

Memorandum

To	Bevan Hudson	From	Pip Browne
Copy	Anna Price	Reference	RC14513(L)
Date	18 June 2025	Pages (including this page)	7
Subject	Transportation Technical Memorandum RC14513(L) – Coastal Protection Structure at Glen Isla		

1. Author

1. This Technical memorandum has been prepared by Philippa Browne. I am a Traffic and Road Safety Engineer, employed by Aurecon NZ Ltd, currently on secondment as a Senior Transport and Safety Engineer with the Transportation Team at Western Bay of Plenty District Council. My qualifications are BE (Civil) from the University of Canterbury. I am a Member of Engineering NZ and a member of the Transportation Group of Engineering NZ.
2. I have over 28 years engineering experience in transport, traffic engineering and road safety. This comprises 22 years consulting and 6 years in Local Government. My experience includes design, construction and maintenance, together with investigation and reporting, strategy studies, scheme assessment, safety management systems, safety audit, integrated transport assessments and resource consent reviews, for developers, local authorities and Waka Kotahi NZ Transport Agency.

2. Project

3. This technical memorandum has been prepared to review the transportation effects of the proposal of Glen Isla Protection Society.
 - The Western Bay of Plenty District Council has received an application from the Glen Isla Protection Society Incorporated for a resource consent (land use) for the construction of a coastal protection structure (buried rock riprap wall) and associated activities on the Council recreation reserve at 95 Seaforth Road (Lot 18 DPS 22035), the adjoining esplanade reserve at Lot 19 DPS 22035 and 12 Glen Isla Place, Waihi Beach. The coastal protection structure is approximately 200m in length and the design can be summarised as:
 - Type 1 buried rock riprap wall of 104m in length (southern section).
 - Type 2 buried rock riprap wall of 92m in length (northern section).
 - Stabilised sediment beam return of 21m, partially within 12 Glen Isla Place.At the completion of construction, the structure will be covered with sand and planted with native dune species.
4. Resource consent is sought by the Glen Isla Protection Society Incorporated for the following.
 - Coastal protection works including seawalls in the Coastal Erosion Areas – Primary Risk and Rural.
 - Building/Structures, earthworks and native vegetation clearance in

Outstanding Landscape Feature S24 – Open Coastal Landscape Landward Edge Protection Yard.

- Earthworks associated with an activity requiring resource consent for a Discretionary Activity.
- Building/Structures and earthworks within the Coastal Inundation Area.

5. It is noted that the resource consent complies with the district plan with reference to Transportation.

3. Location

6. The Council recreation reserve at 95 Seaforth Road (Lot 18 DPS 22035), the adjoining esplanade reserve at Lot 19 DPS 22035 and 12 Glen Isla Place (Lot 12 DPS 22035), Waihi Beach.



Figure 1 Location of proposed seawall, insert detail of proposed seawall location (Source Mapi and Isthmus visual simulation)

4. Key Issues for Transportation

7. The key issues for Transportation are limited to.
 - a. the effects during the construction activity, and
 - b. the ongoing and future maintenance of the sea wall.
8. The proposal has been reviewed with these aspects in mind, and proposed mitigation through consent conditions have been proposed.

5. Construction methodology

9. A detailed construction methodology statement – Construction Methodology Statement, Davis Costal Consultants, October 2024 has been prepared as part of the submission documents, and this has outlined the routes that construction vehicles will take to access the site. This report has stated.

"The primary construction access for delivery of machinery and rock spalls will be through the Council Reserve at 100 Seaforth Road, on the northern side of Three Mile Creek. Rock delivery by rubber tyred trailer will track through the Reserve and along the beach seaward of the groynes. (Figure 3.0a).

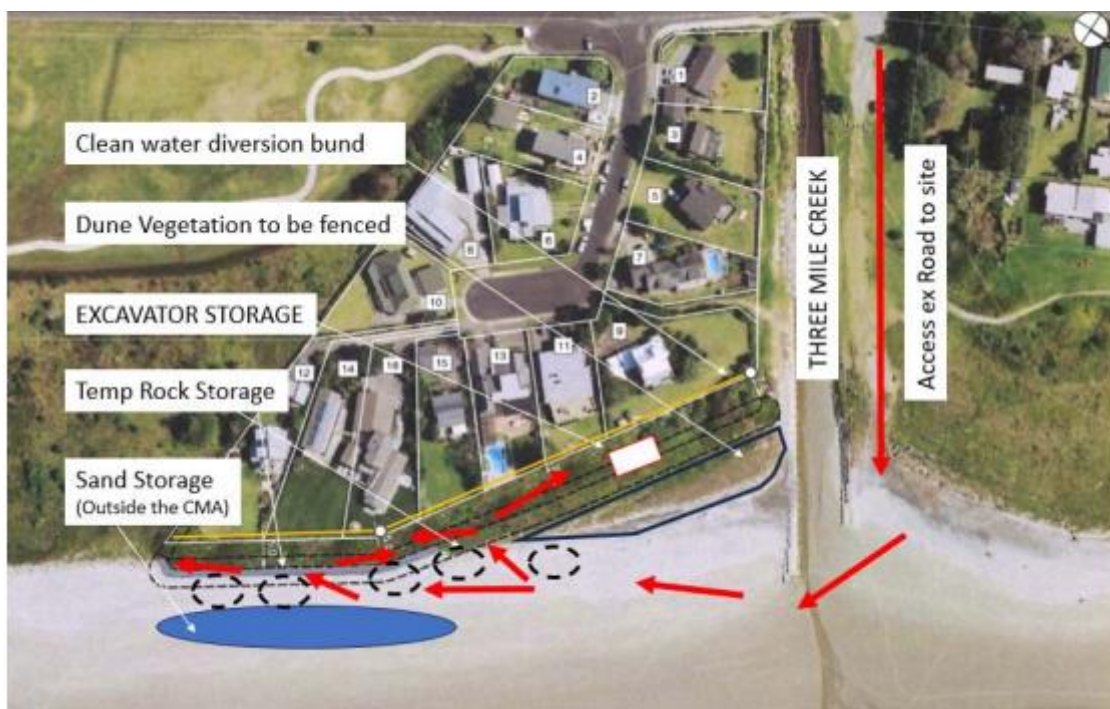


Figure 2 Indicative access (Figure 3.0a) 23028 – Glen Isla Dune – Construction Methodology, Davis Costal Consultants Figure 3.0a

10. The report has also stated that the rock will be supplied from Waihi Beach Quarry, which is located at 691 Waihi Beach Road, Waihi Beach. Grading and stockpiling will occur at the quarry, and all rock will be approved by the engineer prior to being transported directly to site when required. It is not expected that there will be significant stockpiles on site to minimize handling of the rock.
11. It is proposed that the route is from 691 Waihi Beach Road to 91 Seaforth Road access point and then along the beach to the active work site.
12. The truck route is 2.6km long and does go through Wilson Road and Waihi Beach Village. Alternative routes include using Citrus Ave, however this is a local residential street and less suitable to heavy vehicle movements. The route via SH2 is 20.6km in one direction, and would add significant travel time and costs to the movement of rocks from the quarry to site. It will also increase the exposure of heavy vehicles traveling that route with other traffic.
13. While not stated in the construction methodology, it is expected that there will be additional heavy vehicle movements, but these will be limited in number and frequency for delivery of other construction materials (such as geotextile materials, additional fill materials and construction items that may be required).
14. The number of staff has not been stated in the application. It is expected that there will be less than 10 staff on site, and that they will be using light vehicles to access the workspace.
15. It is expected that the construction will take 4 months between April 2025 and November 2025. The work hours will be kept to within 7.00 am to 5.00pm Monday to Friday. However, the work is reliant on tides and storms, and the work may require extended working hours for up to three days a week every two weeks, including Saturdays. No work will take place before 6am or after 8pm.

6. Site Access

16. The proposal utilizes an existing vehicle access to Three Mile Creek Reserve from 91 Seaforth Road.
17. The access will be used intermittently for the delivery of machinery and construction materials.
18. This is the same access point used by WBOPDC contractors for maintenance and dredging activity within Three Mile Creek.

7. Submissions

19. The following summarised items relating to Transportation were raised as issues during the submission period. Commentary and proposed mitigation are provided in Table 1.

Table 1 Summary submissions

Submission #	Submission	Comment / Proposed Mitigation
7	Barry & Lorraine Gallagher <i>Transportation volume and access during construction period</i>	Volume of trucks will be 8–10 movements per day (loaded in, empty out), and work crews accessing the site in light vehicles. A construction management plan is suggested as a condition of consent, which will consider how all movements onto site are managed to minimise any adverse effects on Seaforth Road. Temporary Traffic Management will be required on Seaforth Road to ensure safety of road users as vehicles enter and exit the site. Once completed it is expected there will only be occasional movements required for ongoing maintenance.
10	Lorne Fell <i>Heavy traffic (carrying rocks etc.) plus other heavy machinery will cause similar damage to that of in 2010 Shaw Road rock revetment wall through vibration.</i>	Volume of trucks will be 8–10 movements per day (loaded in, empty out), and work crews accessing the site. Speeds entering the site using the access tracks will be kept low to minimise risk of vibration. A Consent Condition can be included to ensure any damage to the road or reserve which can be directly attributed to the movements associate with the activity on the site will be repaired or made good.
23	Keith Hay – Katikati – Waihi Beach Residents and Ratepayers Association (Inc) a) <i>We note there is a reference in the application to the use of “road legal” tractors. If this consent is granted, we ask that WBOPDC includes a condition requiring all vehicles carting to or from the site to be registered.</i> b) <i>The route that these trucks or tractor-trailer units will take is used by people accessing the beach on foot after parking their car in the reserve. Waihi Beaches most popular cycleway-walkway crosses the route that these vehicles will use.</i> c) <i>When it was proposed that a large quantity of material would be carted from the Waihi Beach Quarry to a site south of the village several years ago</i>	a) It is not necessary to provide a consent condition for this. Any vehicle using public road network is required to meet legislative requirements. b) It is proposed that a separate walkway space will be maintained for walking access to the beach (in the CTMP and TMP). c) In this instance the volumes of movements are lower, and the distance differential is significantly greater between the preferred and alternative route (~18km one direction), which could be considered an unreasonable consent condition.

Council specified a route for these trucks which avoided the route through "The Village".

8. Proposed Transport Consent Conditions relating to Construction Activity

20. The construction activity will have a short duration of 4 months, generally limited to Monday to Friday, 7am to 5pm, no work will be undertaken between 8pm and 6am. Work on a Saturday may be undertaken depending on the construction schedule, tidal and weather conditions. The hours of operation was raised in submissions, and it should have a condition associated with it. The suggested wording of a condition is;

THAT no heavy vehicles will be permitted to access the site between the hours of 8pm and 6am, except to undertake emergency work if required.

21. If the land use consent is granted, a condition should be placed on the management of movement of vehicles on and off site, through a construction travel management plan (CTMP). The suggested wording of the CTMP condition is;

THAT a minimum of 10 working days prior to the commencement of any works the consent holder shall submit to the Western Bay of Plenty District Council a Construction Traffic Management Plan (CTMP), for certification that this condition is met. The CTMP shall detail the procedures, requirements and standards necessary for managing traffic effects during construction of the project so that safe, adequate and convenient movements for all the transport modes are maintained through the construction period. The CTMP shall be submitted with a Corridor Access Request (CAR).

The CTMP should address, but not be limited to, the following:

- a) *The construction program and associated traffic volumes estimated for each construction phase.*
- b) *Driver protocols aimed at ensuring safe driving practices and full compliance with the law including speed limits, appropriate following distances, and affording priority to private residents and public traffic.*
- c) *The details of the intended traffic arrangements and provision for the delivery of heavy vehicle loads to the site.*
- d) *Appropriate temporary traffic management measures to be installed at the site access, and trigger levels for construction traffic which may need to alter the TMP (i.e., for some aspects of the construction or days when higher than indicated movements are expected).*
- e) *The timing of construction traffic to minimise disruption to, and any potential safety effects on, users of the local transport network.*
- f) *Requirements for the monitoring of construction traffic; and*
- g) *Specific items for consideration in the Glen Isla Coastal Protection structure should include.*
- h) *Temporary Speed Limit on Seaforth Road of 30 km/h.*
- i) *Temporary no parking signage on Seaforth Road to allow for turning vehicles.*
- j) *All temporary traffic control and site works entrances follows CoPTM (or NZGTM, whichever is operative at the time).*

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k) *Once the construction contractor is appointed the plan will need to be updated to reflect their construction and management methodology for the building alterations.*

22. If the land use consent is granted, a condition should be placed on the maintenance, repair and reinstatement of any damage to the road. The suggested wording of a condition is;
THAT any damage road or reserve which can be directly attributed to the movements associated with the activity on the site will be repaired or made good within 2 weeks of being identified for remediation. Repairs (temporary and permanent) will need to be completed to a standard that is accepted by Council.

9. Ongoing maintenance

23. The application has not indicated that there will be significant ongoing maintenance activity associated with the Proposed Glen Isla Seawall. If the consent is granted, any maintenance activity can be accommodated through the reserve access at 91 Seaforth Road.
24. It is considered prudent to include a consent condition relating to possible future significant maintenance requirements require a CTMP as per paragraph 21 above. The suggested wording of a condition is;
THAT any significant works that are required to be undertaken will need to prepare a CTMP as per Condition ## above.

10. Recommendation

25. The proposal has been reviewed with respect to transportation effects. I consider that the effects are limited to the construction activity. Future maintenance activity will be minor, however there is a residual risk that significant may be required in future.
26. I consider that the Transportation effects of the Glen Isla Protection Society Incorporated proposal can be mitigated through the suggested transportation consent conditions.