

To The Planning Committee

Thankyou for your time today.

We would like to present to the committee the following documentation in parallel to the Morth Trust submissions:

Document A (1/12/25)

Further request for the east / west Arterial Road repositioning to better suit the existing boundaries and for a logical river crossing position (Narrowest point) on the eastern side of Te Rapa Road.

Document B (7/8/25)

Request for a local road connection via PC17 southern boundary. This forms a solution to the possible landlock from the current arterial design, as this will divide the 1406 property into two blocks (north & south).

Point 1

We have requested that if the ICMP (integrated catchment management plan) reverts back to a SW trunk network across the property of 1406 Pukete Road (as per HCC proposal) , then this must be positioned within the designated ARTERIAL corridor. Timing needs to be post designation / acquisition.

Point 2

If a request for a local road connection in document B is declined, then we request that HCC design a local connection off the east / west ARTERIAL, similar but offset to what is shown in document A.

Point 3

Whilst our property sits outside the PC 17 application, please remove / uplift any current detail about the property and just show blank.

Point 4

We are in favor of the proposed PC17 based on the submission points above.

Kind Regards  
Steve Morth

1406 Pukete Road.

(NORTH TROST).

## Request for Arterial Repositioning.

1/12/25

(A)

- 1) As mentioned before, positioning of the road along our northern boundary keeps everybody's properties intact, with only slices taken off each property, thus minimal loss in the most practical position for all. Not discounting the fact, that Fonterra has more road travel on their western block which will come at a cost.
- 2) The northern road position will possibly allow Fonterra to have two options to enter and vacate their factory, enabling their proposed industrial to stay on the outside of the plant security (options A+B attached). Also, as operating rules change, a future risk analysis by Fonterra / external body may require them to have more than one access to the site for emergency use? The road in this position keeps that option open.
- 3) The proposal appears to have removed the existing underpass in favor of direct access on to Te Rapa Road.
- 4) With the construction of Te Awa lakes in progress, and with the projected increased traffic flows at peak times, this will put pressure on Te Rapa Road. We envisage that tanker movements will eventually use the East / West alternatives once the corridors open. The current method to head east or south involves a temporary on / off the expressway at the lake road junction (inefficient). There is currently no practical access West without having to head south in to Te Rapa and or north through to Horotiu industrial.
- 5) Under the current proposal, the tankers have to use the slip lane, and then try and cross the road within 500m approx. to meet the lights for a right-hand turn. This will place huge risk on all users. A misjudged pass on a tanker could push the vehicle towards on coming traffic.
- 6) If the arterial is repositioned north along the boundaries (option A+B), then the traffic signaling at the Fonterra (entry/exit) can then be coordinated with the (east/west) NRCA, to then give the trucks immediate flow east / west and south without disruption. This would then eliminate the continual process of gear changing up and down, plus they would also have a safe movement to make the right hand turn west on to Koru Drive.
- 7) As we know Te Rapa Road will have a continual increase of future traffic flow as Te Awa lakes, Horotiu and their own industrial development areas kick off. Maybe Fonterra's future entry / exit may be better suited to spill on to the NRCA (option B) which should have half the traffic volumes as Te Rapa Road. The signalization could also service the North end of the development land as indicated on the attachment.
- 8) As mentioned, previous, the road in this Northern position will also better serve the land flow drainage and would combine with the route of the road to the river. We also assume that the future arterial will carry services east / west back to the Pukete treatment plant.

We would assume the final east / west arterial road position would be the corridor for the S/W pipe to the Waikato River.

Regardless if the pipe only ends up servicing the south side of Fonterra / east side of Te Rapa Road, then it would make sense to position the pipe along our northern boundaries on the south side within the future arterial corridor.

Hope this helps with ideas.

Kind Regards  
Steve Morth



WORTH TRUST  
10/5/25.  
1/12/25.



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OPTION A

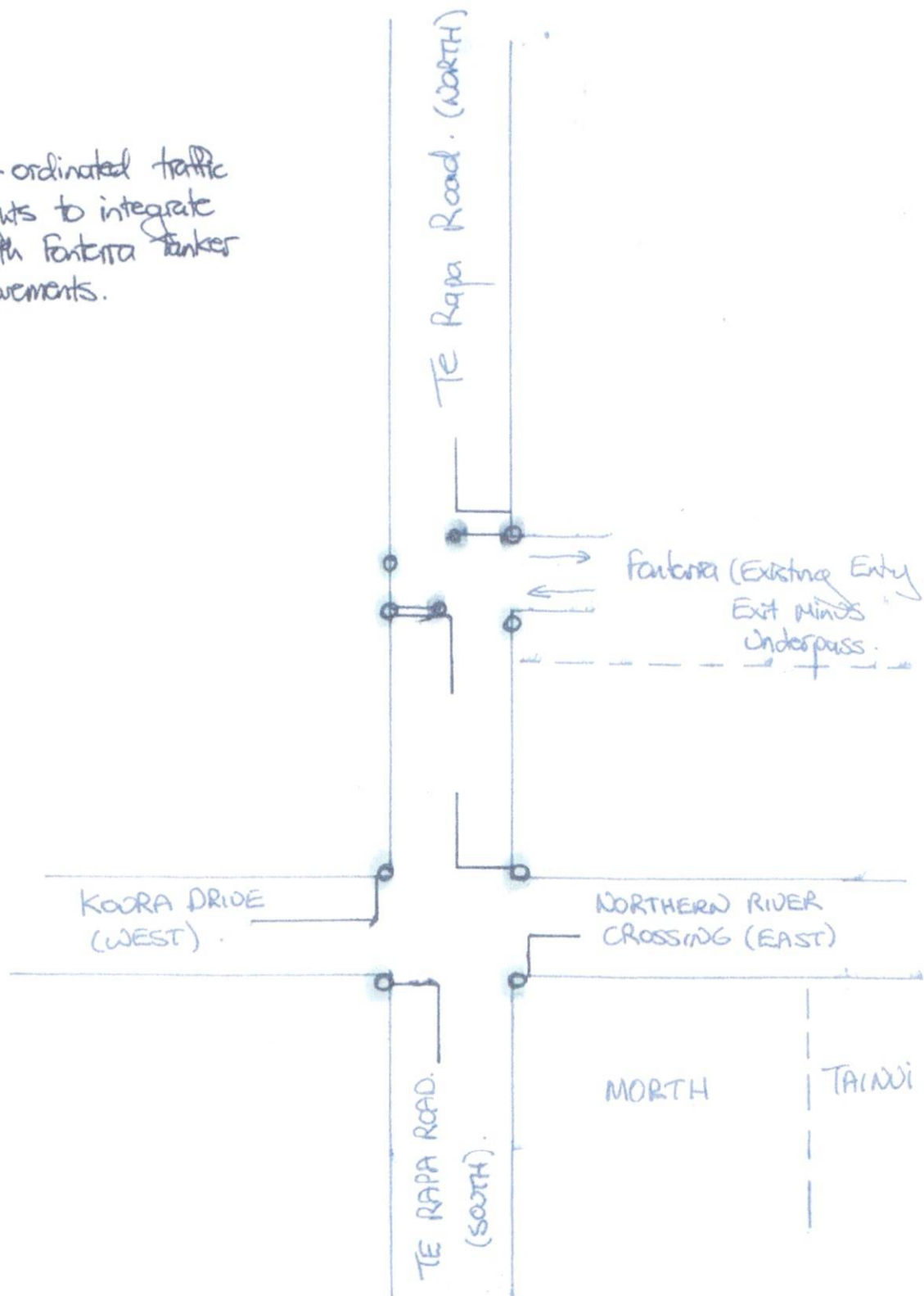
A

MORTH TRUST

10/5/25.

1/12/25

- Co-ordinated traffic lights to integrate with Fonterra tanker movements.

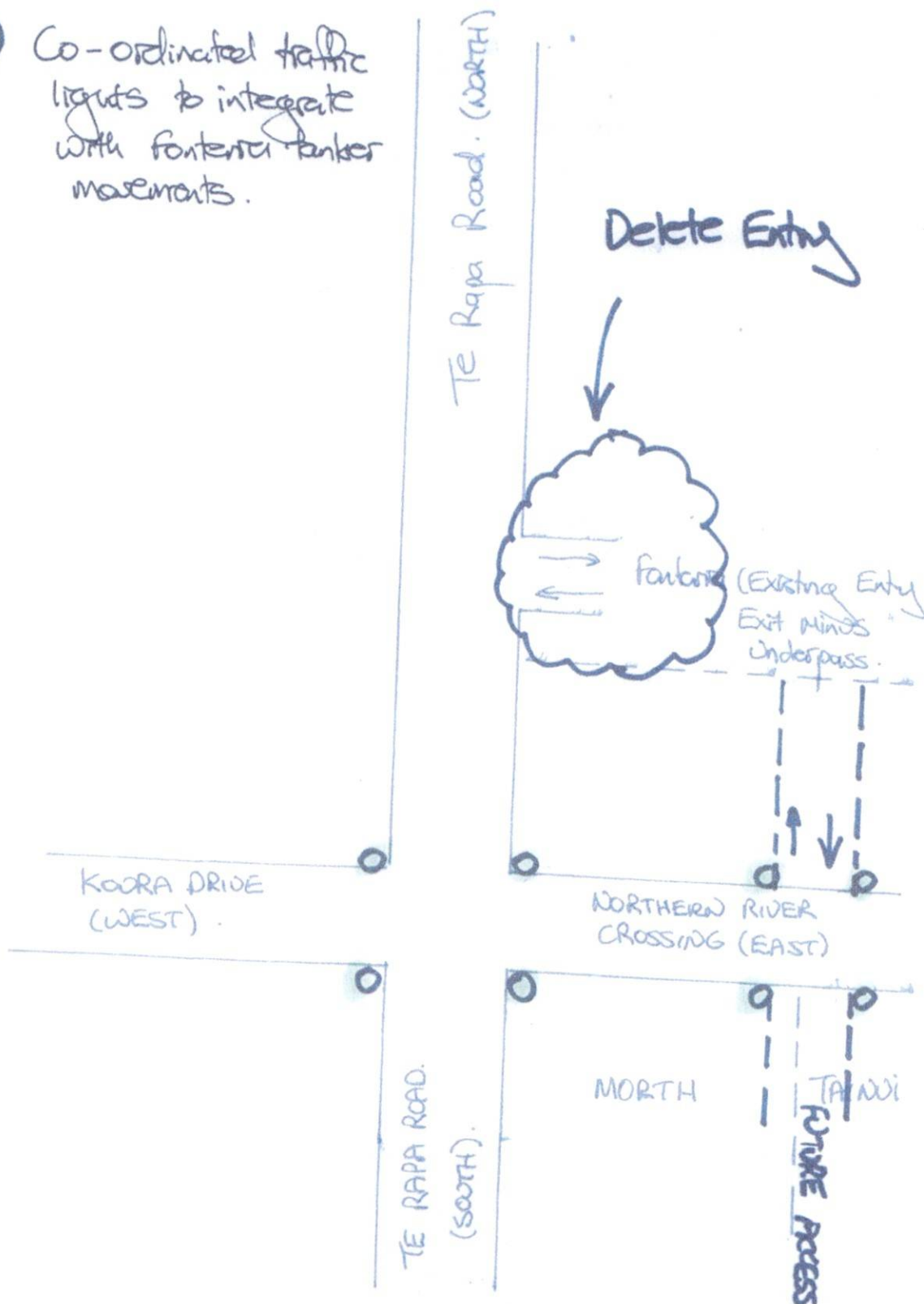




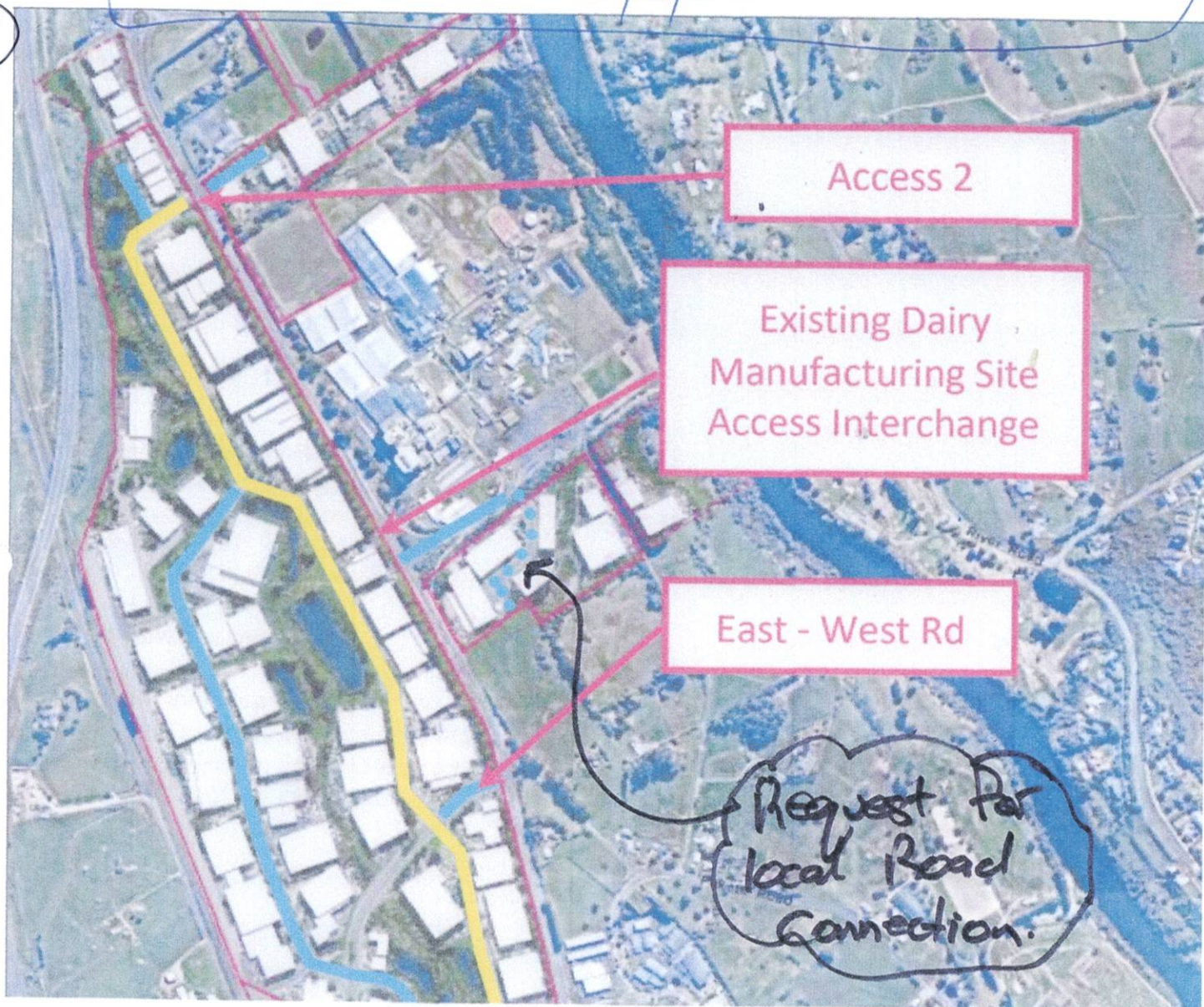
OPTION B

(A)

- Co-ordinated traffic lights to integrate with Fontana Linker movements.



Sent Request to Fonterra for Local Road Connection.  
7/8/25.



Kind regards,

**Bevan Houlbrooke**

Director-Planner MNZPI

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