

Drury Metropolitan Centre Fast-track

Auckland Council Specialist Memo

Annexure 4:

Transport Planning (Auckland Council)

Mat Collins

11 August 2025

Transport Planning (Auckland Council)

Prepared by: Mat Collins, Consultant Associate Transport Planner to Auckland Council, Abley Limited

Date: 11 August 2025

Qualifications and Experience

1. I hold a Bachelor of Engineering (Hons) from the University of Auckland and have a post-graduate certificate in transportation and land use planning from Simon Fraser University in Vancouver, Canada. I have been employed by Abley Ltd since September 2023, where I hold the position of Associate Transport Planner.
2. I have ten years of experience as a transportation planner and engineer in public and private sector land development projects, which includes experience with strategic land use and transport planning, plan changes, Integrated Transport Assessments, development consenting, and Notices of Requirement.
3. My experience includes acting for NZ Transport Agency Waka Kotahi (NZTA), Auckland Transport and Auckland Council, Kāinga Ora, Whangārei District Council, Kaipara District Council, and various private developers throughout New Zealand. This work has involved:
 - Plan change applications including multiple Selwyn District Private Plan Changes, Drury East, Drury West, Warkworth North, the Whangarei District Plan Changes for Urban and Services, Mangawhai Central, Avondale Jockey Club, and Pukekohe Raceway;
 - Resource consent applications including for large precincts such as Drury South Industrial, Drury Residential, Redhills, Silverdale 3, Drury 1, Waiata Shores, and Crown Lynn Yards; and
 - Designation, Outline Plan of Works, and resource consent applications and reviews for major infrastructure including Supporting Growth Alliance Drury Arterials NoR Package and North Auckland Package, Healthy Waters St Marys Bay Stormwater Water Quality Programme, Watercare Huia Water Treatment Plant replacement, Watercare Huia 1 Watermain replacement, and several Ministry of Education Schools.
4. Code of ConductAlthough this is not an Environment Court proceeding, I confirm that I have read the Environment Court Practice Note 2023 – Code of Conduct for Expert Witnesses (Code) and have complied with it in the preparation of this memorandum. I also agree to follow the Code when participating in any subsequent processes, such as expert conferencing, directed by the Panel. I confirm that the opinions I have expressed are within my area of expertise and are my own, except where I have stated that I am relying on the work or evidence of others, which I have specified.

Specialist Assessment

5. List of documents reviewed:
 - AEE, prepared by B&A, dated 25 March 2025 (transport aspects only) including:
 - Appendix 5 Proposed Draft Consent Conditions
 - Appendix 6 Architectural Drawings
 - Appendix 8 Subdivision Scheme Plan
 - Appendix 9 Engineering Drawings
 - Appendix 16 Integrated Transport Assessment and Transport Design Report
 - Appendix 17 Draft Stage 2 Travel Plan
 - Response s67 further information memorandum, prepared by B&A, dated 24 July 2025 (transport aspects only) including:
 - Attachment 4 Subdivision scheme plans
 - Attachment 5 Proposed Draft Consent Conditions
 - Attachment 7 Vehicle tracking
 - Attachment 8 Engineering drawings
 - Attachment 10 Signage review assessment
 - Attachment 11 Architectural drawings.
6. I have reviewed the transport aspects of the proposed development, focusing on how the site connects with the existing and proposed public roading network. My review is limited to the immediate interfaces where vehicle crossings or private roads connect to existing roads, or to roads that are proposed to vest with Auckland Transport. I understand that Auckland Transport is undertaking a broader assessment of potential effects on the wider public road network. These comments should be read in conjunction with Auckland Transport's separate comments.
7. I have not undertaken a site visit for this review. However, I consider that I have sufficient familiarity with the site and surrounding area, having undertaken multiple site visits in the past 10 years through previous engagements with Auckland Council and Auckland Transport.

Engagement and Information Sources

8. This assessment draws on the application material, the Section 67 memo prepared by Council (dated 23 June 2025), and the Section 67 response memo prepared by Kiwi Property (dated 24 July 2025).
9. The Section 67 memo outlines issues for consideration under the Fast-track Consenting process, and I refer to its paragraph references below for clarity. I have not engaged directly with the applicant's experts.

Key Matters Raised in the Section 67 Memo

10. I prepared a Section 67 Information Gap Identification memo on behalf of Auckland Council, dated 13 June 2023 (s67 memo). Key transport matters identified in my memo were (excluding matters raised by Auckland Transport):
- Private road design and access, and public road frontages – Information gaps relating to dimensions, tracking, and function (RFI 35, 40 - 46)
 - Site access, circulation, and loading – Uncertainty in how these will operate (RFI 32 - 34, 37 - 39, 47 – 59)
 - Signage – Unclear safety implications from signage and lighting (RFI 36).

Matters that could be addressed through conditions

11. I consider that the RFIs contained in the table below have been generally addressed in the applicant's response to s67 RFIs, although further assessment should be provided as the design of the site is progressed.

Council RFI ref	Matter	Summary
34	Pedestrian provision within sites	The applicant has proposed amendments to Condition 24. I consider this is generally acceptable but have recommended further amendments below.
35	Vehicle tracking assessments for Private Roads	Additional tracking provided for 8m and 11.5m vehicles. Bus conflict shown at Road 6/Road 3 intersection. Tracking not provided for larger vehicles that may be required to access the site. May require amendment to intersection layouts and will require loading management plans where heavy vehicle sizes may be restricted. I recommend that further assessment is provided with subdivision certification and building consents applications.
36	Comprehensive development signage	The applicant has provided further assessment of pylon signage and digital signage. As the final design of signs and the adjacent streets have not been confirmed, the potential effects on transport safety cannot be fully assessed. I recommend that further assessment is provided with building consents applications.
38, 53, 55, 56, 57	Loading	The applicant's responses to these matters are generally accepted. I recommend that further assessment is provided with subdivision certification and building consents applications.
39	Vehicle ramp design	The applicant has provided further detail of vehicle ramp design and identifies that ramps will not comply with the required gradient, and that vehicle conflict may occur with building elements and opposing vehicle movements. I recommend that further assessment is provided with building consents applications.
45	Private traffic signals.	The applicant agrees with Abley comments, and suggests this can be addressed at Engineering Plan Approval. I

		recommend that further assessment is provided with subdivision certification.
46	Bus stops	I consider this is generally acceptable. I recommend that further assessment is provided with subdivision certification.
47, 49, 51, 55	Non-standard vehicle crossings	The applicant's responses to these matters are generally accepted. I recommend that further assessment is provided with building consents applications.

Matters that may weigh against approval (s85(3) FTAA)

12. I consider that the following matters may have adverse impacts that may be sufficiently significant to weigh against the approval (in terms of s85(3) FTAA), although these could potentially be resolved through conditions:

- Public access to private roads; and
- Lack of urbanisation of adjacent rural roads.

Public access to private roads

13. I am concerned that public access through Stage 2 may be restricted, as the applicant proposes to retain private ownership of all roads other than Road 2 and Road 25.

14. The applicant submits that private roads are appropriate for the following reasons:

- Comparable examples exist at Sylvia Park and Botany (Auckland), and The Base (Hamilton), where private road networks function without apparent issue.
- Road closures are rare and unlikely, as they would undermine the operation of the centre and the commercial interests of tenants and Kiwi Property.
- In the unlikely event of a closure, traffic management plans would be implemented to maintain network safety and efficiency.

15. However, I consider that these sites are not directly comparable. Sylvia Park, Botany, and The Base are primarily "destination" retail centres. Their private internal roads do not provide essential through-connections, and the surrounding public road network allows the wider transport system to function independently of access to those sites.

16. In contrast, roads within Stage 2 of the Drury Metropolitan Centre are intended to function as integral parts of the future transport network within the Drury Centre Precinct and wider Drury area. They will serve not only people travelling "to" the centre but also those passing "through" the centre. In particular:

- Road 3 forms a north-south spine linking the Drury Rail Station with the wider precinct and is identified as the Key Retail Street.
- Road 6 is expected to support public transport routes until the full roading network is constructed.

- Road 13 is an east–west connection that will form an important link in the walking/cycling network as it connects shared-use path on Road 2 and the separated cycleway on Road 25.
17. If public access to these roads is restricted or uncertain, it may undermine future transport network connectivity, particularly for active and public transport users. It could also compromise emergency access.
18. This outcome would not be consistent with the following Auckland Unitary Plan provisions:
- Objective B2.2.1(d) – a quality compact urban form that provides good accessibility for all people
 - Objective B3.3.1(1)(a), (1)(e) – Effective, efficient and safe transport that supports the movement of people, goods and services and facilitates transport choices
 - Policies B2.3.2(1)(d), (1)(e) –Manage the form and design of subdivision, use and development so that it achieves a high level of amenity and safety for pedestrians and cyclists, and meets the functional, and operational needs of the intended use
 - Policy B2.3.2(2)(a), (2)(b) –Encourage subdivision, use and development to be designed to providing access for people of all ages and abilities, enabling walking, cycling and public transport and minimising vehicle movements
 - Policies B3.3.2(2), (4)(b) – Enable the movement of people, goods and services and ensure accessibility to sites, and provide effective pedestrian and cycle connections.
19. I recommend that the applicant be required to provide public access over all internal roads (particularly Roads 3, 6, and 13), either through easements or consent conditions that provide certainty and enforceability. Further, I note that Auckland Transport considers that Road 6 to the eastern boundary and a small portion of Road 3 connecting Road 3 to the Drury Train Station should be vested as public road and to AT standards. I support Auckland Transport’s view on this matter.

Lack of urbanisation of adjacent rural roads

20. Lots 35, 39 and 40 (also referred to as F1, H1 and H2) are proposed to take direct vehicle access from Flanagan Road, which is currently a rural road. However, the proposal does not provide for urbanisation of the road frontage along these sites.
21. In my opinion, this is inconsistent with Policy B3.3.2(5)(a) of the Auckland Unitary Plan, which seeks to ensure that transport infrastructure is planned, funded and staged to integrate with urban growth. It is well established across greenfield developments in Auckland that, at a minimum, developers are expected to urbanise the full extent of their site frontage when adjoining a rural road.

22. Without urbanisation, development could result in safety, accessibility, and maintenance issues. Additionally, Auckland Council or Auckland Transport would likely need to fund the eventual upgrade of Flanagan Road, even though the applicant is the primary beneficiary the upgrade.

23. I recommend that the applicant be required to urbanise Flanagan Road along the full length of the application site frontage.

Comment on Proposed Conditions

24. Refer to my recommendations below regarding conditions of consent. Alternatively, I consider that a detailed transport design condition could be inserted, to address my recommendations below.

Recommendation on land use consent conditions

25. Amend **Condition 24** to be more specific about the outcomes sought (refer to commentary above regarding RFI 34):

24. At the time of building consent lodgement for the buildings approved in this consent, the consent holder must prepare a finalised set of architectural detail drawings which must include the following:

- *final locations of bike parking, and electric vehicle charging facilities (in compliance with the Auckland Unitary Plan Chapter E27), and safe pedestrian access and circulation within the site ~~pedestrian paths and trolley bays~~;;*

26. Amend **Condition 30** to require further assessment of traffic safety effects of digital signs (refer to commentary above regarding RFI 36)

30. Prior to the installation of any signage, the consent holder must provide detailed information to illustrate the finalised design details of the proposed signage, as shown on the Ignite drawings and referenced in Condition 1, to the Council for certification. This must include the proposed locations, dimensions, colours, materials and surface finishes, and any digital signage shall include an assessment of lighting, traffic, and pedestrian safety effects and any required mitigations. The finalised design details certified by the Council must thereafter be retained and maintained to the satisfaction of the Council for the duration of consent.

27. Amend **Condition 89** and add a new condition to require further assessment of vehicle circulation within sites, particularly for vehicle ramps (refer to commentary above regarding RFI 39, 47, 49, 51, and 55):

89. All new vehicle crossings must be designed and formed in general accordance with the Auckland Transport's Transport Design Manual. The new crossings must maintain an at-grade (level) pedestrian footpath across the length of the crossing, using the same materials, kerbing, pavings, patterns and finish as the footpath on each side of the crossing. Any vehicle crossing that exceeds the permitted width specified in Table E27.6.4.3.2 shall include provisions for pedestrian and cyclist safety and priority over the vehicle crossing.

xx. At the time of building consent lodgement for the buildings approved in this consent, the consent holder must prepare a finalised set of architectural detail drawings which must include the following:

- a) Vehicle access ramp design, including gradient, surfacing, signage and markings, and vehicle tracking assessment demonstrating safe and efficient vehicle access.
- b) Lot B vehicle crossing onto Road 1 shall be a left in / left out only arrangement.

28. Include a condition to require a Loading Management Plan (refer to commentary above regarding RFI 35, 53, 55, 56, and 57):

xxx. A Loading Management Plan for the retail, commercial, community, visitor accommodation and residential buildings approved in this consent must be submitted to the Council for certification that the servicing requirements of the overall site or individual buildings are adequately provided for without adversely affecting the safety or efficiency of the site, or the private or public transport network. The consent holder must then implement the certified Loading Management Plan for the duration of the activities approved in this consent.

Subdivision consent conditions

29. Amend **Condition 39** (refer to commentary above regarding RFI 35, 38, 45, and 46):

39. At Engineering Plan Approval stage, the consent holder must submit detailed roading plans for all public and private roads for approval by the Council. In particular, the plans and accompanying documentation must:

- Incorporate the following features and alterations:
 - (i) Intersections which comply with the TDM's Urban and Rural Urban and Rural Roadway Design V1 part of the Engineering Code, Table 2/3, except where Auckland Transport (public roads only) or Auckland Council (private roads only) has approved any departures; and...
 - (ii) ...
 - (iii) vehicle tracking at bus stops, loading bays, and parking bays, to demonstrate that sufficient space is provided for the appropriate design vehicle.

- (iv) Signals Layout Plans including details of how the private traffic signals will be appropriately managed and integrate with the wider network management, including monitoring and control by Auckland Transport Operations Centre (ATOC)