Appendix 14: New Zealand Transport Agency Communications

Outlook

FW: Tulloch Development - North Rd (SH 6) Lorneville (NZTA ref 2023-1038)

From Helen Dempster <Helen.Dempster@nzta.govt.nz>
Date Mon 8/21/2023 10:05 AM
To Christine McMillan <christine@bonisch.nz>

4 attachments (9 MB)
LIC Invercargill PDF Package.pdf; GRIP location plan.png; ICC planning map.png; Indust 1 activities.png;

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Hi Christine,
I'm not sure if you are aware, but, back in November 2020, Paul Johnstone approached Waka Kotahi for comment on this same development proposal. A colleague of mine, Stuart Pearson, provided the following feedback to Paul:

RE: Feedback sought for industrial development - 815 North Road concept

Stuart Pearson
To Paul Johnstone

Reply | Reply All | Forward | ...
Tue 9/02/2021 10:33 am

Hi Paul,

I have now had our Safety Engineer from our Dunedin office have the recommendations and provide some feedback, which is as follows:

- There is a potential that safety issues could occur with the proposed commercial operation and the existing operations on the western side of the highway (Adventure Southland Limited and Prime Range Fresh). The safety issues would mainly be associated with right turning vehicles into the existing access for these existing operations and if vehicles were to turn right into the northern access of the proposed activity.
- Any vehicle movements with the proposed activity will need to avoid conflicts from the existing access on the opposite side of the highway.
- Right turning vehicle movements could be mitigated if only right turns into the site were to occur through the existing southern entrance.
- No right turns in the northern entrance, only left in/left out and potentially right out could occur.
- Appropriate signage and road markings (painted right turn bay) would be required to ensure that the southern entrance is identified as the main entrance and that no right turns in could occur at the northern entrance.
- Ensure that internal accessways are positioned more than 45m from the intersection.
- Ensure that vehicles will not be required to park on the highway or cause obstructions on the highway.
- This section of the State Highway is a Limited Access Road under the Government Roading Powers Act 1989. The two entrances to the site have registered vehicle crossings that have conditions associated to them. These conditions do not reflect what is being proposed to would need to be updated once there is agreement on the access situation.

Hopefully the above advice is helpful and do not hesitate to contact me if you have any queries.

Kind regards,
Stuart

Paul subsequently asked for a meeting with us about this proposal, and myself and our safety engineer (Lisa, who has subsequently retired) met with Paul and Bret Highstead from the Tulloch Group in December 2021. Here are the notes I took from that meeting:

We talked through the previous feedback and explained in more detail the rationale behind that feedback. We noted we would be able to give more detailed advice if we knew the likely vehicle types, volumes and trip distribution. They will now engage a planner to help them compile this info. They said they do not have certainty yet as to who will lease various parts of the proposed development on site, except that - in their ideal scenario - it'll be 2-3 ha of warehousing with office spaces, and 1-2 ha of rural-related businesses/service industries, like motorbike outlets, forestry support industries. They confirmed they will require consent to develop this site in the way proposed, and I noted that because they are seeking direct access onto highway, NZTA should be treated as an affected party. I

also talked about our interest in signage - location and design. Lisa mentioned that another option available to them is to relocate the northern vehicle crossing further north (and close it in its current location). They indicated an intention to contact us again once they had more traffic and sign data, and had considered their options around vehicle crossing location.

Our new safety engineer, Chris, has assessed the information you supplied to us on 26 July, and has advised that our previous advice to your client still stands- i.e. we require information about what type of business activity could occur on site, vehicle types and volumes (standard vs heavy vehicles), trip distribution, operating hours etc in order to provide further feedback on this proposal. Our safety engineer has also asked: Is the central access road to be public or private and how will the intersection be marked out? And has also noted "Similar developments have required a right turn bay and left turn slip lane, which may require relocation of streetlight columns. There is currently a wide flush median, reasonable shoulder width and good streetlighting, so its really subject to the first series of questions".

Our Network Manager has also reviewed the information you supplied to us and provided the following preliminary comments: "from my reading, they are asking for a plan change which would enable development as of right. Therefore we should ask for the ITA to be prepared on the basis of full utilization - sort of the worst case scenario that could occur as of right once the plan is changed... An ITA is anticipated by the applicant, this should cover all matters already raised previously including signage, proposed widening, lighting etc should be provided. I note that they anticipate a diagram E widening. there is already a wide carriageway here, and widening to the outside would leave a very small berm so existing services and roadside drains, should be taken into account in the ITA. I am not sure if this road has any pedestrian or cyclist use, but reducing the berm would further discourage this. The SNM and colleagues would then assess the ITA and may require detailed designs are produced, pavement design may be required to be peer reviewed by a suitably qualified person."
I hope this preliminary feedback on your client's proposal is helpful. Please do not hesitate to get in touch if you would like to discuss matters raised in this email further.

Kind regards
Helen

Helen Dempster / Senior Planner
Poutiaki Taiao I Environmental Planning
System Design

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Waka Kotahi NZ Transport Agency
Dunedin Office / AA Centre, 450 Moray Place,
PO Box 5245, Dunedin 9058, New Zealand

From: Christine McMillan <christine@bonisch.nz>
Sent: Wednesday, 26 July 2023 8:23 am
To: Environmental Planning <EnvironmentalPlanning@nzta.govt.nz>
Subject: Tulloch Development - North Rd (SH 6) Lorneville

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Hi

We are currently working with Tulloch Group Ltd on the development of their site at 805, 815 and 819 North Road, SH 6, Lorneville. The site location is shown highlighted on the attached 'GRIP location plan' and is approximately 400m south of the Lorneville Roundabout and about 2 kilometres north of Invercargill urban boundary. SH6 is a Limited Access Road with an 80km/hr speed limit in this location.

815 SH6 contains an existing wool store and there is an existing dwelling on each of 805 and 819 SH6. The existing dwellings are proposed to be removed.

Tullochs propose to develop the site as an industrial business park and intend to undertake a private plan change to re-zone the site Industrial 1 which is the same zone as exists to the south of the site along Moore Road (see grey area on attached 'ICC planning map'. Industrial 1 zoning is for 'Light Industry' and has very few bulk and location standards, particularly as the site does not adjoin a residential zone. The only applicable rule is that height is limited to 12m as a permitted activity (recession planes apply).

At the moment we are seeking preliminary comment from Waka Kotahi regarding access from the site on to State highway 6. In order to provide a discussion document for this purpose please see the attached 'LIC Invercargill PDF Package'. This is unlikely to be the final layout of the site, however it is useful for discussion purposes. The intention would be to construct a single inwards access to the site in the approximate centre as shown on the plan. All other accessways apart from the southernmost accessway would be closed and the southernmost access would be for exiting vehicles only.

The private plan change process is being followed as Tullochs do not yet know what businesses will want to locate on the site and the zoning will allow the establishment of the site to be undertaken, ensuring that individual businesses can locate on site as a permitted activity where the zone activities and standards are complied with. This provides surety on the considerable investment required to establish the site and prevents ongoing consenting requirements.

It is anticipated that a Diagram E access will be required (similar to that providing access to Prime Range and Southern Adventure on the western side of the highway. As shown on the supplied plan, allowance has been made to establish a slip lane for traffic heading south. SH 6 has a centre median strip which provides for vehicles wishing to turn right into the site to queue clear of the traffic lanes and both sides of the road also have wide verges. A Transport Impact Assessment will be prepared as part of the private plan change assessments.

Can you please provide preliminary comment relating to the site access. If you require any more information at the moment, please let me know.

Regards

Christine McMillan
DIVISIONAL MANAGER PLANNING

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We have moved! The team at Bonisch Invercargill can now be found at LEVEL 4, 25 ESK, INVERCARGILL.

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Outlook

Fw: Tulloch Development - North Rd (SH 6) Lorneville (NZTA ref 2023-1038), CRM:0105000075

From Caroline Hutchison <Caroline@bonisch.nz>
Date Fri 6/6/2025 2:16 PM
To Shannon Baxter <shannon.baxter@icc.govt.nz>
Cc Christine McMillan <christine@bonisch.nz>

HI Shannon

Please find below the most recent communication with NZTA via Stantec. This communication is what Stantec used to finalise access design and locations for the Plan Change, and you will see that NZTA was comfortable with what was proposed.

NZTA don't give affected party approval for Plan Changes, they will wait to see if the notified Plan Change incorporates their concerns (I worked for NZTA in this capacity for a number of years in a previous life).

I will put this email in the Appendix folder I sent you a link to and will clearly denote it.

Have a good weekend,

Caroline Hutchison
Senior Planner

bonisch

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LAND DEVELOPMENT SURVEYING PLANNING CIVIL ENGINEERING

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From: Rossiter, Chris <chris.rossiter@stantec.com>
Sent: Friday, June 6, 2025 2:04 PM
To: Caroline Hutchison <Caroline@bonisch.nz>
Subject: FW: Tulloch Development - North Rd (SH 6) Lorneville (NZTA ref 2023-1038), CRM:0105000075

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Chris Rossiter, BSc BA(Open) CPEng
Principal Transportation Engineer
he/him

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Stantec New Zealand

Stantec

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From: Helen Dempster <Helen.Dempster@nzta.govt.nz>
Sent: Thursday, 31 October 2024 1:50 pm
To: Rossiter, Chris <chris.rossiter@stantec.com>
Subject: RE: Tulloch Development - North Rd (SH 6) Lorneville (NZTA ref 2023-1038), CRM:0105000075

Ok, thanks for the update.

From: Rossiter, Chris <chris.rossiter@stantec.com>
Sent: Thursday, October 31, 2024 1:48 PM
To: Helen Dempster <Helen.Dempster@nzta.govt.nz>
Subject: RE: Tulloch Development - North Rd (SH 6) Lorneville (NZTA ref 2023-1038), CRM:0105000075

Hi Helen

I am just about to update the ITA to include a summary of the consultation and would anticipate the application will then by lodged in the coming weeks.

Thanks for your help
Chris

Chris Rossiter
Principal Transportation Engineer
DDI: +64 3 926 2206
Mob: +64 27 241 9294

Stantec

From: Helen Dempster <Helen.Dempster@nzta.govt.nz>
Sent: Thursday, 31 October 2024 1:45 pm
To: Rossiter, Chris <chris.rossiter@stantec.com>
Subject: RE: Tulloch Development - North Rd (SH 6) Lorneville (NZTA ref 2023-1038), CRM:0105000075

Hi Chris,
I would ordinarily only provide a formal response on the entire plan change proposal having seen all of the plan change proposal documents (so that our position is a fully-informed one). However, I'm happy for you to include the email correspondence from me to date, in the plan change request documents to Council.

Has the request already been lodged with the Council? Presumably the Council will notify your clients plan change request – at which point I'd expect NZTA would review all of the documents lodged in support of the request and convey its position on the plan change proposal through a submission. In light of the planning/RMA requirements we have outlined in our feedback given to date (regards the vehicle crossings, new intersection, vegetation removal), we'd hope to see those requirements formalise through proposed plan provisions.
Happy to discuss, if that'd be helpful.

As an aside, I'm away on annual leave all of next week, and won't have access to work emails during that time.

Kind regards
Helen

From: Rossiter, Chris <chris.rossiter@stantec.com>
Sent: Wednesday, October 30, 2024 1:41 PM
To: Helen Dempster <Helen.Dempster@nzta.govt.nz>
Subject: RE: Tulloch Development - North Rd (SH 6) Lorneville (NZTA ref 2023-1038), CRM:0105000075

Hi Helen

I can confirm that Tulloch accepts the proposed design requirements for the southern driveway. Do you need more information from me to allow you to provide a formal response?

Thanks
Chris

Chris Rossiter
Principal Transportation Engineer
DDI: +64 3 926 2206
Mob: +64 27 241 9294

Stantec

From: Helen Dempster <Helen.Dempster@nzta.govt.nz>
Sent: Wednesday, 30 October 2024 8:38 am
To: Rossiter, Chris <chris.rossiter@stantec.com>
Subject: RE: Tulloch Development - North Rd (SH 6) Lorneville (NZTA ref 2023-1038), CRM:0105000075

Hi Chris,
Further to my email below, I have now received this explanation of 'adequate infrastructure' from our safety engineer: "Adequate infrastructure would be regulatory signage requiring a left turn out only and no entry signage banning any entry movements. It would also likely consist of a reshaping of the exit with kerbing and islands to force vehicles to the left signalling the required direction of travel,".

Please advise if your client is accepting of these requirements. Happy to discuss further, if that'd be helpful.
Kind regards
Helen

From: Helen Dempster
Sent: Tuesday, October 29, 2024 7:29 PM
To: Rossiter, Chris <chris.rossiter@stantec.com>
Subject: RE: Tulloch Development - North Rd (SH 6) Lorneville (NZTA ref 2023-1038), CRM:0105000075

Hi Chris,
I just wanted to let you know what progress is being made at our end on this matter, as I'm aware you have requested a meeting with us. I have just heard back from our Safety Engineer. They have advised that, in respect to the suggested closure of the southern access, "…the original proposal had left and right turns out of the southern access. If they are happy to restrict this to left turns only with adequate infrastructure then we can agree to it remaining open." I will ask them to elaborate what they mean by 'adequate infrastructure' and pass this along to you.

Kind regards
Helen

From: Rossiter, Chris <chris.rossiter@stantec.com>
Sent: Tuesday, October 22, 2024 1:18 PM
To: Helen Dempster <Helen.Dempster@nzta.govt.nz>
Subject: RE: Tulloch Development - North Rd (SH 6) Lorneville (NZTA ref 2023-1038), CRM:0105000075

Hi Helen

Our client has no problems with the standard CAR and TMP conditions for works on the highway. However, they want to retain the southern access for left-out movements towards Invercargill. Since the closure of the access is suggested by your safety team, are you able to set up a meeting with your safety team so that we can discuss this and agree a way forward.

Thanks
Chris

Chris Rossiter
Principal Transportation Engineer
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Mob: +64 27 241 9294

Stantec

From: Helen Dempster <Helen.Dempster@nzta.govt.nz>
Sent: Wednesday, September 4, 2024 11:04 AM
To: Rossiter, Chris <chris.rossiter@stantec.com>
Subject: FW: Tulloch Development - North Rd (SH 6) Lorneville (NZTA ref 2023-1038), CRM:0105000075

Hi Chris,
Our Safety Engineer, Chris Harris, and Network Manager, Jacob Manson, have reviewed the ITA and have provided the following feedback for you and your client to consider and respond to.

Safety Engineer has made the following comments:

'A new intersection access should be formed to the north as proposed (approx. RP 1168/0.51) to maximise the separation between adjacent accesses. This should be marked with the MOTSAM fig 3.28 layout for right turn bays. Vegetation will likely need to be abated to permit an unobstructed sightline from the new intersection.

With creation of a new intersection at approx. RP 1168/0.51 I do not support retention of the existing access to the south. Vehicles servicing the existing commercial activity currently travel clockwise around the building, and can continue to do so, exiting by the proposed ROW parallel to SH6 and the new intersection.'

The vegetation referred to in Chris response is shown in the images below and are located to the north of the proposed access. Chris has elaborated: 'There is a line of trees to the north of the proposed new intersection which 'may' need to be trimmed back (and maintained at that position) to provide an unobstructed sightline. They could be related to the adjacent property and I expect if they are an issue they will be addressed.'

Looking south towards the new access and looking north from the new access:





The Network Manager has advised the following:
'After looking over with Chris, we believe the Southern access should be closed as well and they only access from the proposed new local road. There looks like ample room for manoeuvring on-site rather than needing a secondary access.

The flush median is currently untrafficked and is an older seal which as it isn't trafficked is fit for purpose. However, if it were to be turned into a right-turn bay and trafficked then it would need re-surfaced and confirmed that the underlying pavement can handle the vehicle loading and strengthened if not. Otherwise likely to deteriorate fairly quickly. Access will need to our standard which Chris will outline in more detail to what that is. We will need to review the design and approve.

Standard CAR and TMP conditions will apply to all work on / effecting the highway.'

Please do not hesitate to get in contact if you wish to discuss this feedback.
Kind regards
Helen

From: Rossiter, Chris <chris.rossiter@stantec.com>
Sent: Monday, August 12, 2024 1:48 PM
To: Helen Dempster <Helen.Dempster@nzta.govt.nz>
Subject: RE: Tulloch Development - North Rd (SH 6) Lorneville (NZTA ref 2023-1038)

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Hi Helen

Please find attached out transport assessment for the proposed new road to service the industrial zone being proposed off North Road. Let me know if you require any additional transport related information.

Regards
Chris

Chris Rossiter
Principal Transportation Engineer
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Stantec

From: Helen Dempster <Helen.Dempster@nzta.govt.nz>
Sent: Tuesday, July 23, 2024 12:51 PM
To: Rossiter, Chris <chris.rossiter@stantec.com>
Subject: RE: Tulloch Development - North Rd (SH 6) Lorneville (NZTA ref 2023-1038)

Hi Chris,
Thanks for getting in contact. Yes, I am the appropriate person still to contact about this proposed development.

Kind regards
Helen

From: Rossiter, Chris <chris.rossiter@stantec.com>
Sent: Tuesday, July 23, 2024 12:22 PM
To: Helen Dempster <Helen.Dempster@nzta.govt.nz>
Subject: Tulloch Development - North Rd (SH 6) Lorneville (NZTA ref 2023-1038)

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Hi Helen

Stantec has been engaged by Tulloch Industries to prepare an ITA for their plan change proposal. I am aware that you previously provided comments back and that has been taken into account in developing a site layout. Will you still be the appropriate person to contact in relation to this project and provision of APA and relevant conditions?

I anticipate having a draft report available later this week.

Regards
Chris

Chris Rossiter
BSc, BA(Open), CPEngNZ
Principal Transportation Engineer

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