. Presently there is a mix of terminology used within the application documents.

If you have any queries, please contact me on either 0800 WAIPADC (0800 924 723), or via email at: alice.morris@waipadc.govt.nz

Yours Sincerely

A handwritten signature in black ink, appearing to read 'Alice Morris', with a stylized, cursive script.

Alice Morris
**SENIOR POLICY PLANNER,
DISTRICT PLAN**

19 September 2025

Waipā District Council
Private Bag 2402
Te Awamutu 3840

Attn: Alice Morris (Alice.Morris@waipadc.govt.nz)

Dear Alice,

**RE: REQUEST FOR FURTHER INFORMATION LETTER – PLAN CHANGE 35 – TE AWAMUTU
LARGE FORMAT RETAIL CENTRE**

Please find enclosed our responses to the request for further information, dated 29 August 2025.
This response includes the following attachments:

- Attachment A: Further Information Request Table
- Attachment B: Iwi Correspondence
- Attachment C: Response to Traffic Items
- Attachment D: Legal Advice re Right of Way Easement
- Attachment E: Updated Attachment B - Proposed District Plan Provisions
- Attachment F: Updated Attachment E - General Civils & Three Waters Report
- Attachment G: Updated Attachment F - Ecological Impact Assessment
- Attachment H: Updated Attachment G - Preliminary Geotechnical Report
- Attachment I: Updated Attachment I - Economic Assessment

Should you have any questions, please do not hesitate to contact the undersigned.

Yours sincerely,

Planning Focus Limited



Rachelle Hui
Planner

Planning Focus Limited Level 5, Tower One, 205 Queen Street, Auckland, New Zealand	Telephone 0-9-379 5020 Facsimile 0-9-379 5021 www.planningfocus.co.nz	PO Box 911-361 Auckland 1142 New Zealand
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Attachment A: s92 Response Table and Assessment

	Further Information Request	COMMENT / ACTION / RESPONSE
1	Mana whenua/Iwi Engagement	
	It is noted that there has been engagement with Nga Iwi Topu o Waipa, and that feedback was provided. i. Can you please provide a copy of that feedback, and any other iwi consulted with respect to the request.	Included as Attachment A is evidence of correspondence with Gaylene Roberts, the mana whenua representative for Ngaa Iwi Toopuu o Waipaa (NITOW). A meeting was held on 11 February to discuss the proposal, and the documents related to this Private Plan Change request were emailed to Gaylene on 4 July. A follow-up email was sent on 4 September. As of the date of this submission, no response has been received from NITOW.
2	Neighbouring Landowner Engagement	
	It is noted in section 6.2 of the Private Plan Change Request that consultation has been undertaken with the surrounding neighbours and the other landowners within the Retail Centre (Area A). While it is stated in the Request that there have been “no follow-up phone calls from recipients” it also states that there has been “overwhelming positive support for the project” from most of the residential and semi-rural property owners. i. Please provide evidence of the engagement undertaken, and feedback received from the: • Owner(s) of 650 Cambridge Road; • Owners and occupiers of the other activities/sites within Area A; and • Neighbouring landowners/occupiers of properties surrounding plan change area.	Consultation and engagement with neighbouring landowners were carried out through in-person visits by the Applicant, involving verbal discussions with both tenants and landowners regarding the proposal. Any formal engagement can be undertaken as part of this Private Plan Change process through the submission process.
3	Roading	
	Can you please provide responses to the following roading matters:	
	<u>Traffic Growth on Cambridge Road</u> a. From the analysis and modelling in the Transport Assessment dated July 2025 prepared by Traffic Engineering and Management Limited it is shown that 20-year growth of 40% in traffic on Cambridge Road has been added to the through traffic at the existing access points; and the new Mitre10 store traffic in Area B has been added to Access 1. However, some of that	Please refer to our traffic response included as Attachment C.

	40% growth on Cambridge Road also needs to be applied to turning movements in and out of the two access points. This is because as the town and district population grows there will be more customers entering / exiting Access 1 and 2 for trips to the supermarket, doctors and other retail outlets at the centre. i. Please provide further analysis regarding this matter when adding the effects of the 20-year growth onto Cambridge Road to the turning movements in and out of Access 1 and 2. b. The analysis and modelling also currently assumes there will be no growth in trips to the centre other than for the new Mitre10 store and this is not a realistic assumption. Note that at different times of the day 35-48% of the traffic travelling on Cambridge Road turns into the existing centre and those proportions of traffic entering will likely continue or even grow. i. Please review and provide further analysis on the effects of the repurposing of the existing Mitre 10 building, based on what the proposed provisions associated with PC35 would allow, and the potential expansion increase in traffic of the retail activities on Area A.	
	<u>Option 2 – Access 1 Roundabout</u> a. The SIDRA modelling for option 2 indicates average speeds through the proposed roundabout intersection of 42-47km/hr. This seems excessive for a small roundabout. i. Please provide further analysis on this matter. b. The Roundabout turning path drawing shows truck movements have to travel over much of the roundabout centre island, indicating a “fried egg” type roundabout arrangement will be proposed. This is not ideal for an arterial road and would probably lead to a high crash rate as car traffic tries to short cut through the roundabout at speed. i. Please review and advise what would be the actual design of the proposed roundabout to mitigate the above	Please refer to our traffic response included as Attachment C.

	concerns. Or alternatively as a roundabout is not a recommended option, add to the commentary on the option the disadvantage of a small roundabout that cannot accommodate truck movements easily and safely.	
	<u>Option 3 – Access 1 Traffic Signals</u> It is noted that option 3 traffic signals is the favoured option in the Transportation Assessment. a. The critical traffic movements for queuing and lower levels of service are in the evening peak, west approach and right turning queues averaging 55m, east approach and left turning queues 44m and these are exacerbated on a Saturday. Once the traffic growth question above is resolved, and more turning traffic is added in and out of Access 1 the Sidra modelling would likely to show a lower level of service and greater queues. It is important that the correct average queue length and 90 percentile queuing on Cambridge Road is known to determine how far from the access the traffic effects will extend. For instance, all parking on the roadside will need to be banned for the length of likely regular queuing. In addition, if queuing of 70-90m occurs on the Cambridge east approach then it will prevent good operation of the left turn from Access 2 and might also present a risk of nose to tail crashes as west bound traffic rounds the corner on to the back of a queue. To minimise the east approach queuing the option of providing a separate left turn lane from the through lane should be explored. i. Please provide analysis of the provision of a left turn lane into Access 1 and the updated average queuing and 90 percentile queuing in the SIDRA analysis once turning movement growth is represented. ii. Please provide a diagram illustrating the intersection design with a dedicated left-turn lane in relation to legal road boundaries. iii. In the event that the diagram above illustrates that any intersection with a	In addition to the traffic response included as Attachment C, we also provide the following responses. In response to Item a, as outlined in the traffic response, applying a 40% growth factor to the left-turn movement from Cambridge Road into Access 1 highlights that a 30-metre dedicated left-turn lane would help alleviate westbound queuing on the eastern approach. This measure would improve traffic flow under future growth conditions. However, as assessed in the initial traffic report, drawing on survey data from the Warkworth Mitre 10 Mega store and factoring in traffic generation from both the existing and proposed Mitre 10 stores, the preferred option (Option 3), which involves signalling the intersection without a dedicated left-turn lane, is expected to operate effectively across all movements and peak periods. This option delivers acceptable levels of delay, level of service, and queue lengths. It is important to note that the 40% growth scenario and the associated need for a dedicated left-turn lane relate to future residential development anticipated within the T11 Growth Cell. These considerations extend beyond the current scope of the Plan Change Request, which is limited to the establishment of a new Mitre 10 store in Area B and the reoccupation of the existing Mitre 10 premises in Area A. Therefore, we remain of the opinion that Option 3 is the most appropriate and effective from a transport perspective with regard to anticipated effects from the proposed plan change.

	dedicated left-turn lane cannot be accommodated within the existing road reserve, please outline how the acquisition of private land necessary to accommodate a left turn lane would occur. b. The proposed signals turning movement diagram indicates that it is a fairly tight turn and some kerb alteration may well be required. The truck left turn out from Access 1 has not been tracked and as the kerb radii for the left side of the intersection looks tighter this will be a critical movement to understand. i. Please provide further analysis and a diagram for the truck left turn out of Access 1. c. Minimising the number of large trucks directly entering Access point 1 would be advantageous, particularly with the intended increase of traffic generated by the new Mitre 10 development. Because the intent is for the existing Retail Centre to be expanded to include 638 Cambridge Road, further consideration of the overall integration of all traffic generation within the centre is important to ensure a wellfunctioning centre. The Transport Assessment should canvas the option of all trucks entering at access point 3 and to circulate behind the stores to minimise interaction with the public. i. Please provide further analysis of the option for all trucks entering the Retail Centre (Areas A and B on the concept plan) to enter the site via Access 3 and exiting via the access leg owned by 650 Cambridge Road. ii. Please provide information on the legal easements that would be needed to accommodate this option and whether the owners of the existing rights of way are agreeable to granting rights of access to 638 Cambridge Road.	In response to Item c.ii, providing access to Area B via the right-of-way within Area A would require amendments and/or the establishment of additional legal easements. This would necessitate further consultation with, and the agreement of, all relevant parties. There is no certainty that agreement could be reached.
	<u>Access 1 Road Status</u> Option 3 – signals at Access 1 includes a pedestrian facility on the western side of the private ROW over 650 Cambridge Road from Cambridge Road to a pedestrian facility between Area A and B next to Pak’n Save.	Please refer to legal advice provided as Attachment D. In summary, the RoW easements (B539961.1 and 9036126.1) apply to the length of the

Access 1 is currently a private ROW with no street lighting, no parking controls and has been maintained in a substandard condition due to lack of resurfacing since construction. Although it is a private ROW, it effectively functions as a public road, and as a result of the development of 638 Cambridge Road the level of public use will increase. It is noted that: - Existing easement instruments enable vehicular access over 650 Cambridge Road, and that parties are liable for an equal share of repair and maintenance costs. - The ROW was upgraded in 2010 in accordance with conditions imposed as part of Council's granting consent to the s.348 Local Government Act application to give access to all seven lots within 670 Cambridge Road. - It is not clear what access rights are afforded to 638 Cambridge Road (Lot 1 DP 10271) over the access leg owned by 650 Cambridge Road. Please advise: - Whether the existing easement instruments allow the increase in traffic as a result of the expansion of the Retail Centre to include 638 Cambridge Road; - Whether 638 Cambridge Road has existing legal rights to use the full extent of the access leg and rights of way owned by 650 Cambridge Road; - If there are existing legal mechanisms in place to provide for the use of the proposed pedestrian facility by the public generally; - Whether it is intended to provide street lighting and parking controls within the ROW and what existing legal mechanisms are in place to provide for these; and - Confirmation that the proposed traffic signals at Access 1 and Cambridge Road will be located within the legal road corridor and not within the ROW.	driveway of 650 Cambridge Road as shown on the Certificate of Title. The easement documents do not restrict any potential increase in traffic resulting from this Plan Change Request, nor do they prohibit the installation of pedestrian facilities or parking controls, provided that these do not obstruct or impede the right of way or hinder any party's ability to use the easement. It is noted that a separate RoW easement document (8279271.4) applies to Area A.
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4	General	
	<u>Appendix B – District Plan Provisions</u> The proposed Concept Plan in Appendix B does not represent the final version as contained in the August 2025 Private Plan Change Request Assessment report (Figure 12: Revised Te Awamutu Large Format Retail Area Plan). i. Please replace the concept plan in Appendix B with the correct concept plan. <u>Terminology</u> We suggest some consistency be applied when referencing the centre, by referencing it throughout the WDP as the Te Awamutu Large Format Retail Centre (TALFRC). Presently there is a mix of terminology used within the application documents.	Included as Attachment E is the revised Appendix B. All submitted documentation (Attachments F - I) have been updated to reference 'Te Awamutu Large Format Retail Centre (TALFRC).

Attachment B – Iwi Email Correspondence

Rachelle Hui

From: Rachelle Hui
Sent: Thursday, 4 September 2025 9:53 am
To: 'Gaylene Roberts'
Cc: Paul Arnesen; 'Daniel Fitzgerald'
Subject: RE: Mitre 10 - Te Awamutu Private Plan Change

Morena Gaylene,

Trust you are well.

By way of update, the Plan Change was officially submitted to Council on 8 August 2025 and is currently undergoing further information requests from Council.

We were wondering if you've had the opportunity to review the submission documents, and whether you have any feedback for us at this stage. We'd appreciate any feedback you might have in relation to this.

Please feel free to call us to discuss.

Regards

Rachelle Hui
Planner
Planning Focus Limited

Please note, I work Tuesdays to Fridays.

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planning focus

From: Gaylene Roberts <ngaiwitoopuowaipa@gmail.com>
Sent: Friday, 4 July 2025 11:30 am
To: Rachelle Hui <rh@planningfocus.co.nz>
Cc: Paul Arnesen <pa@planningfocus.co.nz>; Daniel Fitzgerald <daniel.fitzgerald@mitre10.co.nz>
Subject: Re: Mitre 10 - Te Awamutu Private Plan Change

Thank you

Sent from [Outlook for iOS](#)

From: Rachelle Hui <rh@planningfocus.co.nz>
Sent: Friday, July 4, 2025 10:51:02 AM
To: Gaylene Roberts <ngaiwitoopuowaipa@gmail.com>

Cc: Paul Arnesen <pa@planningfocus.co.nz>; Daniel Fitzgerald <daniel.fitzgerald@mitre10.co.nz>
Subject: RE: Mitre 10 - Te Awamutu Private Plan Change

Good morning Gaylene,

All documents intended for submission can be found in this OneDrive folder: [Mitre 10 Te Awamutu - Plan Change](#)

Please feel free to share any feedback.

Regards

Rachelle Hui
Planner
Planning Focus Limited

Please note, I work Tuesdays to Fridays.

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planning focus

From: Gaylene Roberts <ngaiwitoopuowaipa@gmail.com>
Sent: Tuesday, 1 July 2025 11:07 am
To: Rachelle Hui <rh@planningfocus.co.nz>
Cc: Paul Arnesen <pa@planningfocus.co.nz>; Daniel Fitzgerald <daniel.fitzgerald@mitre10.co.nz>
Subject: Re: Mitre 10 - Te Awamutu Private Plan Change

Kia ora Rachelle,
Thank you for the email I look forward to receiving the information.

aku mihi Gaylene

Sent from [Outlook for iOS](#)

From: Rachelle Hui <rh@planningfocus.co.nz>
Sent: Tuesday, July 1, 2025 11:00:35 AM
To: Gaylene Roberts <ngaiwitoopuowaipa@gmail.com>
Cc: Paul Arnesen <pa@planningfocus.co.nz>; Daniel Fitzgerald <daniel.fitzgerald@mitre10.co.nz>
Subject: Mitre 10 - Te Awamutu Private Plan Change

Kia Ora Gaylene,

I hope this message finds you well.

This is a courtesy note to inform you that we are planning to lodge the Private Plan Change Request for Mitre 10 Te Awamutu later this week or early next week. We are currently in the final stages of completing our reporting.

A link to access the full set of documentation will be provided as soon as it is ready for your feedback.

Please feel free to give us a call if you have any queries.

Regards

Rachelle Hui
Planner
Planning Focus Limited

Please note, I work Tuesdays to Fridays.

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planning focus

Rachelle Hui

From: Gaylene Roberts <ngaiwitoopuowaipa@gmail.com> on behalf of Gaylene Roberts
Sent: Monday, 3 February 2025 6:25 pm
To: Rachelle Hui
Subject: Re: Resource Consent Iwi Consultation

Thanks I email if I am unable to attend at that time. I have another commitment.

Thanks

Sent from [Outlook for iOS](#)

From: Rachelle Hui <rh@planningfocus.co.nz>
Sent: Monday, February 3, 2025 3:41:36 PM
To: Gaylene Roberts <ngaiwitoopuowaipa@gmail.com>
Subject: RE: Resource Consent Iwi Consultation

Hi Gaylene,

Would it be ok if we met 11:00-11:30am?

Regards

Rachelle Hui
Planner
Planning Focus Limited

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Phone 09 379-5020, 021 182 0050

planning focus

From: Rachelle Hui <rh@planningfocus.co.nz>
Sent: Monday, 3 February 2025 2:39 pm
To: 'Gaylene Roberts' <ngaiwitoopuowaipa@gmail.com>
Subject: RE: Resource Consent Iwi Consultation

Hi Gaylene,

Sure thing. We should be able to work with this time.
Let me get in touch with the team and revert back.

Regards

Rachelle Hui

Planner
Planning Focus Limited

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Level 5, Tower One, 205 Queen Street, Auckland
Phone 09 379-5020, 021 182 0050

planning focus

From: Gaylene Roberts <ngaiwitoopuowaipa@gmail.com>
Sent: Monday, 3 February 2025 2:37 pm
To: Rachelle Hui <rh@planningfocus.co.nz>
Subject: Re: Resource Consent Iwi Consultation

10am is ok for me

Sent from [Outlook for iOS](#)

From: Rachelle Hui <rh@planningfocus.co.nz>
Sent: Monday, February 3, 2025 1:44:27 PM
To: ngaiwitoopuowaipa@gmail.com <ngaiwitoopuowaipa@gmail.com>
Cc: Paul Arnesen <pa@planningfocus.co.nz>; Daniel Fitzgerald <daniel.fitzgerald@mitre10.co.nz>;
dominicviles@outlook.com <dominicviles@outlook.com>
Subject: RE: Resource Consent Iwi Consultation

Hi Gaylene,

I am assisting Paul with the Plan Change for Mitre 10 at 638 Cambridge Road, Te Awamutu

Please find attached the draft plan change documents for your review: [Te Awamutu Plan Change Documents](#)

We're planning to make a trip to Te Awamutu on February 11th. Could you kindly let us know your availability that day and suggest a location that works best for you? We'll also be meeting with the Council, so we're happy to meet either at the Council building or on site, whichever you prefer.

Regards

Rachelle Hui
Planner
Planning Focus Limited

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Phone 09 379-5020, 021 182 0050

planning focus

From: Paul Arnesen <pa@planningfocus.co.nz>

Sent: Saturday, 1 February 2025 10:44 am

To: Rachelle Hui <rh@planningfocus.co.nz>; Daniel Fitzgerald <daniel.fitzgerald@mitre10.co.nz>

Subject: FW: Resource Consent Iwi Consultation

FYI

Kind regards

Paul Arnesen
Planner / Partner
Planning Focus Limited

www.planningfocus.co.nz

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Level 5, Tower 1, 205 Queen Street, Auckland Central
Phone +64-9-379 5020, +64-210 222 1165.

planning focus

From: Paul Arnesen <pa@planningfocus.co.nz>

Sent: Saturday, 1 February 2025 10:44 AM

To: 'Poto Davies' <poto@puawai.com>

Cc: 'Gaylene Roberts' <ngaiwitoopuowaipa@gmail.com>; 'Dominic Tūmoana Viles' <dominicviles@outlook.com>

Subject: RE: Resource Consent Iwi Consultation

Thanks Poto and Gaylene.

We will be heading down to Te Awamutu on Tuesday 11 February, and are hoping you might be available to meet.

Kind regards

Paul Arnesen
Planner / Partner
Planning Focus Limited

www.planningfocus.co.nz

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Phone +64-9-379 5020, +64-210 222 1165.

planning focus

From: Poto Davies <poto@puawai.com>
Sent: Friday, 31 January 2025 5:30 PM
To: Paul Arnesen <pa@planningfocus.co.nz>
Cc: Gaylene Roberts <ngaiwitoopuowaipa@gmail.com>; Dominic Tūmoana Viles <dominicviles@outlook.com>
Subject: Re: Resource Consent Iwi Consultation

Kia ora Paul

Thanks for filling out the Matariki FW questionnaire.

I am not the appropriate mana whenua representative for this proposal. Gaylene will direct you to the right person.

Kind regards Poto

From: Paul Arnesen <pa@planningfocus.co.nz>
Sent: Thursday, 30 January 2025 11:32 am
To: Poto Davies <poto@puawai.com>
Subject: RE: Resource Consent Iwi Consultation

Kia-ora Poto,

We have completed the Framework to the best of our abilities, as per the attached. We are just completing the drafts of the plan change documents and we can get those to you by the end of the week.

We are hoping to head down to Te Awamutu in the week commencing 10 February, and would appreciate the opportunity to meet either on-site or at your premises, as per your preference. Hoping that this will work for you. Could you please advise.

Kind regards

Paul Arnesen
Planner / Partner
Planning Focus Limited

www.planningfocus.co.nz

PO Box 911-361, Auckland 1142
Level 5, Tower 1, 205 Queen Street, Auckland Central
Phone +64-9-379 5020, +64-210 222 1165.

planning focus

From: Paul Arnesen <pa@planningfocus.co.nz>
Sent: Thursday, 10 October 2024 12:25 pm
To: 'Poto Davies' <poto@puawai.com>
Subject: RE: Resource Consent Iwi Consultation

Thanks Poto!

Kind regards

Paul Arnesen
Planner / Partner
Planning Focus Limited

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Phone +64-9-379 5020, +64-210 222 1165.

planning focus

From: Poto Davies <poto@puawai.com>
Sent: Thursday, 10 October 2024 12:20 pm
To: Paul Arnesen <pa@planningfocus.co.nz>
Subject: Re: Resource Consent Iwi Consultation

Kia ora Paul

This version is from 2023 but the essence is still the same. There has been an updated FW which I shall track down for you.

The drop down links are the same for each line - sometimes they may not open hence other versions. It provides a quick scope of matters that are relevant to your PC/RC and a very streamlined assessment tool for Ngaa Iwi Toopuu o Waipaa (NITOW).

Please bear in mind that the FW is designed for all types of activity.

If you need any further guidance drop me an email.

Ngaa mihi Poto

From: Paul Arnesen <pa@planningfocus.co.nz>
Sent: Thursday, 10 October 2024 11:58 am
To: Poto Davies <poto@puawai.com>
Subject: RE: Resource Consent Iwi Consultation

Hi Poto,
Thanks for your assistance.
Looking forward to seeing the framework

Kind regards

Paul Arnesen
Planner / Partner
Planning Focus Limited

www.planningfocus.co.nz

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Level 5, Tower 1, 205 Queen Street, Auckland Central
Phone +64-9-379 5020, +64-210 222 1165.

planning focus

From: Poto Davies <poto@puawai.com>
Sent: Wednesday, 9 October 2024 4:44 pm
To: Paul Arnesen <pa@planningfocus.co.nz>
Cc: Daniel Fitzgerald <daniel.fitzgerald@mitre10.co.nz>
Subject: Re: Resource Consent Iwi Consultation

Thanks Paul. Anytime from 8am is fine.

From: Paul Arnesen <pa@planningfocus.co.nz>
Sent: Wednesday, 9 October 2024 4:41 pm
To: Poto Davies <poto@puawai.com>
Cc: Daniel Fitzgerald <daniel.fitzgerald@mitre10.co.nz>
Subject: RE: Resource Consent Iwi Consultation

Thanks for getting in touch Poto.
Yes I am. I'll call you tomorrow.

Kind regards

Paul Arnesen
Planner / Partner
Planning Focus Limited

www.planningfocus.co.nz

PO Box 911-361, Auckland 1142
Level 5, Tower 1, 205 Queen Street, Auckland Central
Phone +64-9-379 5020, +64-210 222 1165.

planning focus

From: Poto Davies <poto@puawai.com>
Sent: Wednesday, 9 October 2024 4:40 pm
To: Paul Arnesen <pa@planningfocus.co.nz>
Cc: Daniel Fitzgerald <daniel.fitzgerald@mitre10.co.nz>
Subject: Re: Resource Consent Iwi Consultation

Kia ora Paul

Apologies for late response.

If you are free tomorrow (Thursday) or Friday I am available to meet or take your call.

Ngaa mihi Poto

021 178 0208

From: Paul Arnesen <pa@planningfocus.co.nz>
Sent: Tuesday, 8 October 2024 11:00 am
To: Poto Davies <poto@puawai.com>
Cc: Daniel Fitzgerald <daniel.fitzgerald@mitre10.co.nz>
Subject: RE: Resource Consent Iwi Consultation

Hi Poto,
Following up on the below please.

Kind regards

Paul Arnesen
Planner / Partner
Planning Focus Limited

www.planningfocus.co.nz

PO Box 911-361, Auckland 1142
Level 5, Tower 1, 205 Queen Street, Auckland Central
Phone +64-9-379 5020, +64-210 222 1165.

planning focus

From: Paul Arnesen <pa@planningfocus.co.nz>
Sent: Friday, 4 October 2024 12:20 pm
To: 'poto@puawai.com' <poto@puawai.com>
Cc: 'Daniel Fitzgerald' <daniel.fitzgerald@mitre10.co.nz>
Subject: FW: Resource Consent Iwi Consultation

Hi Poto,

I am the consultant planner for 638 Limited, and I have left a message on your phone.

Could you please give me a call to discuss when you're free.

Kind regards

Paul Arnesen
Planner / Partner
Planning Focus Limited

www.planningfocus.co.nz

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Level 5, Tower 1, 205 Queen Street, Auckland Central
Phone +64-9-379 5020, +64-210 222 1165.

planning focus

From: Daniel Fitzgerald <daniel.fitzgerald@mitre10.co.nz>
Sent: Friday, 4 October 2024 10:04 am
To: Paul Arnesen <pa@planningfocus.co.nz>
Subject: Fw: Resource Consent Iwi Consultation

Daniel Fitzgerald

Managing Director

Mitre 10 MEGA Te Awamutu



From: Poto Davies <poto@puawai.com>

Sent: Friday, 4 October 2024 8:31 am

To: Errol Newlands <Errol.Newlands@twconstruction.nz>; Daniel Fitzgerald <daniel.fitzgerald@mitre10.co.nz>

Subject: Re: Resource Consent Iwi Consultation

[BE CYBER SMART] This email originated from outside Mitre 10 - **Do not interact with links, attachments or requests for logon information unless you are sure they are safe.**

Moorena Errol and Dan

NITOW has a framework that we use to assess RC's. I am happy to sit with you and walk you through it so that you are pre-loaded.

As a starter do you have a high level summary of your proposal?

Where? what are the environmental impacts? what is proposed mitigation?

Ngaa mihi Poto

From: Errol Newlands <Errol.Newlands@twconstruction.nz>

Sent: Thursday, 3 October 2024 11:01 am

To: Daniel Fitzgerald <daniel.fitzgerald@mitre10.co.nz>

Cc: Poto Davies <poto@puawai.com>

Subject: Resource Consent Iwi Consultation

Morning Dan,

As discussed last night, I'd highly recommend you having a chat to Poto Davies 021 178 0208 and email in the cc line above.

I know Poto from my Council days and she might be the prefect person to help you navigate the consultation process.

Cheers mate and all the best.

Errol Newlands

Construction Project Director

Mob: 021 449 670

31A Victoria street

Cambridge, 3434 | New Zealand



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Attachment C – Response to Traffic Items

Rachelle Hui
Planning Focus Limited
rh@planningfocus.co.nz

Ref: 233006
18 September 2025

Dear Rachelle

PLAN CHANGE – 638 CAMBRIDGE ROAD, TE AWAMUTU - RESPONSE TO TRAFFIC ITEMS

We refer to the further information request from Alice Morris, Senior Policy Planner, Waipa District Council (dated 29 August 2025) requesting information regarding the proposed private plan change to expand the Te Awamutu Large Format Retail Centre at 638 Cambridge Road, Te Awamutu (Council reference: PC/0002/25).

For ease of reference the relevant requests are copied below (in italics), followed by our response.

Traffic Growth on Cambridge Road

a. From the analysis and modelling in the Transport Assessment dated July 2025 prepared by Traffic Engineering and Management Limited it is shown that 20-year growth of 40% in traffic on Cambridge Road has been added to the through traffic at the existing access points; and the new Mitre10 store traffic in Area B has been added to Access 1. However, some of that 40% growth on Cambridge Road also needs to be applied to turning movements in and out of the two access points. This is because as the town and district population grows there will be more customers entering / exiting Access 1 and 2 for trips to the supermarket, doctors and other retail outlets at the centre.

i. Please provide further analysis regarding this matter when adding the effects of the 20-year growth onto Cambridge Road to the turning movements in and out of Access 1 and 2.

b. The analysis and modelling also currently assumes there will be no growth in trips to the centre other than for the new Mitre10 store and this is not a realistic assumption. Note that at different times of the day 35-48% of the traffic travelling on Cambridge Road turns into the existing centre and those proportions of traffic entering will likely continue or even grow.

i. Please review and provide further analysis on the effects of the repurposing of the existing Mitre 10 building, based on what the proposed provisions associated with PC35 would allow, and the potential expansion increase in traffic of the retail activities on Area A.

As requested, we have applied 40% growth to all turning movements. The application of these increases also addresses the latter point regarding an increase in traffic associated with the existing Mitre 10 premise.

The Sidra outputs with 40% growth applied to all turning movements are shown below.

As can be seen in the output tables below, the Access 2 intersection still performs well during all modelled periods, indicating that any traffic generation increases associated with the existing Mitre 10 premises will be easily managed with the existing 'Give Way' control.

Access 1 also still performs well during all modelled periods, however the queue length for westbound traffic on Cambridge Road extends past the Access 2 intersection.

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Access 1															
1	L2	All MCs	273	7.7	273	7.7	0.381	15.7	LOS B	4.7	35.2	0.73	0.76	0.73	40.3
3	R2	All MCs	40	18.4	40	18.4	* 0.210	28.0	LOS C	1.0	7.8	0.94	0.72	0.94	29.6
Approach			313	9.1	313	9.1	0.381	17.3	LOS B	4.7	35.2	0.76	0.75	0.76	39.1
East: Cambridge Road E															
4	L2	All MCs	88	15.5	88	15.5	0.834	17.8	LOS B	14.5	105.8	0.98	1.04	1.25	31.9
5	T1	All MCs	443	2.4	443	2.4	* 0.834	24.3	LOS C	14.5	105.8	0.98	1.04	1.25	32.9
Approach			532	4.6	532	4.6	0.834	23.3	LOS C	14.5	105.8	0.98	1.04	1.25	32.7
West: Cambridge Road W															
11	T1	All MCs	402	4.5	402	4.5	0.482	11.0	LOS B	7.1	51.8	0.76	0.65	0.76	40.1
12	R2	All MCs	336	6.6	336	6.6	* 0.814	29.5	LOS C	9.3	68.5	1.00	0.99	1.31	34.9
Approach			738	5.4	738	5.4	0.814	19.4	LOS B	9.3	68.5	0.87	0.81	1.01	36.9
All Vehicles			1582	5.9	1582	5.9	0.834	20.3	LOS C	14.5	105.8	0.89	0.87	1.04	36.2

Figure 1: Access 1 (AM Peak) 140% turning movements

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Access 1															
1	L2	All MCs	558	0.8	558	0.8	0.603	15.7	LOS B	11.6	81.9	0.75	0.80	0.75	40.3
3	R2	All MCs	224	1.4	224	1.4	* 0.839	38.2	LOS D	7.6	53.8	1.00	1.02	1.39	26.2
Approach			782	0.9	782	0.9	0.839	22.1	LOS C	11.6	81.9	0.82	0.86	0.94	36.5
East: Cambridge Road E															
4	L2	All MCs	113	2.8	113	2.8	0.859	23.0	LOS C	15.5	111.6	1.00	1.08	1.31	28.8
5	T1	All MCs	346	3.3	346	3.3	* 0.859	33.6	LOS C	15.5	111.6	1.00	1.08	1.31	29.5
Approach			459	3.2	459	3.2	0.859	31.0	LOS C	15.5	111.6	1.00	1.08	1.31	29.3
West: Cambridge Road W															
11	T1	All MCs	594	3.5	594	3.5	0.667	13.5	LOS B	13.7	98.6	0.83	0.74	0.83	38.3
12	R2	All MCs	486	1.3	486	1.3	* 0.861	33.9	LOS C	16.6	117.4	1.00	1.01	1.31	33.5
Approach			1080	2.5	1080	2.5	0.861	22.7	LOS C	16.6	117.4	0.91	0.86	1.04	35.4
All Vehicles			2321	2.1	2321	2.1	0.861	24.2	LOS C	16.6	117.4	0.90	0.90	1.06	34.7

Figure 2: Access 1 (PM Peak) 140% turning movements

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of [Veh.	Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Access 1															
1	L2	All MCs	604	2.4	604	2.4	0.621	17.8	LOS B	16.1	115.3	0.74	0.80	0.74	39.4
3	R2	All MCs	196	4.3	196	4.3	* 0.897	54.0	LOS D	9.2	66.9	1.00	1.07	1.50	22.1
Approach			800	2.9	800	2.9	0.897	26.7	LOS C	16.1	115.3	0.80	0.87	0.92	34.9
East: Cambridge Road E															
4	L2	All MCs	184	4.0	184	4.0	0.873	31.7	LOS C	21.9	155.5	1.00	1.05	1.25	25.8
5	T1	All MCs	311	0.7	311	0.7	* 0.873	44.5	LOS D	21.9	155.5	1.00	1.05	1.25	26.4
Approach			495	1.9	495	1.9	0.873	39.8	LOS D	21.9	155.5	1.00	1.05	1.25	26.2
West: Cambridge Road W															
11	T1	All MCs	581	1.8	581	1.8	0.536	11.8	LOS B	14.2	100.6	0.67	0.60	0.67	39.6
12	R2	All MCs	578	2.4	578	2.4	* 0.871	39.2	LOS D	25.2	180.0	1.00	0.99	1.21	32.0
Approach			1159	2.1	1159	2.1	0.871	25.4	LOS C	25.2	180.0	0.83	0.79	0.94	34.5
All Vehicles			2454	2.3	2454	2.3	0.897	28.7	LOS C	25.2	180.0	0.86	0.87	1.00	33.0

Figure 3: Access 1 (Saturday Peak) 140% turning movements

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Access 2															
1	L2	All MCs	100	3.2	100	3.2	0.096	6.4	LOS A	0.4	2.7	0.46	0.65	0.46	42.0
3	R2	All MCs	38	0.0	38	0.0	0.113	14.4	LOS B	0.4	2.7	0.74	0.89	0.74	40.7
Approach			138	2.3	138	2.3	0.113	8.6	LOS A	0.4	2.7	0.54	0.71	0.54	41.5
East: Cambridge Road E															
4	L2	All MCs	116	0.9	116	0.9	0.291	4.7	LOS A	0.0	0.0	0.00	0.11	0.00	48.0
5	T1	All MCs	432	4.9	432	4.9	0.291	0.1	LOS A	0.0	0.0	0.00	0.11	0.00	48.8
Approach			547	4.0	547	4.0	0.291	1.1	NA	0.0	0.0	0.00	0.11	0.00	48.5
West: Cambridge Road W															
11	T1	All MCs	292	8.3	292	8.3	0.158	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
12	R2	All MCs	151	0.7	151	0.7	0.151	7.1	LOS A	0.6	4.5	0.55	0.73	0.55	41.5
Approach			442	5.7	442	5.7	0.158	2.4	NA	0.6	4.5	0.19	0.25	0.19	46.7
All Vehicles			1127	4.5	1127	4.5	0.291	2.5	NA	0.6	4.5	0.14	0.24	0.14	46.8

Figure 4: Access 2 (AM Peak) 140% turning movements

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Access 2															
1	L2	All MCs	167	0.6	167	0.6	0.135	5.7	LOS A	0.6	3.9	0.38	0.59	0.38	42.4
3	R2	All MCs	173	0.0	173	0.0	0.815	46.6	LOS E	5.0	35.2	0.96	1.36	2.25	29.9
Approach			340	0.3	340	0.3	0.815	26.5	LOS D	5.0	35.2	0.68	0.98	1.33	33.6
East: Cambridge Road E															
4	L2	All MCs	143	2.2	143	2.2	0.232	4.6	LOS A	0.0	0.0	0.00	0.18	0.00	47.7
5	T1	All MCs	292	4.7	292	4.7	0.232	0.1	LOS A	0.0	0.0	0.00	0.18	0.00	48.2
Approach			435	3.9	435	3.9	0.232	1.6	NA	0.0	0.0	0.00	0.18	0.00	48.0
West: Cambridge Road W															
11	T1	All MCs	666	3.6	666	3.6	0.350	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.8
12	R2	All MCs	152	0.0	152	0.0	0.131	6.3	LOS A	0.6	4.0	0.49	0.66	0.49	42.0
Approach			818	3.0	818	3.0	0.350	1.2	NA	0.6	4.0	0.09	0.12	0.09	48.2
All Vehicles			1593	2.6	1593	2.6	0.815	6.7	NA	5.0	35.2	0.19	0.32	0.33	43.4

Figure 5: Access 2 (PM Peak) 140% turning movements

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total	HV]	[Total	HV]				[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Access 2															
1	L2	All MCs	177	0.6	177	0.6	0.146	5.8	LOS A	0.6	4.2	0.40	0.60	0.40	42.3
3	R2	All MCs	109	0.0	109	0.0	0.471	26.1	LOS D	2.0	13.8	0.89	1.05	1.23	36.0
Approach			286	0.4	286	0.4	0.471	13.5	LOS B	2.0	13.8	0.59	0.78	0.72	38.9
East: Cambridge Road E															
4	L2	All MCs	168	0.0	168	0.0	0.257	4.6	LOS A	0.0	0.0	0.00	0.19	0.00	47.6
5	T1	All MCs	318	2.6	318	2.6	0.257	0.1	LOS A	0.0	0.0	0.00	0.19	0.00	48.2
Approach			486	1.7	486	1.7	0.257	1.7	NA	0.0	0.0	0.00	0.19	0.00	47.9
West: Cambridge Road W															
11	T1	All MCs	520	3.6	520	3.6	0.273	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	49.9
12	R2	All MCs	257	0.0	257	0.0	0.235	6.8	LOS A	1.1	7.6	0.55	0.70	0.55	41.7
Approach			777	2.4	777	2.4	0.273	2.3	NA	1.1	7.6	0.18	0.23	0.18	46.8
All Vehicles			1549	1.8	1549	1.8	0.471	4.2	NA	2.0	13.8	0.20	0.32	0.22	45.3

Figure 6: Access 2 (Saturday Peak) 140% turning movements

Option 2 – Access 1 Roundabout

a. The SIDRA modelling for option 2 indicates average speeds through the proposed roundabout intersection of 42-47km/hr. This seems excessive for a small roundabout.

i. Please provide further analysis on this matter.

The average speed shown in the Sidra output table is purely a result of the entry speeds that are inputted into the Sidra model.

To demonstrate this the following output tables for the AM peak have had different entry speeds applied. Both outputs are identical except the first table has had entry speeds of 50km/h entered and the second table has had entry speeds of 40km/h entered.

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of [Veh.	Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Access 2															
1	L2	All MCs	72	2.9	72	2.9	0.115	6.5	LOS A	0.6	4.1	0.53	0.65	0.53	41.3
3	R2	All MCs	27	0.0	27	0.0	0.115	8.9	LOS A	0.6	4.1	0.53	0.65	0.53	44.3
Approach			99	2.1	99	2.1	0.115	7.2	LOS A	0.6	4.1	0.53	0.65	0.53	42.4
East: Cambridge Road E															
4	L2	All MCs	83	1.3	83	1.3	0.423	4.9	LOS A	2.9	21.3	0.37	0.47	0.37	45.4
5	T1	All MCs	432	4.9	432	4.9	0.423	4.6	LOS A	2.9	21.3	0.37	0.47	0.37	43.2
Approach			515	4.3	515	4.3	0.423	4.7	LOS A	2.9	21.3	0.37	0.47	0.37	43.7
West: Cambridge Road W															
11	T1	All MCs	322	6.9	322	6.9	0.302	3.9	LOS A	1.6	11.7	0.12	0.49	0.12	43.7
12	R2	All MCs	108	1.0	108	1.0	0.302	6.7	LOS A	1.6	11.7	0.12	0.49	0.12	43.0
Approach			431	5.4	431	5.4	0.302	4.6	LOS A	1.6	11.7	0.12	0.49	0.12	43.5
All Vehicles			1044	4.5	1044	4.5	0.423	4.9	LOS A	2.9	21.3	0.28	0.49	0.28	43.5

Figure 7: Input – 50km/h entry speed

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand [Total	Flows HV]	Arrival [Total	Flows HV]	Deg. Satn	Aver. Delay	Level of Service	95% Back Of [Veh.	Queue Dist]	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Access 2															
1	L2	All MCs	72	2.9	72	2.9	0.115	5.5	LOS A	0.6	4.1	0.53	0.62	0.53	35.4
3	R2	All MCs	27	0.0	27	0.0	0.115	7.6	LOS A	0.6	4.1	0.53	0.62	0.53	37.0
Approach			99	2.1	99	2.1	0.115	6.1	LOS A	0.6	4.1	0.53	0.62	0.53	36.0
East: Cambridge Road E															
4	L2	All MCs	83	1.3	83	1.3	0.423	3.9	LOS A	2.9	21.3	0.37	0.41	0.37	37.8
5	T1	All MCs	432	4.9	432	4.9	0.423	3.4	LOS A	2.9	21.3	0.37	0.41	0.37	36.8
Approach			515	4.3	515	4.3	0.423	3.5	LOS A	2.9	21.3	0.37	0.41	0.37	37.0
West: Cambridge Road W															
11	T1	All MCs	322	6.9	322	6.9	0.302	2.6	LOS A	1.6	11.7	0.12	0.41	0.12	37.0
12	R2	All MCs	108	1.0	108	1.0	0.302	5.4	LOS A	1.6	11.7	0.12	0.41	0.12	36.6
Approach			431	5.4	431	5.4	0.302	3.3	LOS A	1.6	11.7	0.12	0.41	0.12	36.9
All Vehicles			1044	4.5	1044	4.5	0.423	3.7	LOS A	2.9	21.3	0.28	0.43	0.28	36.9

Figure 8: Input – 40km/h entry speed

The roundabout has been designed for an operating speed of 40km/h and so the latter table provides a more accurate assessment of vehicle speeds. We do not normally change these settings as the actual design affects the vehicle speeds, with the Sidra modelling generally being used to inform queue lengths and delay.

b. The Roundabout turning path drawing shows truck movements have to travel over much of the roundabout centre island, indicating a “fried egg” type roundabout arrangement will be proposed. This is not ideal for an arterial road and would probably lead to a high crash rate as car traffic tries to short cut through the roundabout at speed.

i. Please review and advise what would be the actual design of the proposed roundabout to mitigate the above concerns. Or alternatively as a roundabout is not a recommended option, add to the commentary on the option the disadvantage of a small roundabout that cannot accommodate truck movements easily and safely.

The roundabout has a large outside circle which is required to provide deflection for vehicles approaching from all legs of the intersection, with this deflection slowing vehicles on approach. This outside circle needs to be relatively large in this situation given the T-shape of the intersection. A smaller roundabout will not provide the required deflection for through traffic on Cambridge Road.

Given the tight road constraints, this outside circle needs to be mountable to accommodate the spatial requirements of larger trucks. This is also exacerbated by the T-shaped intersection which requires trucks to undertake 90 degree turns.

The roundabout would also have a smaller raised central island with signs, with the extent of the central island based on the spatial requirements of trucks. We have not undertaken a detailed design of the roundabout as this option has been discounted due to the poor pedestrian amenity that it provides.

Option 3 – Access 1 Traffic Signals

It is noted that option 3 traffic signals is the favoured option in the Transportation Assessment.

a. The critical traffic movements for queuing and lower levels of service are in the evening peak, west approach and right turning queues averaging 55m, east approach and left turning queues 44m and these are exacerbated on a Saturday.

Once the traffic growth question above is resolved, and more turning traffic is added in and out of Access 1 the Sidra modelling would likely to show a lower level of service and greater queues. It is important that the correct average queue length and 90 percentile queuing on Cambridge Road is known to determine how far from the access the traffic effects will extend. For instance, all parking on the roadside will need to be banned for the length of likely regular queuing. In addition, if queuing of 70-90m occurs on the Cambridge east approach then it will prevent good operation of the left turn from Access 2 and might also present a risk of nose to tail crashes as west bound traffic rounds the corner on to the back of a queue. To minimise the east approach queuing the option of providing a separate left turn lane from the through lane should be explored.

i. Please provide analysis of the provision of a left turn lane into Access 1 and the updated average queuing and 90 percentile queuing in the SIDRA analysis once turning movement growth is represented.

We have undertaken Sidra Modelling with the inclusion of an additional lane on Cambridge Road for left turns into Access 1. The Sidra outputs for each modelled period are shown below.

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Access 1															
1	L2	All MCs	273	7.7	273	7.7	0.363	14.9	LOS B	4.5	33.9	0.71	0.75	0.71	40.6
3	R2	All MCs	40	18.4	40	18.4	* 0.210	28.0	LOS C	1.0	7.8	0.94	0.72	0.94	29.7
Approach			313	9.1	313	9.1	0.363	16.6	LOS B	4.5	33.9	0.74	0.75	0.74	39.4
East: Cambridge Road E															
4	L2	All MCs	88	15.5	88	15.5	0.094	10.2	LOS B	1.0	8.0	0.49	0.66	0.49	39.2
5	T1	All MCs	443	2.4	443	2.4	* 0.721	18.2	LOS B	10.5	74.7	0.94	0.87	1.04	35.5
Approach			532	4.6	532	4.6	0.721	16.9	LOS B	10.5	74.7	0.87	0.84	0.95	36.1
West: Cambridge Road W															
11	T1	All MCs	402	4.5	402	4.5	0.505	11.8	LOS B	7.4	53.8	0.78	0.67	0.78	39.5
12	R2	All MCs	336	6.6	336	6.6	* 0.752	26.3	LOS C	8.6	63.4	0.98	0.92	1.16	36.0
Approach			738	5.4	738	5.4	0.752	18.4	LOS B	8.6	63.4	0.87	0.79	0.95	37.4
All Vehicles			1582	5.9	1582	5.9	0.752	17.5	LOS B	10.5	74.7	0.84	0.80	0.91	37.5

Figure 9: Access 1 (AM Peak) 140% turning movements with LT lane

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Access 1															
1	L2	All MCs	558	0.8	558	0.8	0.577	13.0	LOS B	9.3	65.3	0.72	0.78	0.72	41.6
3	R2	All MCs	224	1.4	224	1.4	* 0.787	31.0	LOS C	6.1	43.5	1.00	0.98	1.32	28.8
Approach			782	0.9	782	0.9	0.787	18.2	LOS B	9.3	65.3	0.80	0.84	0.89	38.2
East: Cambridge Road E															
4	L2	All MCs	113	2.8	113	2.8	0.124	11.8	LOS B	1.5	10.6	0.56	0.68	0.56	38.2
5	T1	All MCs	346	3.3	346	3.3	* 0.825	25.6	LOS C	9.6	69.3	1.00	1.03	1.32	31.7
Approach			459	3.2	459	3.2	0.825	22.3	LOS C	9.6	69.3	0.89	0.95	1.14	33.1
West: Cambridge Road W															
11	T1	All MCs	594	3.5	594	3.5	0.820	20.2	LOS C	15.6	112.5	0.96	1.00	1.18	34.4
12	R2	All MCs	486	1.3	486	1.3	* 0.852	29.4	LOS C	14.0	98.9	1.00	1.02	1.33	35.0
Approach			1080	2.5	1080	2.5	0.852	24.3	LOS C	15.6	112.5	0.98	1.01	1.25	34.7
All Vehicles			2321	2.1	2321	2.1	0.852	21.8	LOS C	15.6	112.5	0.90	0.94	1.10	35.7

Figure 10: Access 1 (PM Peak) 140% turning movements with LT lane

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total HV]		Arrival Flows [Total HV]		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue [Veh. Dist]		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Access 1															
1	L2	All MCs	604	2.4	604	2.4	0.569	12.5	LOS B	10.8	77.5	0.65	0.77	0.65	41.8
3	R2	All MCs	196	4.3	196	4.3	* 0.841	39.1	LOS D	6.7	48.5	1.00	1.04	1.43	26.0
Approach			800	2.9	800	2.9	0.841	19.0	LOS B	10.8	77.5	0.74	0.83	0.84	38.0
East: Cambridge Road E															
4	L2	All MCs	184	4.0	184	4.0	0.235	16.3	LOS B	3.4	24.9	0.67	0.73	0.67	35.5
5	T1	All MCs	311	0.7	311	0.7	* 0.800	29.3	LOS C	9.9	69.7	1.00	0.98	1.24	30.2
Approach			495	1.9	495	1.9	0.800	24.5	LOS C	9.9	69.7	0.88	0.89	1.03	32.0
West: Cambridge Road W															
11	T1	All MCs	581	1.8	581	1.8	0.646	13.3	LOS B	13.2	93.6	0.82	0.72	0.82	38.5
12	R2	All MCs	578	2.4	578	2.4	* 0.784	24.4	LOS C	16.5	117.9	0.93	0.91	1.05	36.7
Approach			1159	2.1	1159	2.1	0.784	18.9	LOS B	16.5	117.9	0.87	0.82	0.93	37.4
All Vehicles			2454	2.3	2454	2.3	0.841	20.0	LOS C	16.5	117.9	0.83	0.84	0.92	36.6

Figure 11: Access 1 (Saturday Peak) 140% turning movements with LT lane

As can be seen in the above output tables, the inclusion of an additional lane on Cambridge Road for left turns into Access 1 reduces the queue length of westbound vehicles on the eastern approach.

ii. Please provide a diagram illustrating the intersection design with a dedicated left-turn lane in relation to legal road boundaries.

Please see attached as an appendix a reconfigured intersection with an additional lane on Cambridge Road for left turns into Access 1. The left turn lane is 30 metres long which accommodates the longest left turn queue length, which would be necessary when the 40% growth to the left turn into Access 1 from Cambridge Road has been applied.

As outlined in the traffic assessment, the preferred option (Option 3), which involves signalling Access 1, is capable of effectively managing traffic volumes for both areas (Areas A and B) within the proposed Te Awamutu Large Format Retail Centre. Further assessment on this matter will be provided by Planning Focus.

iii. In the event that the diagram above illustrates that any intersection with a dedicated left-turn lane cannot be accommodated within the existing road reserve, please outline how the acquisition of private land necessary to accommodate a left turn lane would occur.

The left turn lane can be accommodated within the existing road reserve. However, the left turn lane into Access 1 does not form part of this private Plan Change. Refer to the further assessment from Planning Focus.

b. The proposed signals turning movement diagram indicates that it is a fairly tight turn and some kerb alteration may well be required. The truck left turn out from Access 1 has not been tracked and as the kerb radii for the left side of the intersection looks tighter this will be a critical movement to understand.

i. Please provide further analysis and a diagram for the truck left turn out of Access 1.

Please refer to the plan provided as an appendix. This plan shows the tracking for a 19 metre semi-trailer turning left from Access 1 onto Cambridge Road. As can be seen the corner will need to be reconfigured to allow the truck to turn into the correct lane on Cambridge Road. It should be noted that these articulated trucks will need to straddle both lanes of the ROW to undertake this turn. This operation is not considered to be an issue and does not pose any safety issues.

c. Minimising the number of large trucks directly entering Access point 1 would be advantageous, particularly with the intended increase of traffic generated by the new Mitre 10 development. Because the intent is for the existing Retail Centre to be expanded to include 638 Cambridge Road, further consideration of the overall integration of all traffic generation within the centre is important to ensure a well functioning centre. The Transport Assessment should canvas the option of all trucks entering at access point 3 and to circulate behind the stores to minimise interaction with the public.

i. Please provide further analysis of the option for all trucks entering the Retail Centre (Areas A and B on the concept plan) to enter the site via Access 3 and exiting via the access leg owned by 650 Cambridge Road.

At present, Access 3 functions as a Right of Way (RoW) designated for truck access to Area A. The RoW comprises multiple easements providing reciprocal rights for sites within Area A. While the access at the Cambridge Road interface has been designed to provide for two way movement (ingress and egress), these easements do not legally impose any restrictions on truck circulation. For example, we understand that Pak n Save does not utilise the vehicle crossing to Access 3 on Cambridge Road for deliveries as it is operationally unsuitable. Trucks deliver to Pak n Save via Access 1 and exit the same way.

To enable trucks to enter Area B via Access 3, and to alter the truck circulation to one-way, would require approval from multiple parties within Area A, who may not be willing to agree to any restrictions on vehicle movements.

ii. Please provide information on the legal easements that would be needed to accommodate this option and whether the owners of the existing rights of way are agreeable to granting rights of access to 638 Cambridge Road.

We understand that this item will be responded to by Planning Focus.

Access 1 Road status

Option 3 – signals at Access 1 includes a pedestrian facility on the western side of the private ROW over 650 Cambridge Road from Cambridge Road to a pedestrian facility between Area A and B next to Pak'n Save.

Access 1 is currently a private ROW with no street lighting, no parking controls and has been maintained in a substandard condition due to lack of resurfacing since construction. Although it is a private ROW, it effectively functions as a public road, and as a result of the development of 638 Cambridge Road the level of public use will increase. It is noted that:

- Existing easement instruments enable vehicular access over 650 Cambridge Road, and that parties are liable for an equal share of repair and maintenance costs.*
- The ROW was upgraded in 2010 in accordance with conditions imposed as part of Council's granting consent to the s.348 Local Government Act application to give access to all seven lots within 670 Cambridge Road.*
- It is not clear what access rights are afforded to 638 Cambridge Road (Lot 1 DP10271) over the access leg owned by 650 Cambridge Road.*

Please advise:

- i. Whether the existing easement instruments allow the increase in traffic as a result of the expansion of the Retail Centre to include 638 Cambridge Road;*
- ii. Whether 638 Cambridge Road has existing legal rights to use the full extent of the access leg and rights of way owned by 650 Cambridge Road;*
- iii. If there are existing legal mechanisms in place to provide for the use of the proposed pedestrian facility by the public generally;*
- iv. Whether it is intended to provide street lighting and parking controls within the ROW and what existing legal mechanisms are in place to provide for these;
and*
- v. Confirmation that the proposed traffic signals at Access 1 and Cambridge Road will be located within the legal road corridor and not within the ROW.*

We understand that the items associated with the legal use of the ROW (Item i– iv) will be responded to by Planning Focus. In response to item v, we note that the design of the intersection will be undertaken as part of the resource consent/detailed design stage.

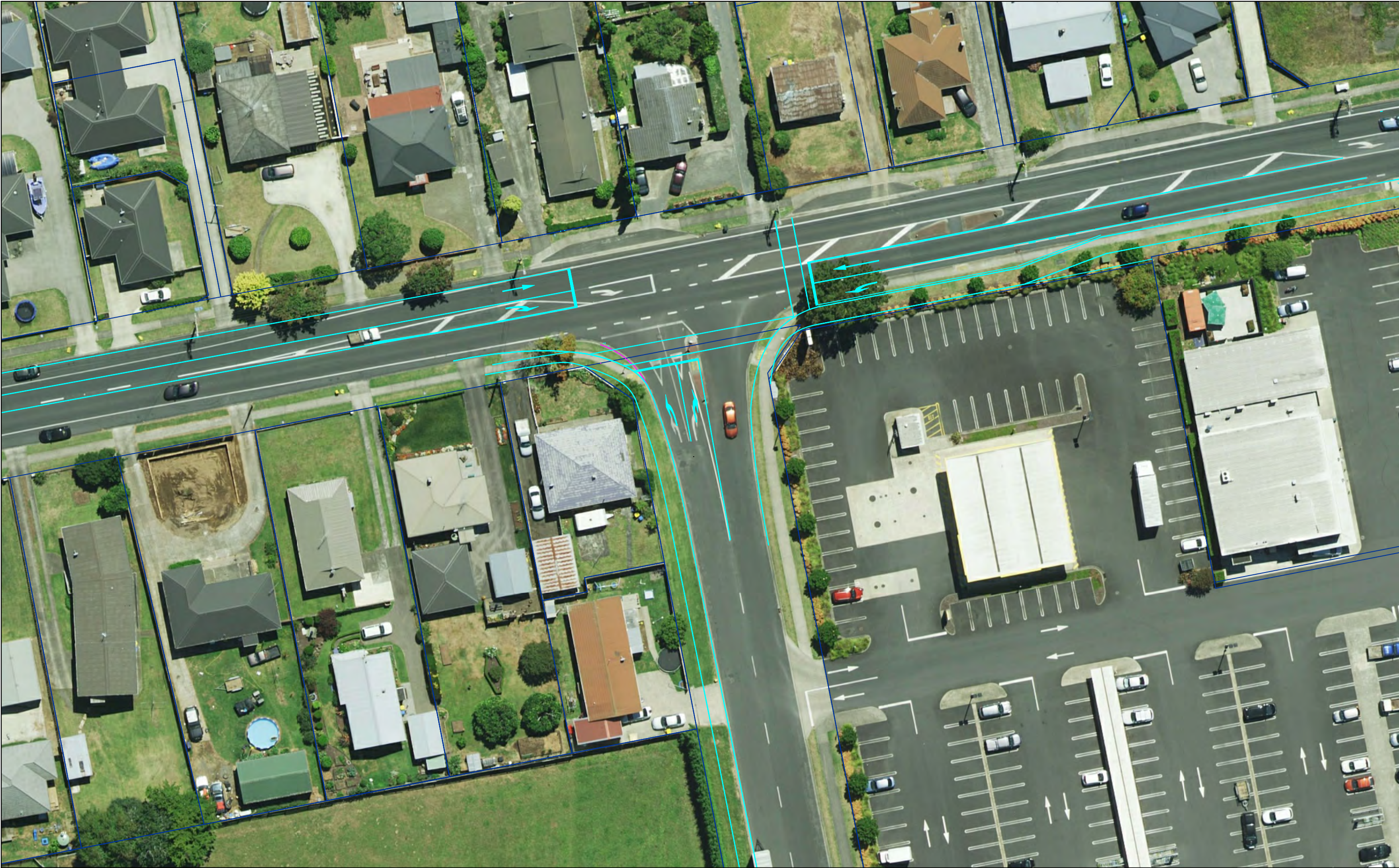
We trust the above provides sufficient clarification for the issues raised. Should you wish to discuss any matter in greater detail, do not hesitate to contact the undersigned.

Yours faithfully

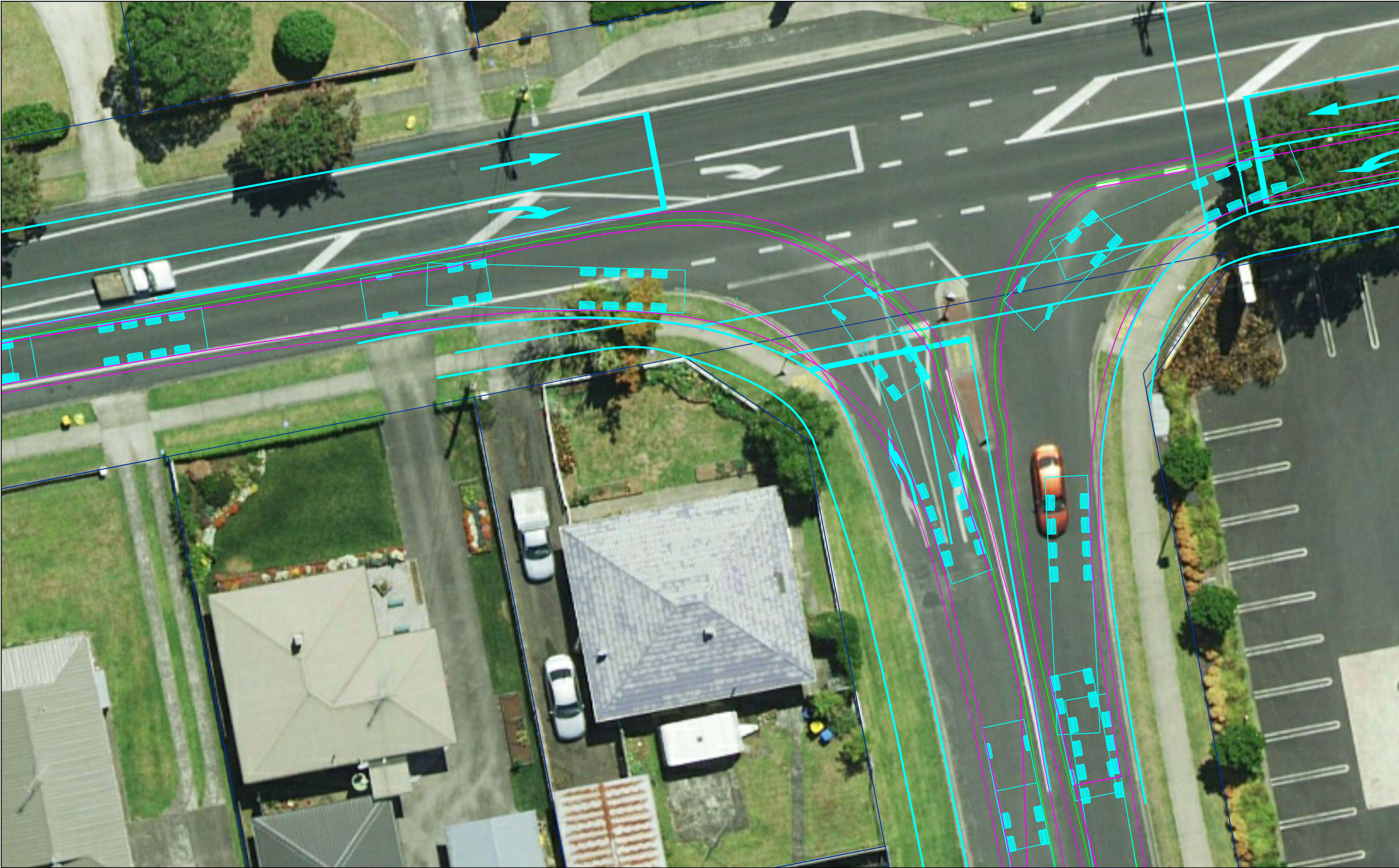
TRAFFIC ENGINEERING & MANAGEMENT LTD

A handwritten signature in blue ink, appearing to read 'KS Bell', is positioned above the printed name and title.

Keith Bell
Senior Associate



 Traffic Engineering & Management Ltd. T: +64 9 8363888 Document Set ID: 11541077	NOTES	PROJECT	STATUS		DATE	
		PROPOSED PLAN CHANGE	CONCEPT DESIGN		9/09/2025	
		DRAWING TITLE	PROJECT NO.	SCALE	SHEET	REV
		ACCESS 1 WITH CAMBRIDGE ROAD LEFT TURN LANE	233006	1:500 A3	1	A



team Traffic Engineering & Management Ltd. T: +64 9 8363888 Document Set ID: 11541077	NOTES	PROJECT	PROPOSED PLAN CHANGE		STATUS		CONCEPT DESIGN		DATE		9/09/2025			
		DRAWING TITLE	19M SEMI TRAILER VEHICLE TRACKING - SIGNALISED				PROJECT NO.		SCALE		SHEET		REV	
							233006		1:200 A3		1		A	