

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 grey ink, appearing to read 'Alice Morris', with a stylized, cursive script.

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