

From: "Gareth Moran" <GarethM@barker.co.nz>
Sent: Mon, 12 Jun 2023 13:00:08 +1200
To: "Hayley Thomas" <Hayley.Thomas@waipadc.govt.nz>
Subject: (ECM:11033273) External Sender: further traffic commentary.
Attachments: B22188-TR- -CKL 20230609 v2.pdf
Categories: ECM

CYBER SECURITY WARNING: This email is from an external source - be careful of attachments and links. Please follow the Cybersecurity Policy and report suspicious emails to Servicedesk Afternoon Hayley

Hope you had a nice weekend.

Following your email last week which expressed the concerns raised by HCC in relation to the Watty application (notably potential traffic effects) – we have engaged our traffic engineer to provide some further commentary (attached), which I hope will assist in your notification assessment.

Happy to discuss.

Thank you.

Ngā mihi | Kind regards,

GARETH MORAN
Senior Associate
[021 745 979](tel:021745979)
GarethM@barker.co.nz

PO Box 9342,
Waikato Mail Centre, Hamilton 3240
Level 1
47 Alpha St
Cambridge 3434



Kerikeri, Whangārei, Warkworth,
Auckland, Hamilton, **Cambridge**,
Tauranga, Napier, Wellington,
Christchurch, Queenstown, Wānaka

barker.co.nz



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Our Ref: B22188

12 June 2023

Enakshi Chakravorty
RCP

By email: echakravorty@rcp.cp.nz

Dear Nikki

16A Wickham Street, Hamilton

Thank you for passing on the feedback from Hamilton City Council (HCC) in relation to the proposed warehousing development at the above address. We understand that this feedback has been given as consultation as a potentially affected party as the site lies within Waipa District, but the only road connection is via Hamilton City.

Background

Before commenting on the specifics of the HCC feedback, it would be useful to understand the context of the traffic demand anticipated as arising from the proposed development and the existing traffic demands on the network. From the Integrated Transportation Assessment (ITA) prepared as part of the application, the existing site generates some 6 vehicles per hour (vph) and 32 vehicles per day (vpd). The Stage 1 Watty warehouse development is anticipated to generate some 11 vph and 44vpd, whilst the Stage 2 warehouses are expected to generate some 9vph and 73vpd. This is a total level of change of 14vph and 85 vpd in the context of existing traffic demands on Wickham Street of 250vph and 2,495vpd i.e. approximately 5.6% change in peak hour and 3.4% change in daily traffic demands. This is well within the typical day to day variation in traffic volumes. The Kahikatea Drive extension carries approximately double the traffic demands on Wickham Street, therefore halving the percentage effects. It is also recognized that the traffic demands on SH1C have reduced by around 3,200vpd (10%) since the completion of the Hamilton section of the Waikato Expressway.

The Waste Management development on the site next door was developed in late 2020. As part of the development it was recognized that right turn manoeuvres at what is now SH1C / Kahikatea Drive intersection was unsafe and that a Travel Management Plan was required to ensure that commercial traffic only undertook left turns, and to promote left turns to members of the public accessing the site also. Whilst there has been a reduction in traffic since that time and right turns have become easier, it is considered that managing this demand remains an appropriate approach for supporting additional development in the area until such time that the intersection is upgraded either as part of the Southern Link project or by Waka Kotahi as road controlling authority under other funding streams.

HCC Feedback

Feedback has been received on a number of matters. The comments provided and the date received have been repeated in italics for ease of reference, with a response provided below each comment.

Council has concerns with the existing crash problems in the general area and will not support anything that increases vehicle movements through the intersections of Kahikatea Drive/ Greenwood Street, Kahikatea Drive/ Duke Street or Killarney Road/Higgins Road. (24th May 2023)

The District Plan Maps show the extent of designation in favour of Waka Kotahi along the SH1C corridor. This includes the intersections of Duke Street (north) and Kahikatea Drive (south) in Figure 1.



Figure 1: Designation E81 SH1C

The same designation extends the length of SH1C to Killarney Road and to the intersection of Higgins Road / Killarney Road as shown on the left side of Figure 2.



Figure 2: Designation E81 Killarney Road

All three intersections listed by HCC as locations where they have concerns in relation to existing crash problems lie outside of their jurisdiction and within the Waka Kotahi designation. It is therefore for Waka Kotahi to comment on whether the proposed development traffic would have a detrimental effect on the operation of these intersections, and not HCC.

Putting the matter of jurisdiction aside and considering the comment regarding the lack of support for any increase in traffic through the intersections named, this is not a realistic position. Considering other sites within the area that are zoned industrial, there is potential for intensification of activities on these sites that are permitted, controlled or restricted discretionary where discretion may not necessarily extend to traffic effects.

The threshold for undertaking in ITA under the HCC District Plan is also 500vpd. The proposed development clearly generates significantly less than this and there is development potential on many other sites that would also not require an ITA. As such, there is no way that HCC can put a blanket 'ban' on traffic increases in the area. This is equally applicable to intensification of the residential development in the area.

Council cannot approve TMP for state highways and is not responsible for the operation or future upgrade of the Kahikatea Drive/ Greenwood Street nor the Kahikatea Drive/ Duke Street. Written approval needs to be sought from Waka Kotahi as an affected party. (24th May 2023)

This second comment received in the initial feedback correctly identifies the SH1C / Kahikatea Drive and SH1C / Duke Street intersections as being outside of HCC's responsibility. The fact that this is clearly acknowledged clearly invalidates the first comment as being outside of HCC's jurisdiction.

Figure 2 demonstrates that the Higgins Road / Killarney Road intersection is also outside of their responsibility.

This comment also raises the question as to why, if these intersections are not HCC's responsibility, that they required a Travel Management Plan to be developed for the adjacent Waste Management site during its consenting to manage demand at these very same intersections. As we understand the matter, affected party approval was withheld for that development until this was provided.

The only way to mitigate the first concern i.e. safety, is to work with Waka Kotahi to get some safety improvements completed at the key intersections listed i.e. Kahikatea Drive/ Greenwood Street, Kahikatea Drive/ Duke Street OR with our cycling team who are looking at Killarney/Higgins – and given that this is a cycling project – I don't think that the applicant or the local residents of Higgins Rd would be wanting to encourage heavy vehicles to exit at this point, when the most logical is Kahikatea Drive/ Greenwood Street. (26th May 2023)

As with the above, this is a clear recognition that potential effects the listed intersections are outside of HCC's power to influence.

In relation to increasing heavy vehicle traffic demands on Higgins Road, this is identified in HCC's Network Operating Framework as not only being a local access freight route, but also as being a High Productivity Motor Vehicle route. This is shown in Figure 10 of the ITA and reproduced below in Figure 3 for ease of reference.

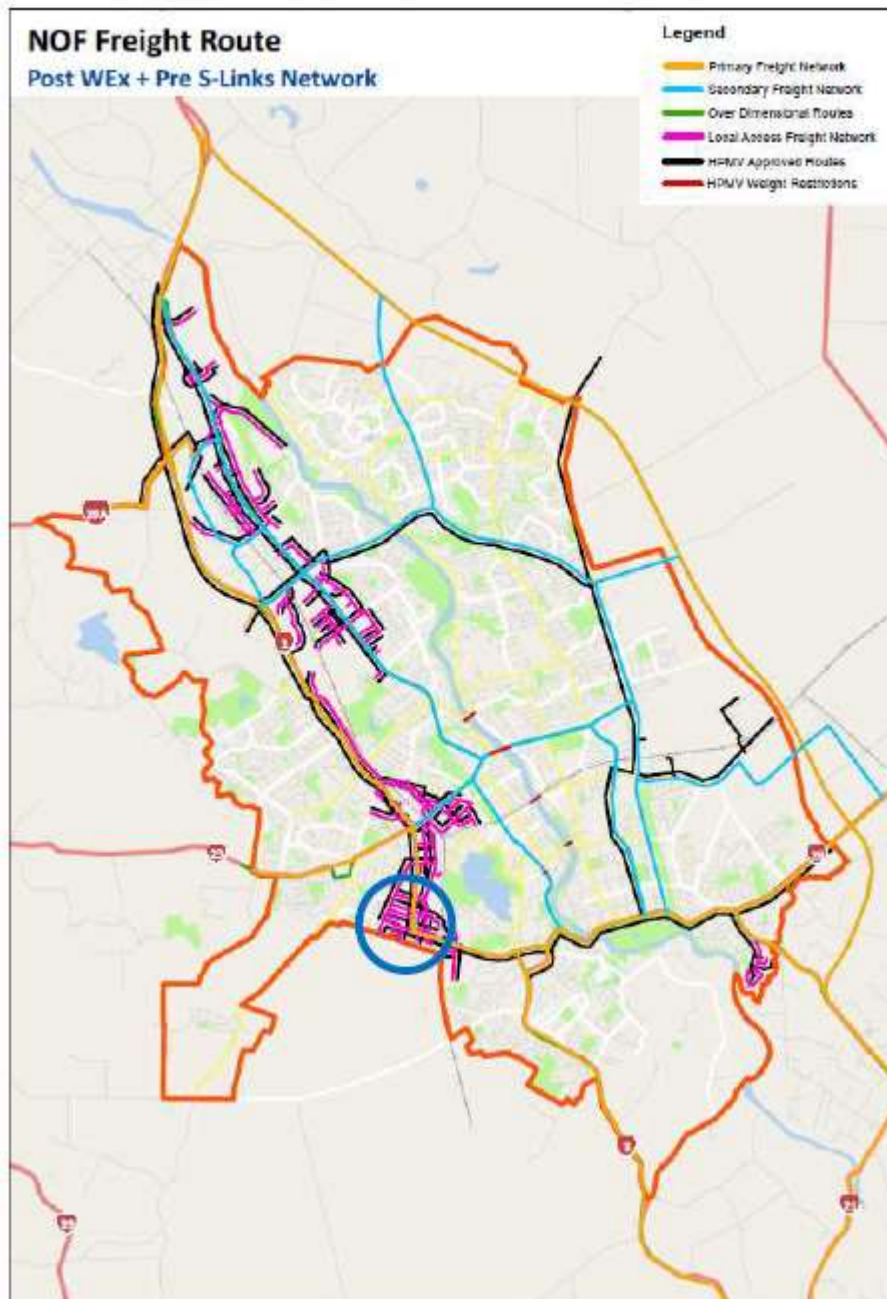


Figure 3: Network Operating Framework Freight Routes

Higgins Road provides access to an established industrial area. This site forms part of that area, with existing industrial activity being undertaken from it. The proposed development does not fundamentally change the nature of traffic or activity.

Taking a very simplistic approach to assigning future traffic demands to the network and assuming that all traffic will travel to and from SH1C with an equal split of arriving / departing to north and south, of the extra 14vph in the peak hour, 7vph can be reasonably be expected to use Higgins Road, assuming no right turns are permitted at SH1C/ Kahikatea Drive. This would include both staff and operational traffic movements. Assuming a typical 10 hour day for industrial premises and assuming both morning and evening peak hours have a demand of 14vph above existing, this leaves 57vpd spread across 8 hours a day i.e 7vph in total. Assigning this to the network would result in some 3vph – 4vph on Higgins Road during the day. This is a negligible level of change and underlines the

minimal scale of traffic effects that appear to be of concern to HCC on part of the road network they have identified as being a local access freight route.

The second point again relies on Waka Kotahi and the need for the developer to work with them to gain approvals for any temporary traffic management and to work through any concerns they may raise as affected parties. (26th May 2023)

Given this is a repeat of an earlier point and response, no further comment will be made here, other than to point out that the site is within Waipa District and therefore it is outside of HCC's jurisdiction to identify Waka Kotahi as an affected party; that is clearly for Waipa District Council to decide.

Conclusions

Based on the above, it is considered that any traffic effects on the HCC road network would be negligible given Higgins Road is identified and operational as a local access freight route, that the proposal would generate far less traffic than the HCC threshold for undertaking an ITA and that intensification of development within the wider area could generate far more traffic without assessment than the development proposals.

We trust the above provides all the information you need but if you have any questions, please don't hesitate to get in touch.

Yours sincerely

CKL Planning | Surveying | Engineering | Environmental



Judith Makinson
Director

