

## Daniel Thorne | Town Planning Group

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**From:** Andy Carr <andy.carr@carriageway.co.nz>  
**Sent:** Thursday, 4 June 2026 3:46 pm  
**To:** Daniel Thorne | Town Planning Group  
**Subject:** RE: Punakaiki - site access layout

Hi Dan

Regarding the equivalent car movements etc, the figure given in the report was the number of vehicles.

'Equivalent car movements' convert heavier vehicles to a notional car, based around the characteristics of the vehicles. For the activity proposed I would expect that we won't get trucks+trailers, but it's likely there will be some truck deliveries (although the small scale of development means that in practice some of the deliveries etc could be made by car). A truck is 3 equivalent car movements, so a truck entering and exiting the site is 6 equivalent car movements.

Consequently, for the 88 vehicles expected entering and exiting per day:

- If there was one truck that entered and exited per day within these, this would be a total of 92 equivalent car movements; and
- If there were two trucks that entered and exited per day within these, this would be a total of 96 equivalent car movements.

Taking a more pessimistic approach, if the delivery vehicles are assumed to be in addition to the 88 vehicles, then

- If there was one extra truck that entered and exited per day, this would be an additional 6 equivalent car movements, so 94 equivalent car movements in total; and
- If there were two extra trucks that entered and exited per day, this would be an additional 12 equivalent car movements, so 100 equivalent car movements in total.

Given the size of the facility I would expect that an average of two trucks per day (four movements) would be the maximum expected.

Cheers

Andy

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**From:** Daniel Thorne | Town Planning Group <daniel@townplanning.co.nz>  
**Sent:** Friday, 29 May 2026 10:09 am  
**To:** Andy Carr <andy.carr@carriageway.co.nz>; 'George Eivers' <george@ecconsulting.co.nz>  
**Cc:** Ant Beale <ant@abconsultancy.nz>  
**Subject:** FW: Punakaiki - site access layout