# The Point Mission Bay Fast-Track Consent

Integrated Transport Assessment

November 2025

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# STATEMENT OF EXPERIENCE

My full name is Lukas Gerhard van der Westhuizen. I am a Principal Transportation Engineer at Flow Transportation Specialists Limited. I have held this position since May 2023.

I hold a Bachelor of Engineering (Civil) from the University of Pretoria, South Africa (2017). Before joining Flow, I was employed by Stantec New Zealand from August 2019, where I held a Senior Transportation Engineer position and the acting Team Leader role for Transport Advisory (Auckland). I am a member of the Engineering New Zealand Transportation Group.

I have over 10 years of experience as a transportation planner and engineer in public and private sector land development projects, which includes providing transport planning and traffic engineering advice for plan changes, resource consents, notices of requirement and Fast-Track applications to both land use developers and regulatory authorities.

In particular, I have completed assessments of transport effects, or reviewed other author's transport assessment of these projects and provided guidance on the relevant transport planning provisions and reporting, as well as the conceptual design of roading infrastructure associated with these projects. This work has included

- Plan change applications, including Private Plan Changes 43, 70, 72 in Auckland, Private Plan Change 81 in Dargaville and Private Plan Change 83 in Mangawhai
- resource consent application transport engineering reviews for regulatory authorities in Whangarei[1], Auckland[2] and Kaipara[3]
- resource consent applications for the private sector for various developments[4] in Auckland.

I confirm that, in my capacity as author of this Transport Assessment that supports this Fast-Track Application, I have read and abided by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses contained in the Practice Note 2023.

[1] 406 Kamo Road (Gull Fuel Station); Sands Road residential subdivision; 54-56a Goerge Street residential subdivision and Kiripaka Road residential subdivision.
[2] Various residential and billboard resource consents.
[3] 28 & 48 Old Waipu Road residential development; Mangawhai Central residential development and 344 SH12 Brynderwyn industrial development.
[4] Multiple residential developments in Waiata Shores (Te Napi Drive), Takanini; Various industrial developments in the Auckland Airport Precinct (Te Kapua Drive and Maurice Wilson Drive); an industrial development in Favona (Savill Drive) and an industrial development in Wiri (Puaki Drive).

# SUMMARY OF OUR ASSESSMENT

Ngāti Whātua Ōrākei Whai Rawa Limited and Generus Living Group Limited has commissioned Flow Transportation Specialists Limited (Flow) to assess the transport matters relating to a proposed retirement village referred to as 'The Point', located at 217 Kupe Street in Orakei, and inclusive of 106 Rukutai Street and 95 Aotea Street (the Proposal*).*

The Proposal includes 5 new multi-storey retirement living buildings, with basement and at grade car parking, which will integrate with the existing aged care facility as shown in Figure S1.

**Figure S1: Site plan of the Proposal**


The Proposal includes the following elements that are material to the assessment of transport related matters

- Circa 260 ILUs across 5 multi-storey buildings
- The use of new (and existing) vehicle crossings from Aotea Street, Rukutai Street, Te Arawa Street and Kupe Street, linked via internal at-grade accessways
- A porte-cochere located between Building 1 and Building 2, with vehicle access provided to the port-cochere drop-off from Aotea Street as the main entrance to the retirement village
- Basement and at-grade car parking spaces, providing a total of approximately 274 on-site car parking spaces, including at-grade visitor car parks
- A loading space in the basement in Building 2, and an at-grade loading space south of Building 1, with both accessed from Aotea Street
- Visitor and staff bicycle parking spaces
- New (replacement) public footpaths connecting through the Site from Te Arawa and Aotea Streets to Takaparawhau.

We have undertaken an assessment against the provisions of the Unitary Plan's Chapter E27 Transport, with a detailed assessment provided in Appendix A of this report.

In terms of Chapter E27, the Proposal requires resource consent as a Restricted Discretionary Activity as the proposed design and layout infringe the following standards

- E27.6.3.1(a) Size and location of parking spaces
    - One car park located in the basement car park under Building 3 and 4 does not meet the minimum manoeuvring space requirements
- PC79 - E27.6.3.4A(1) Heavy vehicle access
    - Trucks accessing the loading space off Aotea Street will require reverse manoeuvres
- PC79 – E27.6.3.5(1)(c) and (cb) Vertical clearance
    - The basement level's vertical clearance that accommodates the loading bay under Buildings 2 and 3 is less than the minimum clearance height of 3.8 m (with 2.7 m proposed)
    - The accessible parking's vertical clearance on the Level 2 basement of Buildings 3 and 4 is proposed to be 2.2 m, whereas a minimum clearance height of 2.5 m is required
- E27.6.4.2(2) Width of vehicle crossings
    - The width of the vehicle crossing off Aotea Street serving more than 10 car park spaces are proposed to be 9.1 m wide (more than 6 m)
- E27.6.4.3(1)(a) Width of vehicle access and queuing requirements
    - Given that the accessway between Buildings 2 and 3 is formed to 3.5 m wide and 60 m in length (longer than 50 m), a passing bay is required, but not provided
- E27.6.4.4(3) Gradient of vehicle access
    - The gradient of the vehicle crossing off Aotea Street as it crosses the footpath and the property boundary is about 1:12 and does not meet the maximum gradient requirements of 1:20.

The Proposal also triggers resource consent as a Restricted Discretionary Activity as (with reference to Standard E27.6.1.1 and Table E27.6.1.1 under PC79), the activity (integrated residential development) will include more than 100 units (with circa 260 units proposed).

We have assessed these infringements and the trip generation against the relevant assessment matters and criteria specified in E27.8.1 and E27.8.2 of the Unitary Plan and conclude that they will have negligible effects on the overall safety and efficiency of the Site's operation or the road network adjacent.

The proposed retirement village will generate low traffic volumes, with approximately 46 vehicle trips per hour during peak periods, representing a net increase of around 31 trips over existing activity. These trips will be split between Rukutai and Aotea Streets, with no additional demand on Kupe or Te Arawa Streets, and service vehicle activity will remain minimal. Retirement villages typically generate less traffic than standard residential developments and peak outside commuter hours. The site is well connected for walking, cycling, and public transport, with nearby bus stops, safe pedestrian routes, and low surrounding traffic volumes, meaning no additional pedestrian crossings are required. Overall, the existing transport network is sufficient to accommodate the proposal with negligible effects on traffic and safety.

The Proposal is not considered to generate any adverse safety effects on the surrounding road network, as

- There is no evidence of any existing road design issues, as reflected in the crash trends, and the low volume of additional vehicle traffic is not predicted to create any new safety issues
- The trip generation associated with the Proposal is not predicted to have noticeable effects on the local or wider transportation network
- All proposed vehicle crossings are designed to provide adequate visibility and intervisibility between vehicles and pedestrians, consistent with safety and access standards
- The design of the accessways ensures that vehicles have adequate space for manoeuvring and access, while also providing dedicated footpath connections to the buildings. Additionally, the buildings are internally connected, supporting pedestrian safety and accessibility.

The construction of the Proposal will be staged over five phases and involve significant earthworks (approximately 25,000m³ cut and 6,055m³ fill), the construction of five multi-storey buildings, and associated infrastructure upgrades, including new and upgraded vehicle crossings. Construction traffic, particularly during excavation periods, will generate up to 10 heavy vehicle movements per hour, with additional truck trips for deliveries and equipment; these are expected to be safely accommodated on the surrounding road network with only minor, localised congestion. Construction routes have been selected to avoid narrow roads, and temporary parking restrictions will be implemented to facilitate truck manoeuvring. A draft Construction Traffic Management Plan (CTMP) outlines measures for safe access, parking, pedestrian management, traffic controls, and communication protocols, with a detailed CTMP to be prepared by the contractor for Council certification. Overall, construction traffic effects can be managed in accordance with best practice to ensure safe and efficient operation of the surrounding network.

In summary, we consider that the Proposal will operate safely and efficiently from a transport perspective, as

- The Site has good walkable access to rapid and frequent public transport services, high-quality walking and cycling paths, and complementary land uses
- The proposed use of the vehicle accesses will not result in adverse effects on the surrounding road network nor internal site traffic
- The vehicle traffic generated by the retirement village activity can be readily accommodated by the capacity of the adjacent road network
- The infringements to the transport standards of the Unitary Plan do not generate adverse off site effects
- Construction traffic can be suitably managed consistent with standard practice.

Overall, we consider the construction and operational transport effects of the Proposal to be acceptable. The development provides a well-integrated transport arrangement that aligns with relevant planning provisions, meets technical design expectations, and supports a safe and accessible residential environment. There are no traffic engineering or transport planning reasons to preclude consent from being granted, subject to the conditions recommended.

# CONTENTS

## APPENDICES

# 1 INTRODUCTION TO THIS REPORT

Ngāti Whātua Ōrākei Whai Rawa Limited and Generus Living Group Limited has commissioned Flow Transportation Specialists Limited (Flow) to assess the transport matters relating to a proposed retirement village referred to as 'The Point', located at 217 Kupe Street in Orakei, and inclusive of 106 Rukutai Street and 95 Aotea Street (the Proposal).

As shown in Figure 1, the development site is the land at the northernmost end of Te Arawa Street, Rukutai Street and Aotea Street in Ōrākei, south of Takaparawhau (the Site). The western end of the Site, between Kupe Street and Te Arawa Street, is occupied by an existing aged care facility, which contains 94 units of various typologies.

**Figure 1: The Site Plan (with the Site Boundaries shown in yellow)**

The Proposal involves the construction of 5 multi-storey retirement living buildings, containing circa 260 Independent Living Units (ILUs), including basement parking and additional parking at ground level within the Site, as well as associated common and service areas.

A pre-application meeting was held with Council and Auckland Transport on 19th September 2025, and has informed this assessment.

We have prepared this Integrated Transport Assessment (ITA) report to support the Fast-Track consenting application for the Proposal under the Fast-track Approvals Act 2024.

As such, this ITA addresses the transport planning and traffic engineering matters associated with the Proposal, including

- A description of the Proposal, focussing on transport related matters
- An assessment of the Proposal against the relevant transport standards and provisions contained in the Auckland Unitary Plan (Unitary Plan) – including the decisions version of PC79
- A description of the surrounding transport environment as it relates to the Site, including site location, surrounding land use activities, existing vehicle access provisions, an assessment of the historic crash record in the vicinity of the Site, and the accessibility of the Site with regard to various transport modes
- An assessment of the access arrangements, focusing on the vehicular and pedestrian access associated with the Proposal
- A parking and servicing assessment, including an assessment of the design and adequacy of the parking and loading areas to support the Proposal
- An operational traffic assessment, including the amount of vehicle trips the Proposal is likely to generate during peak hours
- A safety assessment of the surrounding road network considering the analysis of the historic crash records and the effect the traffic expected to be generated by the Proposal may have on the safety of the surrounding network
- A construction traffic effects assessment, including the provision of a draft Construction Traffic Management Plan
- Proposed conditions of consent that are appropriate relative to impacts of the Proposal.

These and other matters are addressed in the following sections of this assessment.

# 2 THE PROPOSAL

As shown in Figure 2, the Proposal includes 5 new multi-storey retirement living buildings, with basement and at grade car parking, which will integrate with the existing aged care facility.

**Figure 2: Masterplan layout**


Material to transport matters, the Proposal includes

- Circa 260 ILUs across 5 multi-storey buildings
- The use of new (and existing) vehicle crossings from Aotea Street, Rukutai Street, Te Arawa Street and Kupe Street, linked via internal at-grade accessways
- A porte-cochere located between Building 1 and Building 2, with vehicle access provided to the port-cochere drop-off from Aotea Street as the main entrance to the retirement village
- Basement and at-grade car parking spaces, providing a total of approximately 274 on-site car parking spaces, including at-grade visitor car parks
- A loading space in the basement in Building 2, and an at-grade loading space south of Building 1, with both accessed from Aotea Street
- Visitor and staff bicycle parking spaces
- New (replacement) public footpaths connecting through the Site from Te Arawa and Aotea Streets to Takaparawhau.

# 3 A DESCRIPTION OF THE EXISTING ENVIRONMENT

## 3.1 The Site and surrounding environment

As shown in Figure 4, the Site is located at the end of three cul-de-sac roads, adjacent to Takaparawhau / Michael Joseph Savage Memorial Park.

**Figure 3: The Site's wider location**


The Site is located near a variety of different amenities, as shown in Figure 3

- To the north is Takaparawhau open space land
- To the east is Mission Bay Town Centre, which features local shops, restaurants, cafes and the Mission Bay Beach
- To the south there are several schools, including Kohimarama School, Ōrākei School and St Joseph's School.
- To the west is the Ōrākei Domain, including Okahu Bay Beach
- Auckland CBD is about 8 km to the west of the Site.

The immediate surrounds and roads accessing the Site are shown in Figure 4.

**Figure 4: The Site's immediate location**


## 3.2 The surrounding road network

### 3.2.1 Existing traffic conditions

Daily and peak hour traffic count information has been sourced from Auckland Transport's traffic count database and is presented in Table 1.[5] We note that while some of this data is some 10 years old, it is still considered relevant as the land uses in the immediate area have largely remained unchanged. In particular, Te Arawa Street, Aotea Street, and Rukutai Street function as local roads serving residential land uses only, and their role and therefore associated traffic volumes will not have materially changed over the past decade.

[5] https://data-atgis.opendata.arcgis.com/datasets/average-daily-traffic-counts/data?geometry=174.769%2C-36.863%2C174.791%2C-36.86&orderBy=count_date&orderByAsc=false accessed 20/02/2019.

**Table 1: Traffic counts**

| Location | Date | Annual Average Daily Traffic (7D AADT) | Peak Hour Traffic |
|---|---|---|---|
| Kupe Street (between Kepa Road and Tokomaru Street) | 09/12/2020 | 4,100 | 370 (pm) |
| Te Arawa Street (between Kurahaupo Street and Matatua Street) | 22/09/2012 | 1,200 | 380 (am) |
| Aotea Street (between Nihill Crescent and its end | 28/08/2012 | 1,800 | 560 (am) |
| Rukutai Street (between Kurahaupo Street and Aotea Street) | 30/08/2012 | 1,300 | 260 (am) |

The most recent traffic volume data nearest to the Site shows Matatua Street (between Te Arawa Street and Rukutai Street) having 135 vehicles per hour (vph) and Nihill Crescent having 210 vph. These are low traffic volumes, which correspond to the surrounding land uses and local road status.

Overall, the recorded traffic volumes align with what would be expected on local roads within a residential area.

We describe the roads providing access to the Site below.

### 3.2.2 Aotea Street

Figure 5 shows the cross-section of Aotea Street when approaching the Site, looking north. The road has the following elements

- The road reserve is approximately 20 m wide (boundary to boundary)
- The carriageway is approximately 9.0 m wide and provides 1 lane in each direction, with on-street parking available on both sides
- Footpaths are generally 2.0 m wide and are provided on each side of the road
- The road functions as a local road and terminates in a cul-de-sac at the Site
- A bus stop pair is located approximately 350 m from the Site (proximate to the intersection of Aotea Street and Rukutai Street).

**Figure 5: Aotea Street cross section view**

### 3.2.3 Rukutai Street

Figure 6 shows the cross-section of Rukutai Street approaching the Site, looking north. The road has the following elements

- The road reserve has an overall width of approximately 16 m (boundary to boundary)
- The carriageway is approximately 7.3 m wide and provides 1 lane in each direction, with on-street parking available on both sides. Vehicles frequently park along the roadside, which can temporarily reduce the road to a single lane
- Footpaths are generally 2.0 m wide and are provided on both sides of the road
- The road functions as a local road and terminates in a cul-de-sac ate the Site
- A bus stop pair is located approximately 280 m south of the Site.

**Figure 6: Rukutai Street cross section view**


### 3.2.4 Te Arawa Street

Figure 7 illustrates a typical cross-section of Te Arawa Street approaching the Site, looking north. The road has the following elements

- The road reserve has an overall width of approximately 20 m (boundary to boundary)
- The carriageway is approximately 7.6 m wide and provides 1 lane in each direction, with on-street parking available on both sides of the road. Vehicles frequently park along the roadside, which can reduce the road to a single lane in places
- Footpaths are generally 2.0 m wide and are located on both sides of the road
- The road functions as a local road and terminates in a cul-de-sac at the Site
- There are 2 bus stop pairs and a single bus stop (serving Te Arawa Street eastbound – this bus stop forms a pair with the bus stop on Kupe Street just south of the Te Arawa Street / Kupe Street intersection) along Te Arawa Street, with the closest bus stop pair located approximately 190 m south of the Site, and the single bus stop the furthest being approximately 450 m south.

**Figure 7: Te Arawa Street cross section view**


### 3.2.5 Kupe Street

Figure 8 shows a typical cross-section of Kupe Street approaching the Site, looking north. The road has the following elements

- The road reserve has a width of approximately 27 m (boundary to boundary)
- The carriageway is approximately 12 m wide and provides one lane in each direction, with sufficient space for on-street parking
- Footpaths vary from approximately 1.5 to 2.2 m wide and are located on both sides of the road. On the eastern side of the street, the footpaths are separated from the carriageway by a generous front berm
- The road functions as a collector road, and ends in a cul-de-sac near the site boundary
- There are 3 bus stop pairs and a single bus stop (serving Kupe Street southbound – this bus stop forms a pair with the bus stop on Te Arawa Street just east of the Te Arawa Street / Kupe Street intersection) along Kupe Street, with the closest, the single bus stop, located approximately 450 m south of the Site.

**Figure 8: Kupe Street cross section view**


## 3.3 Existing vehicle access to the site

The location of the Site is shown in Figure 9 (boundaries shown in blue) with existing vehicle accesses on Kupe Street, Te Arawa Street, Rukutai Street and Aotea Street.

The existing vehicle crossing arrangements of the Site are

1. Kupe Street, serving the existing aged care facility (4.0 m wide)
2. Te Arawa Street, serving a staff parking area and a back-of-house loading area of the existing aged care facility (5.5 m wide)
3. Te Arawa Street, serving a staff parking area and a back-of-house loading area of the existing aged care facility (6.0 m wide)
4. Rukutai Street, serving vacant land (5.5 m wide)
5. Rukutai Street, serving vacant land (4.0 m wide)
6. Rukutai Street, serving vacant land (4.5 m wide)
7. Aotea Street, serving vacant land (5.3 m wide)
8. Aotea Street, serving existing retirement units (5.0 m wide).

All of the vehicle crossings provided for two-way movements.

**Figure 9: Site location (Site boundaries shown in blue and accesses indicated by arrows)**

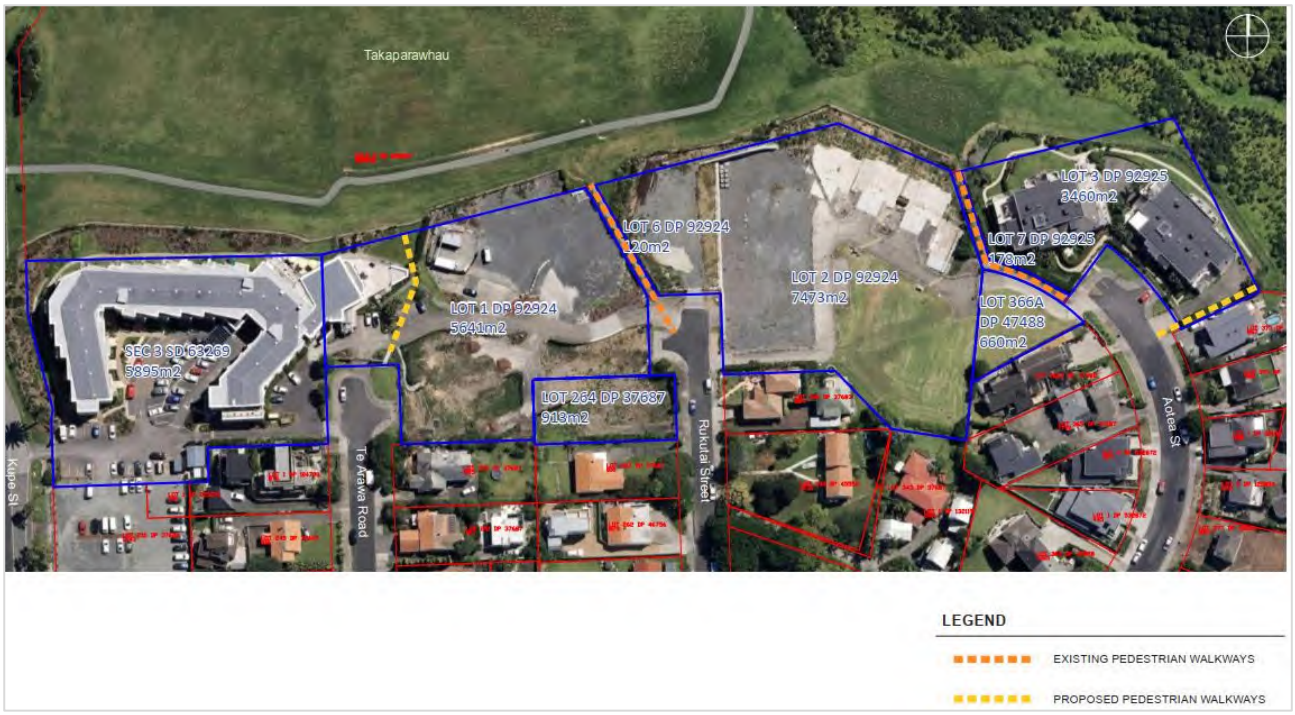
## 3.4 Existing public footpaths

There are existing public footpaths connecting through the Site from the Takaparawhau open space land to Rukutai Street and Aotea Street.

These footpaths are proposed to be relocated within the Site.

Figure 10 shows the existing and proposed public footpaths through the site.

**Figure 10: Existing and proposed public footpaths connecting to Takaparawhau (source: Boffa Miskell)**




## 3.5 Road safety records

We have obtained available road crash history data from the New Zealand Transport Agency's Crash Analysis System (CAS) within the vicinity of the Site for a five-year period from June 2020 to June 2025 (inclusive).

The search was conducted to analyse all roads fronting the Site, along with the key intersections in the Site's vicinity. The crash search area and results are shown in Figure 11.

**Figure 11: CAS search area (in blue) and locations of recorded crashes ('N')**


There were only 3 recorded crashes within the search area for the 5 year search period. The CAS summary is included in Appendix B. A summary of the crash history is provided below

- All 3 crashes were non-injury crashes and did not involve any pedestrians
- One of the crashes occurred on Nihill Crescent, which involved a driver travelling west of Aotea Street. Speed was the contributing factor, with the vehicle hitting the curb while negotiating the corner, causing the driver to spin out and hit a parked car
- The other 2 crashes occurred on Rukutai Street
    - One crash involved a bus that was trying to drive through a tight area due to cars parked on the road
    - One crash involved a driver colliding with the rear of a parked car.

There are no discernible concerning crash trends in the locality.

# 4 HOW THE SITE IS ACCESSED BY DIFFERENT TRANSPORT MODES

## 4.1 Access by private vehicles

As shown in Figure 12, the Site has excellent local road connectivity and fronts 4 roads

- The Site fronts Kupe Street, Te Arawa Street, Rukutai Street and Aotea Street
- The closest arterial roads to the Site include Tamaki Drive to the north, Kohimarama Road to the east, Kepa Road to the south, and Ngapipi Road to the west
- Tamaki Drive provides access to the CBD, SH16 and SH1
- Kohimarama Road, Kepa Road and Ngapipi Road can be accessed via Kupe Street.

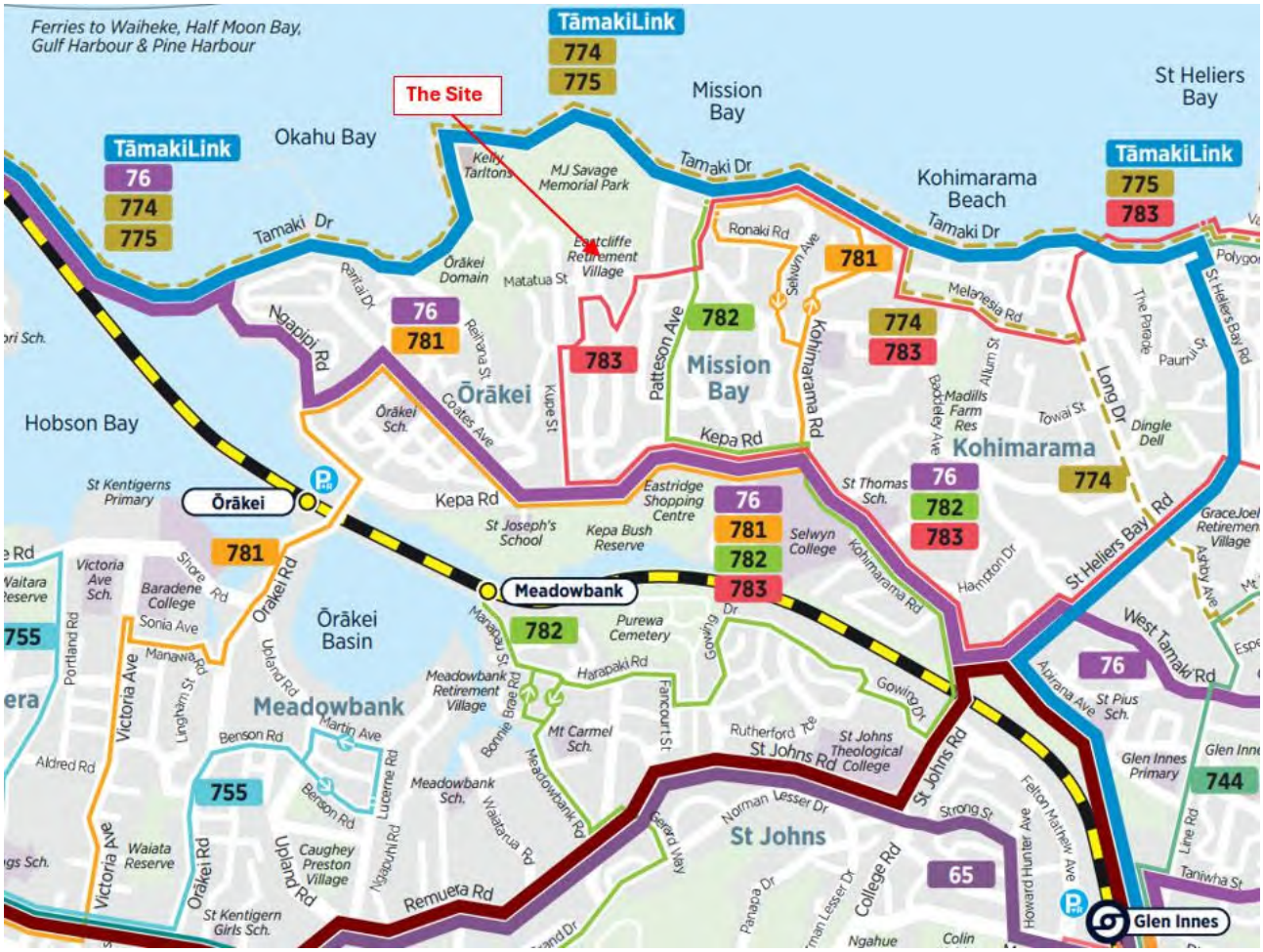
**Figure 12: Road network surrounding the Site's immediate vicinity**


## 4.2 Access by public transport

The Site is well located to public transport facilities that connect to Auckland's City Centre, key recreational and retail areas.

Figure 13 shows the location of the Site and the public transport routes that operate nearby.

**Figure 13: The Site and its context of the public transport network[6]**




Bus route 783 serves the immediate neighbourhood adjacent to the Site. The route travels in a loop on an hourly basis to Mission Bay, St Heliers and Eastridge Shopping Centre, and provides transfers to other bus services including Tāmaki Link. These routes and their frequencies are outlined in Table 2.

**Table 2: Public transport network serving the immediate area of the Site**

| **Route** | **Route Description** | Service Frequency | Bus stop number |
|---|---|---|---|
| 783 | Eastern Bay loop clockwise | Once an hour | 7873 |
| 782 | Mission Bay to Sylvia Park | Every half an hour weekdays, once an hour weekends | 7865 |
| 781 | Mission Bay to Newmarket and Auckland Museum | Every half an hour | 31012 |
| Tamaki Link | Glen Innes to Britomart | Every 15 minutes | 7327 |

Figure 14 shows the Site and the connectivity to the closest bus stops.

[6] Auckland Transport Orakei Mission Bay Central Bus Timetable, available online at https://at.govt.nz/media/txkf4cpi/auckland-transport-mission-bay-saint-heliers-glendowie-eastridge-orakei-bus-timetable.pdf

**Figure 14: The Site and connectivity to the nearest bus stops**


The closest bus stop pair serving bus route 783 to the Site are on Te Arawa Street (bus stop 7873), about 200 m walking distance from the Site, with wide footpaths on both sides of the road. The bus stop pair is close to the intersection of Matatua Street.

There are also bus stop pairs on Rukutai Street and at the bottom of Aotea Street that form part of bus route 783. These are located at distances of about 300 m to 400 m from the Site.

Both bus route 781 (bus stop 31012) and Tāmaki Link (bus stop 7327) have bus stops about 520 m from the Site. The Ōrākei train station is located southwest of the Site, roughly 2.5 km away, with access via bus route 781 (bus stop 31012). Bus route 781 is served by a bus stop pair on Orakei Road at the train station.

Overall, it is considered that the Site has adequate accessibility to the existing public transport network, with frequent bus routes within walking distance, which are safely connected to the Site.

While we consider that there is adequate accessibility to the existing public transport network, we acknowledge Auckland Transport's view that the pram crossing provision at the Aotea Street / Nihill Crescent intersection (to Bus Stop 7865) could be improved. However, we note that this bus stop would

be less desirable as a walking route for residents of the retirement village (as outlined in Section 4.3), and that Bus Stop 7873 on Te Arawa Street offers a more convenient and attractive walking route for residents. On this basis, we do not consider it necessary to upgrade the pram crossing provision at the Aotea Street / Nihill Crescent intersection. This matter sits outside of the resource consent process and separate discussions are being held between the Applicant and Auckland Transport.

## 4.3 Access by pedestrians and cyclists

The Site has a good level of accessibility for pedestrians with footpaths on both sides of all streets surrounding the Site. Te Arawa Street has a gentle incline of about 1 in 16 (6 %) for a short section up towards the Site. Rukutai Street and Aotea Street have steeper walking routes (both about 1 in 11 (9 %)). As such, Te Arawa Street is expected to be the closer and more appropriate walking route for pedestrians and residents accessing public transport, with this street also having the closest bus stop pair.

There are no dedicated cycling facilities within the immediate local roads serving the Site, with cyclists having to share the road with traffic. Further afield and as shown in Figure 15, the Site is proximate to several cycle facilities, mainly to the north.

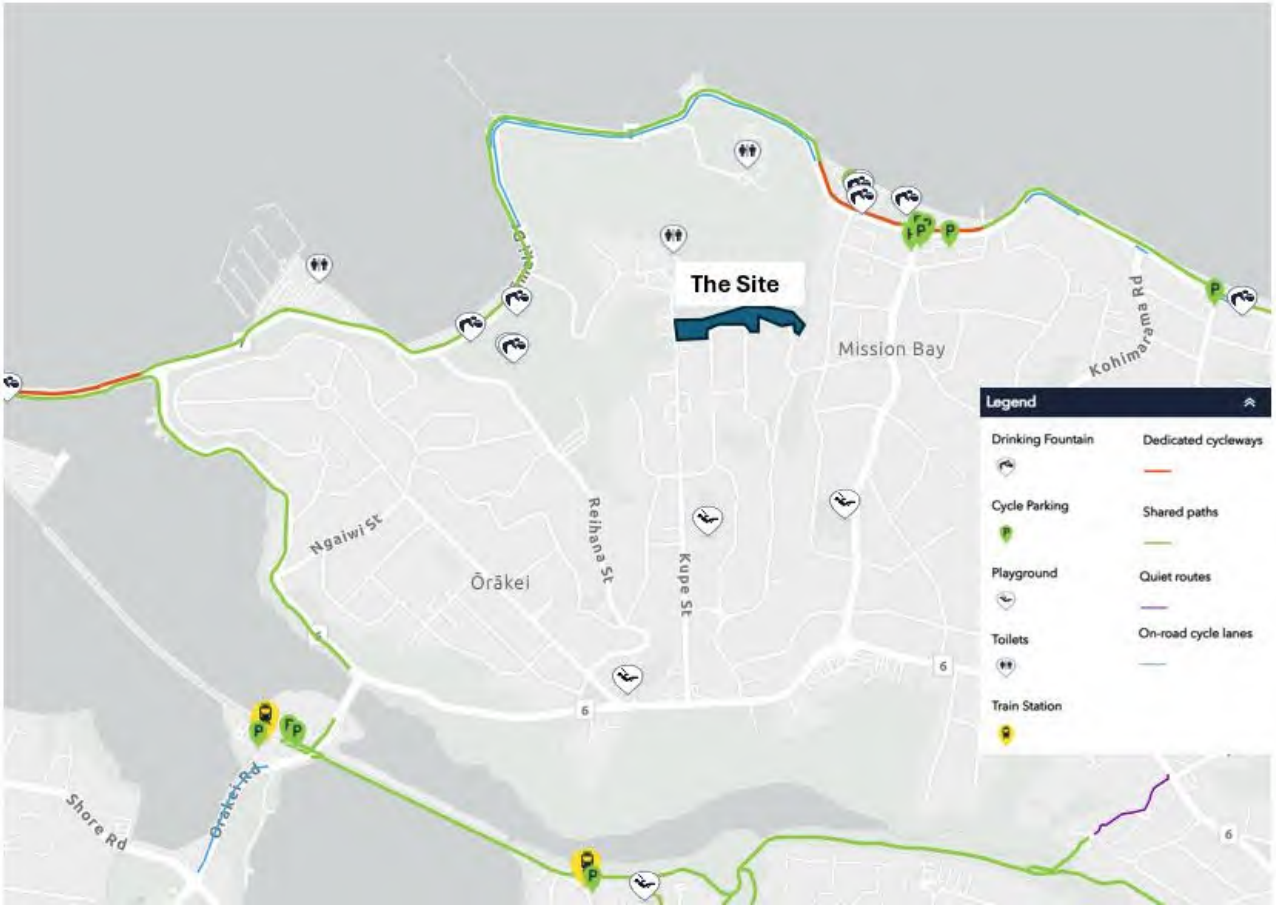
Cycle facilities on Tamaki Drive range from on-road cycle lanes, shared paths and dedicated cycleways. Ngapipi Road has a shared path that connects Ōrākei Road with Tamaki Drive. The Te Ara ki Uta Ki Tai shared path that connects Ōrākei with Glen Inness starts at the Ōrākei Train Station. This is being extended to Tamaki Drive and is currently under construction.

The existing public footpaths connecting through the Site from the Takaparawhau open space land to Rukutai Street and Aotea Street that are proposed to be relocated within the Site, will

- Continue to provide access to Aotea Street
- Remove connectivity to Rukutai Street and replace it with connectivity to Te Arawa Street. As discussed above, Te Arawa Street is the more accessible walking route for pedestrians.

The layout of the Site will provide the opportunity for the public to traverse (within the village's pathway network) between Rukutai Street and Te Arawa Street, and provide access to Takaparawhau via the proposed relocated public footpaths at Te Arawa Street and Aotea Street.

**Figure 15:Cycle network near the Site**



# 5 AUCKLAND UNITARY PLAN CONTEXT

## 5.1 Site location and Auckland Unitary Plan zoning

The Site (outlined in black in Figure 16) is primarily zoned Residential – Terrace Housing and Apartment Buildings Zone in the Unitary Plan. A small portion of the Site is located within the Residential – Mixed Housing Suburban Zone.

A public pedestrian pathway is currently located through the Site (from the northern end of Rukutai Street to the open space land to the north), which is zoned Special Purpose – Māori Purpose. Another public pedestrian pathway is currently located through the Site (from Aotea Street to the open space land to the north) and is zoned Open Space – Informal Recreation. The Proposal includes the replacement of these pathways, which is being progressed through a separate reserve revocation process.

The majority of the Site is overlain by the Unitary Plan's Ōrākei 1 Precinct.

No roads directly fronting the Site, including Kupe Street, Te Arawa Street, Rukutai Street and Aotea Street are classified as Arterial Roads in the Unitary Plan.

**Figure 16: Unitary Plan zoning of the Site and surroundings (boundary approximate)**


## 5.2 Our assessment of Chapter E27 Transport matters – Activity status

We have undertaken an assessment against the provisions of the Unitary Plan's Chapter E27 Transport, with a detailed assessment provided in Appendix A of this report.

In terms of Chapter E27, the Proposal requires resource consent as a Restricted Discretionary activity as the proposed design and layout infringe the following standards

- E27.6.3.1(a) Size and location of parking spaces

- One car park located in the basement car park under Building 3 and 4 does not meet the minimum manoeuvring space requirements

- PC79 - E27.6.3.4A(1) Heavy vehicle access
  - Trucks accessing the loading space off Aotea Street will require reverse manoeuvres
- PC79 – E27.6.3.5(1)(c) and (cb) Vertical clearance
  - The basement level's vertical clearance that accommodates the loading bay under Buildings 2 and 3 is less than the minimum clearance height of 3.8 m (with 2.7 m proposed)
  - The accessible parking's vertical clearance on the Level 2 basement of Buildings 3 and 4 is proposed to be 2.2 m, whereas a minimum clearance height of 2.5 m is required
- E27.6.4.2(2) Width of vehicle crossings
  - The width of the vehicle crossing off Aotea Street serving more than 10 car park spaces are proposed to be 9.1 m wide (more than 6 m)
- E27.6.4.3(1)(a) Width of vehicle access and queuing requirements
  - Given that the accessway between Buildings 2 and 3 is formed to 3.5 m wide and 60 m in length (longer than 50 m), a passing bay is required, but not provided.
- E27.6.4.4(3) Gradient of vehicle access
  - The gradient of the vehicle crossing off Aotea Street as it crosses the footpath and the property boundary is about 1:12 and does not meet the maximum gradient requirements of 1:20.

The Proposal also triggers resource consent as a Restricted Discretionary Activity as (with reference to Standard E27.6.1.1 and Table E27.6.1.1 under PC79), the activity (integrated residential development) will include more than 100 units (with circa 260 units proposed).

We have assessed these infringements and the trip generation against the relevant assessment matters and criteria specified in E27.8.1 and E27.8.2 of the Unitary Plan and conclude that they will have negligible effects on the overall safety and efficiency of the Site's operation or the road network adjacent. Further discussion is included below and a rule compliance assessment of the relevant standards is provided in Appendix A

## 5.3 Other relevant transport matters in the Unitary Plan

In the Residential – Terrace Housing and Apartment Buildings Zone and the Residential – Mixed Housing Suburban zone, an integrated residential development is a Restricted Discretionary activity.

The matters of discretion relevant to this transport assessment are:

Mixed Housing Suburban and Terrace Housing and Apartment Buildings Zones

- *H4.8.1(3)(a)(ii) and H6.8.1(3)(a)(ii) "traffic"*
- *H4.8.1(3)(a)(ii) and H6.8.1(3)(a)(iii) "location and design of parking and access"*

The corresponding assessment criteria items relevant to this transport assessment are as follows.

- *H6.8.2(3)(k) traffic:*

  *(i) the extent to which the activity avoids or mitigates adverse effects on the safe and efficient operation of the immediate transport network."*

The Residential – Mixed Housing Suburban zone has no corresponding assessment criteria to the matters of discretion referenced above, nor any policies specific to transport.

For the Ōrākei 1 Precinct, the activity status of the THAB and MHS zones prevail. Within the Special Purpose – Māori Purpose Zone, the Ōrākei 1 precinct provisions provide for retirement villages as a Restricted Discretionary Activity. The Open Space zone does not provide for such an activity – defaulting to a Non-Complying Activity. Consideration will also be given to the provisions of the Orakei 1 Precinct, as they relate to transport matters generally.

In summary and as assessed in detail in Section 8 in this report, the Proposal is not considered to generate any adverse safety or efficiency effects on the surrounding road network.

# 6 UNITARY PLAN TRANSPORT ASSESSMENT

## 6.1 Vehicle crossings

Vehicle access is proposed to be provided from each of the 4 road frontages, from 8 vehicle crossings, of which 3 are existing (serving the existing aged care facility) and 5 new vehicle crossings are proposed (to replace 5 existing vehicle crossings either by widening or an amended location, refer to Figure 17 and Figure 18 below). We note that

- All proposed vehicle crossings comply with Unitary Plan design requirements with regard to spacing and widths, and the maximum number of vehicle crossings per road frontage
- All redundant vehicle crossings to the Site will be removed and reinstated to berm, kerb and channel
- All of the proposed vehicle crossings are more than 10 m away from any intersection
- The gradients of all vehicle crossings are generally flat.

We have undertaken a vehicle tracking assessment of the proposed vehicle crossings. These are included in Appendix C.

There are no changes proposed to the existing vehicle crossings serving the existing aged care facility. As such, we have not assessed these existing vehicle crossings.

The proposed vehicle crossings are as follows.

### 6.1.1 Rukutai Street vehicle crossings

The proposed vehicle crossings on Rukutai Street are shown in Figure 17.

**Figure 17: Vehicle crossings off Rukutai Street**


The existing vehicle crossing on the eastern side of the road will be widened to 5.5 m to accommodate two way movement to provide an internal through-link to Aotea Street and access to the 70 proposed basement parking spaces and loading bay beneath Building 2.

A new 3.5 m-wide vehicle crossing is proposed on the western side of Rukutai Street to serve the five visitor car parking spaces located between Buildings 4 and 5.

In addition, a new vehicle crossing, 6 m wide, is proposed at the northern end of the cul-de-sac to provide access to the basement level beneath Buildings 3 and 4, which will contain 116 car parking spaces.

We note the following with regard to the vehicle crossing compliance with the Unitary Plan

- The Site has 100 m frontage to Rukutai Street and serves 3 vehicle crossings that are separated at least 2 m away (at the property boundary) from the neighbouring properties' vehicle crossings and are separated by 6 m or more when providing access to the same Site, complying with standard E27.6.4.2(1)
- The width of the vehicle crossing serving between 3 and 9 car park spaces is proposed to be 3.5 m wide and complies with standard E27.6.4.2 (2)
- The widths of the vehicle crossings serving more than 10 car park spaces are proposed to be between 5.5 m and 6 m wide and complies with standard E27.6.4.2 (2)
- Platforms of 4 m is provided at 1:20 gradient, complying with standard E27.6.4.4(3).

### 6.1.2 Aotea Street vehicle crossings

The proposed vehicle crossings on Aotea Street are shown in Figure 18.

**Figure 18: Vehicle crossings off Aotea Street**


None of the existing vehicle crossings will be retained on Aotea Street, with these proposed to be reinstated to berm, kerb and channel, and new crossings constructed.

At the northern end of the cul-de-sac, a new 9.1 m vehicle crossing is proposed, which will serve the main entrance to the retirement village, including the proposed porte cochere and 74 proposed basement parking spaces located under Building 1.

A new 3.0 m-wide vehicle crossing is proposed to serve the loading space south of Building 1.

We note the following regarding vehicle crossing compliance with the Unitary Plan

- The Site has about 70 m frontage to Aotea Street and serves 2 vehicle crossings at least 2 m away (at the property boundary) from the neighbouring properties' vehicle crossings, and are separated by 6 m or more when providing access to the same Site, complying with standard E27.6.4.2(1).
- The width of the vehicle crossing serving the loading bay is proposed to be 3 m wide and complies with standard E27.6.4.2 (2)
- The widths of the vehicle crossings serving more than 10 car park spaces are proposed to be 9.1 m wide and do not comply with standard E27.6.4.2 (2). This non-compliance has been assessed against the relevant assessment criteria in Appendix A. We note that
    - The Proposal provides a gated access with a median to accommodate a swipe card reader plinth
    - The vehicle crossing needs to accommodate fire emergency access that requires clear width of 4.5 m
    - The individual direction of travel is as narrow as possible in width, and there is a gate, both elements ensuring a low operating speed at the vehicle crossing
- The gradient of the vehicle crossing as it crosses the footpath and the property boundary is about 1:12 and does not comply with standard E27.6.4.4(3) that requires a platform of 4 m at 1:20 gradient. This non-compliance has been assessed against the relevant assessment criteria in Appendix A. We note that
    - The vehicle crossing follows the existing gradient of Aotea Street, being uphill at about 1:12 into the site
    - The gradient being uphill into the site means that outbound vehicles will have a clear view of the Aotea Street footpath
    - If a 1:20 platform was to be provided, the internal driveway will be steeper than 1:8 and the footpath connection into the site will be steeper and less desirable for pedestrians
    - Pedestrians are provided with a separate access into the site and do not need to share the space with vehicles
    - Pedestrian volumes crossing this vehicle crossing are expected to be low, given that this is a cul-de-sac.

## 6.2 Vehicle circulation

We have assessed the proposed internal circulation arrangements below and undertaken a vehicle tracking assessment (included in Appendix C).

The internal circulation can be categorised under six main areas, namely

- Buildings 4 and 5 visitor access
- Buildings 2 and 3 basement car park access (via Rukutai Street)

- Building 1's basement car park and porte cochere access (via Aotea Street)
- Internal access link between Building 2 and 3.

### 6.2.1 Buildings 4 and 5 visitor access

Figure 19 shows the internal accessway to the visitor car park located between Building 4 and 5 containing 5 visitor spaces.

**Figure 19: Building 4 and 5's visitor car park accessway**


The access includes a 45 m section that is 3.5 m wide (one-way), which has sufficient sight lines provided so that an outbound vehicle (which will have an internal limit line provided) can stop and see the entire accessway and give way to oncoming vehicles.

We note the following with regard to vehicle access compliance with the Unitary Plan

- The accessway has a maximum gradient of 1:6 and will not be used by heavy vehicles and does not exceed the maximums as outlined in standard E27.6.4.4.(1)
- The accessway narrower section is shorter than 50 m and therefore no passing bays are required as outlined in standard E27.6.4.3 (1)
- The accessway is formed to a minimum width of 3.5 m, complying with the width specified in E27.6.4.3 (2).

### 6.2.2 Buildings 2 and 3 basement car park access (via Rukutai Street)

Figure 20 shows the internal accessway to the basement car parks underneath Building 2 and 3.

**Figure 20: Buildings 2 and 3 basement car park access**


The two-way accessway serves a basement car park with some 70 parking spaces. The accessway is proposed to be 5.5 m wide.

We note the following with regard to vehicle access compliance with the Unitary Plan

- The accessway has a maximum gradient of 1:12 and will be used by heavy vehicles (fire trucks and rubbish trucks). It does not exceed the maximum gradients outlined in standard E27.6.4.4(1)
- No passing bays are required as outlined in standard E27.6.4.3(1)
- The accessway is formed to a minimum width of 5.5 m, complying with the minimum width specified in E27.6.4.3(2).

### 6.2.3 Building 1's basement car park and porte cochere access (via Aotea Street)

Figure 21 shows the internal accessway to the Building 1 basement car park and the porte cochere.

**Figure 21: Building 1 basement and porte cochere access**


The accessway will serve 74 basement car park spaces (accessed via the western side of the accessway), 3 at-grade (outside) car parks and the porte cochere one-way loop. It will provide two-way access to the basement parking spaces and is proposed to be at least 5.5 m wide. The porte cochere will operate in a one-way direction, with sufficient space for vehicles to pass each other when parked.

We note the following about the vehicle access compliance with the Unitary Plan

- The accessway has a maximum gradient of 1:12 before entering the basement area with a gradient of 1:5 with transition zones as shown in Figure 22 and Figure 23. The basement will not be used by heavy vehicles, however the first part of the accessway (leading to Buildings 2 and 3) will accommodate heavy vehicle access. These gradients comply with (and do not exceed) the maximum gradients outlined in standard E27.6.4.4.(1)

**Figure 22: Building 1 basement ramp long-section**

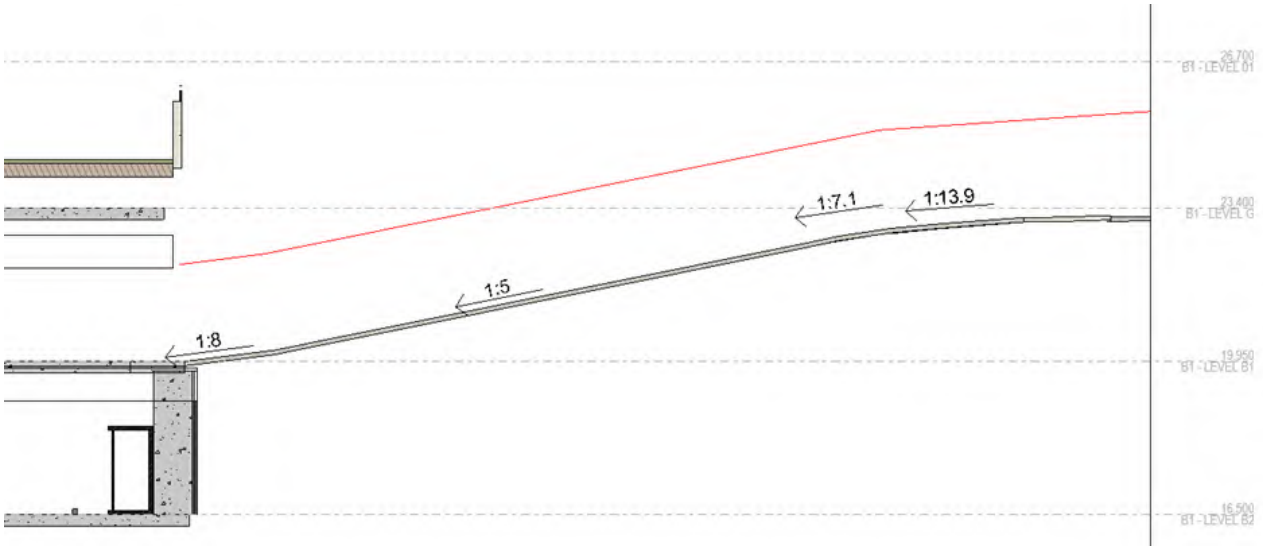



**Figure 23: Building 1 basement ramp plan view**


- The porte cochere has a maximum gradient of 1:8 and will not be used by heavy vehicles. This gradient complies with (and do not exceed) the maximums outlined in standard E27.6.4.4.(1)
- No passing bays are required as outlined in standard E27.6.4.3 (1)

- The accessway is proposed to be formed to a minimum width of 5.5 m, complying with the width requirements specified in E27.6.4.3 (2), while the porte cochere's one-way loop accommodate a 6.3 m van and allows for vehicles to pass parked vehicles.

### 6.2.4 Internal access link between Building 2 and 3

Figure 24 shows the internal access link between Building 1 and 2.

**Figure 24: Internal access link**


The internal access link is designed to be slow speed and will operate as a one-way link to accommodate traffic from either direction between the buildings. It is not expected to be heavily trafficked as each basement car park has its own access that is not reliant on this link. It is approximately 57 m long. It also serves 5 at-grade (outside) car parks.

We note the following with regard to vehicle access compliance with the Unitary Plan

- The accessway has a maximum gradient of 1:8 and will be used by heavy vehicles (fire trucks and rubbish trucks). This gradient does not exceed the maximums as outlined in standard E27.6.4.4(1).
- Given that the accessway is formed to 3.5 m wide and 60 m in length (longer than 50 m), a passing bay is required as outlined in standard E27.6.4.3 (1). While the accessway does not comply with this standard, there is a passing bay opportunity provided where access is provided to the entrance to the at grade car parks, and the 1.4 m wide footpath connection along this section is

mountable. This non-compliance has been assessed against the relevant assessment criteria in Appendix A. We note that

- The accessway is not heavily trafficked, and as such, conflicting movements are unlikely to occur
- While there is no formal passing bay, a passing opportunity is available along the accessway's length.

## 6.3 Traffic calming

The proposed accessways have been designed to ensure a slow speed environment. Surface treatment and as narrow as possible accessways have been included as part of the proposed design. The locations of the surface treatments are shown in Figure 25 below (circled in red).

**Figure 25: Location of traffic calming treatments**


The spacing between the proposed speed management devices, being surface treatments will be less than 30 m, complying with the requirements contained in Standard E27.6.4.3 (1.c) of PC79.

## 6.4 Pedestrian access

The proposed pedestrian access arrangements are shown in the Landscape Concept Plans prepared by Boffa Miskell. Figure 26 below shows the pedestrian connectivity on-site.

**Figure 26: Internal pedestrian connectivity (Source: Boffa Miskell)**


The Proposal will have excellent pedestrian access within the Site and to the local road network and Takaparawhau open space land. The following comments are made

- The Proposal will have strong internal pedestrian access between each building, ensuring walkability within the Site. Buildings are internally connected and are therefore not reliant on outdoor paths to connect between buildings (shown in pink)
- The main pedestrian access to Building 1 is provided by a separated 1.8 m footpath that wraps around the new porte cochere. This footpath will connect to Aotea Street (shown in blue)
- There will be an internal footpath that connects from the new porte cochere through to Rukutai Street (shown in blue)
- There will be pedestrian access of Te Arawa Street via a wide 4 m path that can be used by mobility carts and shared with pedestrian and via a 1. 8 m footpath connecting directly to Building 5. The 4 m wide path from Te Arawa Street will connect through the Site, cross the accessway and connect through to Rukutai Street (shown in light blue)
- As discussed in Section 3.4, the two existing public pedestrian accesses through the Site (which provide access to the Takaparawhau open space land from the south) will be repositioned (shown in black)
    - A 4 m wide strip (2.4 m formed footpath) is proposed to connect to Te Arawa Street
    - A 3 m wide strip (1.8 m formed footpath) is proposed to connect to Aotea Street
    - The integration of these two accessways to and from Takaparawhau will maintain and enhance active mode connectivity for the Site and the wider area
- The Site is within walking distance (200 m) to a pair of bus stops on Te Arawa Street with wide footpaths on both sides of the road connecting to the Site. Te Arawa Street has a gentle incline of about 1 in 16 (6%) for a short section up towards the Site.

We note that pedestrian paths next to the accessways will be separated by a mountable kerb. This will provide both physical and visual separation between the accessways and footpaths. While most of the accessway will see vehicles not mounting the kerb, trucks may need to mount the footpaths. We consider this appropriate as truck moments are expected to be infrequent.

Overall, the proposed footpath provision within the Site complies with the Unitary Plan standard E27.6.6 by providing separated footpath connections to the proposed buildings that is at least 1.8 m wide from Te Arawa Street and Aotea Street, and will be formed to accommodate the users expected, complying with standard E27.6.5 of the Unitary Plan.

## 6.5 Car parking provision and dimensions

### 6.5.1 Car parking provision

Standard E27.6.2(5) (Table E27.6.2.4) of the Unitary Plan specifies no minimum or maximum parking rates for residential activities (which include retirement villages).

A total of 274 car parking spaces are proposed to be located on the Site to serve the Proposal. In our opinion and experience, this amount of parking will be more than sufficient to accommodate the parking demand associated with the proposed development[7], resulting in no overspill of parking onto the surrounding roads. The car parking provision includes

- The basement car park under Building 3 and 4 will provide 116 car park spaces
- The basement car park under Building 2 and 3 will provide 70 car park spaces.
- The 2 level basement car park under Building 1 will provide 74 car park spaces
- There are 5 at-grade residential car parks provided between Building 4 and 5
- There are 8 visitor parking spaces provided around the Site serving Buildings 1 to 5.

### 6.5.2 Accessible car parking provision

For retirement villages the required (by PC79) number of accessible parking spaces is calculated by determining the theoretical parking demand using the parking demand guidelines in Appendix 23 of the Unitary Plan and then applying Table 1 of E27.6.3.2(a) of the Unitary Plan to establish the number of accessible spaces needed. Table 1 specifies that for non-residential uses[8], at least one accessible parking space is required for 1-20 parking spaces, at least two for 21-50 spaces, and one additional space for every additional 50 parking spaces or part thereof.

The total number of accessible spaces required for the Proposal is calculated to be 6.

There will be at least 6 spaces provided throughout the basement car parks that could accommodate accessible spaces and 1 space outside Building 2.

[7] Retirement villages generate parking demand at a rate of 2 spaces per 3 units for residents and 1 space for 5 units/care beds for staff and visitors. With 260 units this equates to a parking demand of 2/3*260 + 30/5 = 180 spaces
[8] Retirement villages for the purposes of PC79 accessible parking requirements are classified as 'non-residential'.

These spaces will provide the minimum dimension requirements as per NZS 4121:2001, being at least 3.5 m wide and 5 m long and have a flat gradient.

The Proposal will comply with PC79 in respect of the provision of accessible parking spaces.

### 6.5.3 Car parking space dimensions and manoeuvring

#### 6.5.3.1 Basement car parking

The proposed design and layout of the basement car parks generally comply with the relevant permitted standard for the size and location of parking spaces E27.6.3.1, with

- The car parking spaces are 90-degree parking spaces, measuring at least 2.5 m in width and 5 m in depth, with a manoeuvring area of at least 6.7 m. This complies with the dimensions outlined in Table E27.6.3.1.1
    - There is one car park space located in the basement car park under Building 3 and 4 that provides less than the minimum manoeuvring dimension, however given the position of the car park in relation to the building walls it can be accessed sufficiently, as shown in our vehicle tracking assessment.
    - This non-compliance has been assessed against the relevant assessment criteria in Appendix A.
- The gradient for the basement car parks and their manoeuvring areas will be flat. This complies with the gradients specified in Standard E27.6.3.6.

A vehicle tracking assessment for an 85th-percentile car are shown in Appendix C, demonstrating that all car parking spaces is compliance with standard E27.6.3.1. While compliance with this standard will be achieved, to mitigate the potential for reverse manoeuvres, a convex mirror is proposed at the ramp serving the two levels of basement parking underneath Building 1 to ensure there is sufficient visibility for vehicles travelling to and from the ramp.

#### 6.5.3.2 Visitor parking spaces

The design and layout of the visitor parking spaces comply with the relevant permitted standard for the size and location of parking spaces, such that

- All the visitor parking spaces are proposed to be 2.7 m wide and 5 m long (Standard E27.6.3.1)
- The manoeuvring space for the parking spaces is at least 6.7 m, which complies with the minimum dimensions required by Standard E27.6.3.1 for casual users
- The gradient for the visitor parking spaces and their manoeuvring areas will be less than 1:20. This complies with the gradients specified in Standard E27.6.3.6.

Design details associated with the visitor parking spaces are included in Appendix C, along with vehicle tracking, demonstrating compliance with standard E27.6.3.1.

## 6.6 Bicycle parking requirements

Retirement villages are subject to the following bicycle parking standards in the Unitary Plan

- For visitors: One space plus one space per 30 units/apartments
- Secure spaces: One per 10 full-time equivalent (FTE) employees.

With circa 260 retirement units proposed and 30 FTE staff anticipated, the following number of spaces are required

- 10 visitor bike parking spaces for Buildings 1 to 5
- 3 secure bike parking spaces for Buildings 1 to 5.

10 visitor bicycle parking spaces are proposed to be located next to the porte-cochere and 3 secure bicycle parking spaces are proposed to be located in the basement car park under Buildings 3 and 4. The number of bicycle parking spaces complies with the Unitary Plan.

## 6.7 Servicing and loading assessment

Under E27 of the Unitary Plan, a retirement village and residential care development with a GFA between 20,000 $m^2$ and 90,000 $m^2$ requires 2 on-site loading space.

With regard to the new activities proposed on Site, the total GFA for Building 1 to 5 is approximately 50,000 $m^2$; and therefore, 2 onsite loading spaces are required.

- 1 loading space is proposed in the basement under Building 2, and will provide sufficient space for a 6.5 m truck to enter and exit the basement in a forward direction. This loading bay has a flat gradient. Refer to Appendix C for vehicle tracking using a 6.5 m truck to represent the largest vehicle expected to use the loading spaces.
- There is an additional loading bay provided next to Building 1 which will serve deliveries and assist with move-in days. A vehicle is required to reverse into this space from Aotea Street. There is a slight gradient down towards the loading space of about 1:70 (nearly flat), with the loading space itself being the same gradient. Refer to Appendix C for vehicle tracking using a van to represent the largest vehicle expected to use the loading spaces.

Overall, the number of loading spaces provided complies with the Unitary Plan's loading standards, however, the design of the loading space off Aotea Street does not comply with E27.6.3.4A. This non-compliance has been assessed against the relevant assessment criteria in Appendix A.

While the Proposal complies with the minimum number of loading spaces, we note that there is opportunities throughout the Proposal for informal loading to occur

- If a resident is living in Building 5 or 4, then loading / furniture trucks are likely to use the manoeuvring space in the residential car park area between Buildings 4 and 5 informally. This area is not trafficked heavily, and such activity is expected to be infrequent
- If a resident is living in Building 3 or 2, then then loading / furniture trucks are likely to use the two-way accessway. The accessway is wide enough so that car can pass a truck that is parked informally. Again, this type of loading activity is expected to be infrequent.

There are currently no restrictions for on-street car parking within the cul-de-sacs of Te Arawa Street, Rukutai Street and Aotea Street. We have assessed the existing operation of the cul-de-sac heads on

Aotea Street, Rukutai Street, and Te Arawa Street. At present, these cul-de-sac heads are not subject to parking restrictions, and on-street parking within them currently limits the ability for public rubbish collection vehicles to turn around safely. As part of this application, we propose to introduce marked parking restrictions within the cul-de-sac heads to ensure their safe and efficient operation. It is noted that this is an existing constraint rather than an effect of the application; however, the proposed measures will ensure that the cul-de-sac heads can operate as intended (with or without the Proposal).

The drawing attached as Appendix D illustrate the indicative extent of the proposed No Stopping At All Times (NSAAT) markings.

## 6.8 Emergency Access assessment

All buildings, except Building 2, can be accessed via the road frontages in the case of a fire emergency.

Fire truck access is required from Aotea Street to access Building 2. We have shown that the Site layout can accommodate a fire truck entering the Site via Aotea Street and exiting via Rukutai Street. Refer to Appendix C for our vehicle tracking assessment using a fire appliance.

While there are no specific technical requirements to accommodate ambulance access in the Unitary Plan, the porte cochere can accommodate the tracking of a 6.3 m van that is representative in size of an ambulance.

Overall, the design of the Proposal provides appropriately for emergency vehicle access.

# 7 OPERATIONAL TRAFFIC ASSESSMENT

Our assessment is that the traffic generated by the operation of the activity can be reasonably accommodated and will have negligible traffic effects on the operation and safety of the surrounding road network, acknowledging that

- Retirement villages are typically a low generator of vehicle traffic (compared to a 'standard' residential development)
- Peak vehicle generation of retirement villages sits outside of the usual commuter peak hours.

To estimate the vehicular trip generation of the Proposal, an assessment has been carried out using a "first principles" approach. This assessment is based on a combination of trip generation rate information from the RTA guidelines,[1] the ITE Parking Generation Manual[2] and the results of trip generation surveys undertaken by Flow at similar retirement villages.[3] This analysis determines that retirement units typically generate on average 0.13 vehicle trips per unit during both the morning and evening peak hours.

[1] The Road and Traffic Authority of New South Wales (RTA), *Guide to Traffic Generating Developments, Version 2.2*

[2] The Institute of Transportation Engineers (ITE), *Parking Generation Manual*

[3] Surveys undertaken by Flow Transportation Specialists at Lady Allum, Milford (2008); Trevellyn, Hamilton (2008); Beechworth, Albany (2010); Meadowbank, Meadowbank (2007, 2008 and 2009)

For the circa 260 proposed retirement units and the existing aged care facility containing 94 care suites, the overall activities on Site are estimated to generate a total of 46 vph. We note that approximately 12 vph are currently generated by the existing aged care facility. There are 24 existing retirement village apartments accessed off Aotea Street that will be replaced by the Proposal, currently generating about 3 vhp. As such, the net increase in trip generation arising from the Proposal to the roading network is approximately 31 vph AM and PM.

These trips will be distributed as follows

- Kupe Street will accommodate most of the 12 vph generated by the existing aged care facility. As noted, this already exists on the road network
- Te Arawa Street is expected to have no increase in vehicle trips, as no vehicle access is proposed to be provided to the new buildings from this road, and the parking spaces serving the existing aged care facility in this location is unchanged
- Rukutai Street and Aotea Street will accommodate the anticipated increase of 31 vph. While Rukutai Street provides access to approximately 70 % of the proposed basement parking, Aotea Street provides access to the porte cochere and being the main entrance, will generate visitor movements, and about 30 % of the proposed basement parking, and therefore it is estimated that trips will likely distribute equally between these streets, in the range of 10 to 20 vph per street.

This is a low number of traffic movements which can be readily accommodated by the road network.

Service vehicles are not expected to be frequent and is estimated to include

- 1 to 2 rubbish collection truck movements per week
- 1 to 2 delivery vehicles per week
- Ad-hoc trucks are associated with residents moving in and out of apartments.

Under PC79 (Table E27.6.1.1), the Proposal is classified as an “integrated residential development” which will exceed 100-units. In relation to the matters that this unit threshold is intended to manage, the effects can be appropriately addressed as follows

- As outlined above, the Proposal generates minimal vehicles during the peak hours
- As discussed in Section 4 of this report, the Site is located within walking distance (approximately 200 m) of a pair of bus stops on Te Arawa Street. These are connected to the Site via wide, continuous footpaths with accessible gradients. The southbound bus stop includes a shelter in good condition.
- Additional bus stops are located on Rukutai Street near Aotea Street, although the walking routes to these stops are steeper. As such, the Te Arawa Street bus stops are expected to be more frequently used
- The Proposal includes strong internal pedestrian pathways, ensuring walkability between buildings. Secondary pedestrian routes are provided alongside accessways, and existing access to the adjacent reserve is relocated to support recreational walking connections, and a new direct connection is proposed from within the village

- The local street network experiences low traffic volumes and speeds, and based on expected pedestrian demand, formal pedestrian crossings are not considered necessary to address an identified effect
- Cyclists can be safely accommodated within the Site and the surrounding network, and appropriate bicycle parking is included.

Overall, we consider that the existing infrastructure for walking, cycling, and public is adequate to support the Proposal.

# 8 SAFETY EFFECTS OF THE PROPOSAL

As detailed in Section 3.5, the crash records do not indicate that there are inherent safety concerns with the operation of the roads serving the Site nor the existing vehicle crossings that the Proposal seeks to utilise, which have been in use for some time (in association with the previous use of the Site).

The Proposal is not considered to generate any adverse safety effects on the surrounding road network, as

- There is no evidence of any existing road design issues, as reflected in the crash trends, and the low volume of additional vehicle traffic is not predicted to create any new safety issues
- The trip generation associated with the Proposal is not predicted to have noticeable effects on the local or wider transportation network
- All proposed vehicle crossings are designed to provide adequate visibility and intervisibility between vehicles and pedestrians, consistent with safety and access standards
- The design of the accessways ensures that vehicles have adequate space for manoeuvring and access, while also providing dedicated footpath connections to the buildings. Additionally, the buildings are internally connected, supporting pedestrian safety and accessibility.

# 9 CONSTRUCTION ACCESS AND TRAFFIC

The key construction traffic effects associated with the Proposal have been identified and include

- Bulk excavation to establish basements and building platforms. The earthworks proposed include a cut volume of approximately 25,000m$^3$ and fill volume of 6,055m$^3$
- General site works, including underground infrastructure/services
- The construction of 5 multi-storey buildings
- The construction of new (and upgrade of existing) vehicle crossings from Aotea Street, Rukutai Street, and Te Arawa Street, and linking internal at-grade accessways.

The effects of construction traffic on the environment can be managed consistent with standard practices to ensure that, from a transport point of view, the surrounding road network and pedestrian connectivity operates safely for all modes of travel. A draft CTMP has been prepared separately, and includes

- Proposed construction routes and access to the Site
- The amount of construction traffic expected to be generated during the excavation stage, which is expected to generate the highest amount of heavy vehicle movements
- Parking provision during construction for contractors, as well as any temporary on-street parking removed to facilitate sufficient manoeuvring for heavy construction vehicles
- Pedestrian access
- Principles of temporary traffic management
- Proposed communication protocols
- Contractor obligations for preparing the final CTMP.

The Proposal is proposed to be constructed over five stages:

- Enabling work
    - Site establishment
    - Underground services/infrastructure install
- Stage 1
    - Construction of basement and podium level for Building 2 and 3.
    - Construction of Building 2
    - Construction of restaurant
- Stage 2
    - Construction of basement and podium for Building 3
    - Construction of Building 3
    - Demolition of Aotea Street Apartment blocks
    - Construction of Basement to B1 and Entry Pavilion (finished at podium level)

- Construction of restaurant on podium between Buildings 3 and 4

- Stage 3
  - Construction of Building 1
- Stage 4
  - Construction of Building 4 and basement
  - Construction of remaining L2 basement
  - Amenity space on podium
- Stage 5
  - Construction of Building 5.

Given the size of the Site and its location at the end of cul-de-sac roads with 3 separate road frontages (for construction purposes), construction traffic attracted to the Site and contractor parking can be contained within the Site without affecting the safety and operation of the surrounding roads.

The excavation period for each stage associated with the Proposal is expected to generate the highest amount of heavy vehicle movements on the surrounding road network, concentrated over relatively short periods. It is proposed to restrict the hours during which this heavy vehicle construction traffic can access the road network, such that during the excavation phase there will be a maximum of 5 truck loads per hour (10 truck movements per hour). There will be other truck movements as well, including material deliveries, concrete pours and equipment deliveries (etc), which we have factored into our assessment.

In assessing the suitability of the proposed number of heavy vehicle trips it is necessary to have regard to the following considerations

- the ability to safely and efficiently accommodate the proposed number of heavy vehicle movements on the existing transport network
- the degree to which amenity impacts on neighbours vary based on the intensity and duration of heavy vehicle movements, acknowledging that these are linked and inversely proportional, i.e. restricting the number of movements increases the duration of the excavation activity
- construction costs that are sensitive to the duration of excavation, such as Temporary Traffic Management controls.

Ten one-way truck movements per hour (one truck movement entering or exiting the Site every 6 minutes) are considered to be acceptable and can be safely accommodated on the surrounding road network. A small degree of congestion on the local roads surrounding the Site is possible as trucks negotiate intersections, however, is expected to be highly localised, of a short duration.

We note that there will be other truck movements associated with the construction activities, including material deliveries, concrete pours and equipment deliveries (etc). However, we consider the frequency and number of these truck movements to be minimal and that the excavation period introduces the most critical number of heavy vehicles onto these local roads.

The proposed construction routes between the SH16/SH1 onramp and offramp interchange at Grafton Gully (via Kepa Road, Tamaki Drive and The Strand) and the Site and between SH1 Green Lane East interchange (via Kepa Road, Orakei Road and Ascot Avenue) and the Site has been selected to avoid narrow local roads as much as possible. Road pavement monitoring is proposed for a section of the heavy vehicle routes during the construction period. Requirements for the monitoring and any repairs necessary will be detailed in the final CTMP.

Some on-street parking (on one side of the local roads and around intersections proximate to the Site) will need to be restricted during daytimes to allow for safe manoeuvring of trucks to accommodate the size of the vehicles and avoid movement conflict. This will be detailed and implemented with appropriate signage and temporary parking restrictions which will be developed as part of the final CTMP.

A draft CTMP for the construction of the Proposal is provided in Appendix E, which outlines at a high-level how the traffic effects during construction can be managed.

A detailed final CTMP (finalised version) is proposed as a condition of consent for certification by council, and is to be prepared in accordance with Auckland Council's standard requirements and New Zealand Transport Authority's Code of Practice for Temporary Traffic Management.

The final CTMP will be prepared by the appointed contractor, prior to the commencement of earthworks associated with the construction of the project, and will set out the management measures to be employed to maintain the safe outcomes for all modes of travel on the surrounding road network.

Overall, we are of the view that the construction traffic effects for the Proposal can be managed without adverse effects to the surrounding road network and users of the Site.

# 10 PROPOSED CONDITIONS OF CONSENT

## 10.1 Finalised CTMP

The consent holder must submit a final Construction Traffic Management Plan (CTMP) prepared by a suitably qualified expert to the Council for written certification a minimum of ten (10) working days prior to the commencement of any construction works authorised by this consent. The final CTMP shall be generally in accordance with the draft CTMP prepared by Flow Transportation Specialists, dated October 2025.

The objective of the CTMP is to ensure that during construction, the surrounding road network (including footpaths) operates safely and efficiently for all road users, including pedestrians. To achieve the objective, the final CTMP must include

a) Details of the construction programme, including hours of work, any staging of the development, and the estimated construction period.

b) Identification and contact details of the person(s) responsible for monitoring construction traffic and receiving any complaints in respect of construction traffic, including name, phone number, email address and postal address

c) Procedures for the recording of complaints, comments and feedback received regarding construction traffic from any members of the public.

d) Ingress and egress routes to/from the site for vehicles associated with construction and the delivery of materials, equipment, and machinery

e) Estimation on the numbers of heavy vehicle movements per hour and per day during the stages of the construction period, and proposed routes

f) Identification of heavy vehicle routes, any associated road pavement assessment and road pavement monitoring details , and proposed road pavement repair measures

g) A Parking Management Plan for construction related vehicles

h) The location of loading/working areas

i) Temporary Traffic Management Plans to be agreed (if required) in detail with Council with advance notice of any specific requirements to be agreed

j) Any need for temporary road closures and/or other restrictions on the surrounding road network for the transportation of plant, machinery and materials, or for other reasons relating to construction activities

k) Details of the timing and duration of the temporary on-street public parking restrictions

l) The location of traffic signs on surrounding streets and the location of traffic management personnel for construction traffic management purposes

m) Measures to ensure satisfactory and safe vehicle and pedestrian access is maintained to adjacent properties at all times

n) Measures to prevent unauthorised ingress into the Site by members of the public or others, while it is under construction

o) Procedures for ensuring that the owners and/or occupants in the immediate vicinity of the construction area and the routes where closures or temporary parking restrictions are proposed to apply are given prior notice of the commencement of construction activities and are informed about the expected duration of works and potential effects of the works

p) The transportation and parking of oversize vehicles such as cranes

q) The extent of over dimension vehicle permits (if required)

r) In conjunction with the Construction Management Plan, measures to control the tracking of dust and sediment onto the road network which may include measures such as

    (i) Sealed construction entrance between the property boundary and road edge of seal

    (ii) Wheel wash-down facilities provided at each access to prevent tracking mud or gravel onto the road corridor

    (iii) Covering any loose loads which might create dust

s) A code of conduct for drivers. This may include measures such as

    (i) All drivers obeying the rules of the NZ Road Code

    (ii) All staff members, including external sub-contractors, attending a health and safety briefing at the start of their shift

    (iii) Ensure trucks pass through a wheel wash when exiting the construction site to minimise the amount of potential dirt transported onto the road

    (iv) Drivers being courteous to other road users

    (v) Drivers ensuring trucks are in good and clean condition. This includes ensuring that all vehicles have up to date warrants and certificates of fitness

    (vi) Drivers ensuring that loads are covered and secured before leaving the site.

The certified CTMP must be implemented throughout the construction period. A copy of the CTMP is to be held on site at all times and made available to Council

The following advice notes are also recommended

- Auckland Council may, at its discretion, require the consent holder to undertake a review of and provide an updated CTMP at any time during the works following any incident, crash, near-miss, complaint, or non-compliance
- The CTMP may be subject to amendment through the life of the project by the consent holder. Any subsequent amendment of the certified CTMP which comprises changes to proposed construction methodology must be tracked and the revised CTMP submitted to the Council for certification.

## 10.2 Avoid damaging assets

- Unless specifically provided for by this consent, there must be no damage to public roads, footpaths, berms, kerbs, drains, reserves or other public asset as a result of the earthworks and construction activity associated with the approved development, including truck movements. In the event that such damage does occur, Council will be notified within 24 hours of its discovery and will determine the timing of the restorative works as soon as reasonably practicable.
- In the event of any damage identified by Council within public roads from the construction activity associated with the proposed development, the Consent Holder must repair the road surface. Any repairs required must be at the expense of the Consent Holder and undertaken no more than five (5) working days (or unless otherwise agreed) after the damage has been identified to the Consent Holder as needing repair.

## 10.3 Access and Parking

Prior to the first occupation of the building (relative to staging of the works), all access, parking and manoeuvring areas (associated with that stage) must be formed, sealed with an all-weather surface, marked out, sign posted and drained in accordance with the approved plans.

## 10.4 Amendments to permanent traffic and parking controls

Advice Note:

*Amendments to permanent traffic and parking controls identified in the Transportation Assessment prepared by Flow (referenced in Appendix D) in regards to the painting of 'No Stopping At All Times' (NSAAT) lines within the cul-de-sac heads of Te Arawa Street, Rukutai Street, and Aotea Street will require a Traffic Control Committee (TCC) resolutions approval from Auckland Transport.*

*The resolutions, prepared by a qualified traffic engineer, will need to be approved so that the changes to the road reserve can be legally implemented and enforced. This includes temporary changes. The resolution process requires external consultation to be undertaken in accordance with Auckland Transport's standard procedures, the extent of this will be determined in the resolution amendment application.*

*It is the responsibility of the consent holder to prepare and submit a permanent Traffic and Parking Changes report to the TCC for review and approval. No changes to the traffic and parking controls will be allowed before the resolution is approved by the TCC. All costs must be borne by the consent holder. Application details can be found from the following Auckland Transport website link: https://at.govt.nz/about-us/working-with-at/traffic-and-parking-controls. A copy of the Resolution from the TCC must be submitted to the Council prior to the commencement of the activity provided for by these consents.*

# 11 CONSIDERATION OF RELEVANT TRANSPORT STRATEGIES

## 11.1 Alignment with NPS-UD Policy 1

The National Policy Statement on Urban Development 2020 (NPS-UD) includes the following policy, which is relevant to land use and transport integration:

- *Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum… (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport.*

We consider that the Proposal has excellent alignment with Policy 1 of the NPS-UD, with walkable access to Takaparawhau adjacent to the Site, and proximity to bus services which provide connections to travel to a number of local amenities, the key ones being Eastridge Shopping Centre and Mission Bay, as well as providing for transfers to other bus routes.

## 11.2 Auckland Unitary Plan

The Unitary Plan Regional Policy Statements (RPS) (Urban Growth and Form, and Infrastructure Transport and Energy) identify that growth should be provided in a way that integrates land use and transport planning, achieves a compact urban form, and facilitates transport choice.

With reference to the RPS, new development is encouraged to

- Integrate land use and transport so that growth occurs in locations where people have safe and efficient travel choices
- Support the transport network's function by avoiding development that would create congestion, safety risks, or reliance on private vehicles where better alternatives are planned
- Coordinate with planned infrastructure investment, ensuring that land use change does not outpace the ability to provide transport upgrades
- Enable a shift to more sustainable modes (walking, cycling, public transport) consistent with Auckland's growth strategy and climate commitments.

In respect of these outcomes, the corresponding policies of Chapter B2 and B3 of the RPS is summarised below

<u>B2 Urban Growth and Form</u>

- Support compact, well-connected urban development (B2.2.2(4))
- Encourage higher-density and mixed-use development near public transport and centres (B2.2.2(5))
- Require development to support a safe and efficient transport system (B2.3.2(1))
- Promote walkable, accessible urban environments (B2.3.2(2)).

<u>B3 Infrastructure, Transport and Energy</u>

- Plan and coordinate transport infrastructure to align with growth and land use (B3.3.2(4) and (5))
- Develop an integrated transport system that provides safe, efficient, and sustainable movement of people and goods (B3.3.2(1))
- Prioritise walking, cycling, and public transport to reduce reliance on private vehicles (B3.3.2(5)(b))
- Protect routes and land for future transport infrastructure (B3.3.2(3))
- Avoid or minimise adverse environmental and community effects from transport infrastructure (B3.3.2(7)).

The Proposal is consistent with the transport provisions of the RPS, as

- The nature of the activity is not a significant trip generator, and its associated movements will not generate congestion, safety risks, or a high reliance on vehicles
- Connectivity is available to the existing public transport facilities and all modes of transport are available to future residents, increasing opportunities for local public transport use
- Safe pedestrian connections are provided on-site that integrate well with the existing footpaths on the fronting roads
- The provision of 'No Stopping At All Times' road markings at the end of each road will improve the ability for the general public and rubbish trucks serving the neighbouring residential area to turn around safely.

# 12 CONCLUSIONS

In summary, we consider that the Proposal will operate safely and efficiently from a transport perspective, as

- The Site has good walkable access to rapid and frequent public transport services, high-quality walking and cycling paths, and complementary land uses
- The proposed use of the vehicle accesses will not result in adverse effects on the surrounding road network nor internal site traffic
- The vehicle traffic generated by the retirement village activity can be readily accommodated by the capacity of the adjacent road network
- The infringements to the transport standards of the Unitary Plan do not generate adverse off site effects
- Construction traffic can be suitably managed consistent with standard practice.

Overall, we consider the construction and operational transport effects of the Proposal to be acceptable. The development provides a well-integrated transport arrangement that aligns with relevant planning provisions, meets technical design expectations, and supports a safe and accessible residential environment. There are no traffic engineering or transport planning reasons to preclude consent from being granted, subject to the conditions recommended.

# APPENDIX A Chapter E27 assessment

# CHAPTER E27 TRANSPORT ASSESSMENT

## Chapter E27 Transport Standards

<table>
<tr><th>E27 Standard</th><th>Assessment</th></tr>
<tr><td colspan="2">E27.6.1. Trip generation</td></tr>
<tr><td>(1) Where a proposal (except where excluded in Standard E27.6.1(2)) exceeds one of the following thresholds:<br>(a) a new development in Table E27.6.1.1<br>(b) 100 v/hr (any hour) for activities not specified in Table E27.6.1.1 requiring a controlled or restricted discretionary land use activity consent in the applicable zone where there are no requirements for an assessment of transport or trip generation effects. This standard does not apply to development activities provided for as permitted in the applicable zone<br>(c) a proposed subdivision of land which has capacity under this Plan to accommodate more than 100 dwellings<br>resource consent for a restricted discretionary activity is required.</td><td>Does not apply<br>(a) The Proposal is identified in Table E27.6.1.1 as an integrated residential development<br>(b) The Proposal does not generate more than 100 v/hr<br>(c) The Proposal is not for more than 500 units</td></tr>
<tr><td>PC79 – E27.6.1. Trip generation<br>(1) Where a proposal (except where excluded in Standard E27.6.1(2)) exceeds one of the following thresholds:<br>(a) a new development or subdivision in Table E27.6.1.1; or<br>Table E27.6.1.1 New development and subdivision thresholds
<table>
<tr><th colspan="3">Activity</th><th>New development or subdivision</th></tr>
<tr><td>(TA1)</td><td rowspan="11">Residential</td><td>Dwellings – threshold 1</td><td>40 dwellings</td></tr>
<tr><td>(T1)</td><td>Dwellings – threshold 2</td><td>~~100~~ ~~60~~ 100 dwellings</td></tr>
<tr><td>(T1A)</td><td>Integrated residential development – threshold 1</td><td>100 units</td></tr>
<tr><td>(T2)</td><td>Integrated residential development – threshold 2</td><td>~~500~~ ~~100~~ 500 units</td></tr>
<tr><td>(T2A)</td><td>Visitor accommodation – threshold 1</td><td>60 units</td></tr>
<tr><td>(T3)</td><td>Visitor accommodation – threshold 2</td><td>~~100~~ ~~60~~ 100 units</td></tr>
<tr><td>(T3A)</td><td>Residential subdivision – threshold 1</td><td>Capacity to accommodate more than 40 dwellings</td></tr>
<tr><td>(T3B)</td><td>Residential subdivision – threshold 2</td><td>Capacity to accommodate more than 100 dwellings</td></tr>
<tr><td>(T4)</td><td rowspan="3">Education facilities</td><td>Primary</td><td>167 students</td></tr>
<tr><td>(T5)</td><td>Secondary</td><td>333 students</td></tr>
<tr><td>(T6)</td><td>Tertiary</td><td>500 students</td></tr>
<tr><td>(T7)</td><td>Office</td><td></td><td>5,000 m² GFA</td></tr>
<tr><td>(T8)</td><td rowspan="2">Retail</td><td>Drive through</td><td>333 m² GFA</td></tr>
<tr><td>(T8A)</td><td>Retail activities (non-drive through)</td><td>1,667 m2 GFA</td></tr>
<tr><td>(T9)</td><td>Industrial activities</td><td>Warehousing and storage</td><td>20,000 m² GFA</td></tr>
<tr><td>(T10)</td><td></td><td>Other industrial activities</td><td>10,000 m² GFA</td></tr>
</table>
(b) 100 v/hr (any hour) for activities not specified in Table E27.6.1.1 requiring a controlled or restricted discretionary land use activity consent in the applicable zone where there are no requirements for an assessment of transport or trip generation effects. This standard does not apply to development activities provided for as permitted in the applicable zone<br>resource consent for a restricted discretionary activity is required.</td><td>Applies<br>a) The Proposal exceeds the threshold 1 of an integrated residential development of 100 units<br>b) The proposal does not generate more than 100 vehicles per hour in the peak hour.<br>As such, resource consent for a restricted discretionary activity is required</td></tr>
</table>

<table>
<tr><th>E27.6.2. Number of parking and loading spaces</th><th></th></tr>
<tr><td>(1) The number of parking spaces must meet rates specified in Table E27.6.2.1, Table E27.6.2.2, Table E27.6.2.3 and Table E27.6.2.4<br>(T32) Residential: Retirement villages<br>◆ No maximum</td><td>Not applicable<br>No minimum nor maximum rates apply.</td></tr>
<tr><td>(6) Bicycle parking<br>(a) the activities specified in Table E27.6.2.5 must provide the minimum number of bicycle parking spaces specified; and<br>(b) the following bicycle parking requirements apply to new buildings and developments<br>(T83) Residential: retirement village and residential care<br>◆ For visitors: 1 space plus 1 space per 30 units/apartments<br>◆ Secure spaces: 1 per 10 full-time equivalent (FTE) employees</td><td>Complies<br>Approximately 260 retirement units are proposed and 30 staff are anticipated. Therefore it is required to provide 10 visitor bike parking spaces and 3 secure bike parking spaces.<br>10 visitor bike parks are proposed next to the porte-cochere, and at least 3 secure bike spaces are proposed in the basement.</td></tr>
<tr><td>(7) End-of-trip facilities:<br>(a) the activities specified in Table E27.6.2.6 must provide end-of-trip facilities as listed below; and<br>(b) the following end-of-trip facilities requirements apply to new buildings and development</td><td>Not Relevant<br>Retirement villages are not specified in Table E27.6.2.6</td></tr>
<tr><td>(8) Number of loading spaces:<br>(a) all activities must provide loading spaces as specified in Table E27.6.2.7<br>(T112) All other activities: Greater than 5000m2 up to 20,000m2<br>◆ 1 loading space required</td><td>Complies<br>The Proposal is between 5,000 m$^2$ and 20,000 m$^2$ GFA and provides 2 loading spaces.</td></tr>
<tr><td>Note: Accessible parking<br>(a) where parking is provided, parking spaces are to be provided for people with disabilities and accessible routes from the parking spaces to the associated activity or road as required by the New Zealand Building Code D1/AS1. The dimensions and accessible route requirements are detailed in the New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001)</td><td>Complies<br>6 accessible parking spaces are proposed to be provided</td></tr>
<tr><td>PC79 - (8) Number of loading spaces:<br>(b) residential activities where part of the site has frontage to an arterial road as identified on the planning maps, must provide loading as specified in Table E27.6.2.7A.<br><u>Add New Table E27.6.2.7A Minimum small loading space requirements</u>
<table>
<tr><th><u>Activity</u></th><th><u>GFA/Number of dwellings</u></th><th><u>Minimum rate</u></th></tr>
<tr><td><u>(T111B)</u></td><td><u>Developments where all dwellings have individual pedestrian access directly from a public road</u></td><td><u>No loading space required</u></td></tr>
<tr><td></td><td><u>Up to 9 dwellings without individual pedestrian access directly from a public road</u></td><td><u>No loading space required</u></td></tr>
<tr><td></td><td><u>Greater than 9 dwellings up to 5,000m$^2$ without individual pedestrian access directly from a public road</u></td><td><u>1*</u></td></tr>
<tr><td></td><td><u>Greater than 5,000m$^2$</u></td><td><u>NA</u></td></tr>
</table></td><td>Not Relevant<br>The proposal does not have frontage on an Arterial Road.</td></tr>
</table>

| E27.6.3.1. Size and location of parking spaces | |
|---|---|
| (1) Every parking space must<br>(a) comply with the minimum dimensions given in Table E27.6.3.1.1 and Figure E27.6.3.1.1; and<br>(b) be located on the same site as the activity to which it relates unless one of the following criteria is met<br>(i) the parking is located in an H7 Open Space Zone and the reserve, park or recreation area consists of more than one adjoining Certificate of Title. In that case, the parking must be located within the same reserve, park or recreation area as the activity to which it relates; or<br>(ii) resource consent is granted to an alternative arrangement, such as shared parking, offsite parking, or non-accessory parking<br>(c) [deleted]<br>(d) be kept clear and available at all times the activity is in operation, except where stacked parking is permitted by Standard E27.6.3.3(3) below; and<br>(e) be located outside any area designated for road widening; and<br>(f) parking located in part of any yard on the site (where it is permitted in the zone) must not:<br>(i) impede vehicular access and movement on the site; and<br>(ii) infringe any open space and landscape requirements for the relevant zone; and<br>(g) not to be sold or leased separately from the activity for which it provides parking as an accessory activity unless a resource consent is granted to an alternative arrangement such as shared parking or off-site parking. | **Does not comply**<br>(a) There is one car park that does not provide the minimum manoeuvring space.<br>(b) all parking spaces are located on the same site as the activity to which it relates<br>(c) are not used for any other purpose<br>(d) all parking spaces will be kept clear and available<br>(e) all parking spaces are located outside any area designated for road widening;<br>(f) Parking does not<br>(i) impede vehicular access and movement on the site; and<br>(ii) infringe any open space and landscape requirements for the relevant zone<br>(g) parking spaces will not to be sold or leased |
| **PC79 - E27.6.3.1. Size and location of parking spaces**<br>(1) Every parking space must<br>(a) comply with the minimum dimensions given in Table E27.6.3.1.1 and Figure E27.6.3.1.1; except accessible parking dimensions and accessible route requirements must be designed in accordance with the New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121- 2001); and | **Complies**<br>The dimensions of the accessible parking space comply with the associated standards. |
| **E27.6.3.2. Size and location of loading spaces** | |
| (1) Every loading space must:<br>(a) comply with the minimum dimensions given in Table E27.6.3.2.1; and<br>(b) be located on the same site as the activity to which it relates and be available at all times while the activity is in operation;<br>(c) be located outside any area designated for road widening; and<br>(d) comply with the following when any yard of a site is used to provide the loading space (where it is permitted within the zone):<br>(i) ensure that the footpath or access to the rear of the site or access to an adjacent property is not blocked at any time; and<br>(ii) the use of the loading space does not create a traffic hazard on the road at any time. | **Complies**<br>The loading space areas are a minimum of 8 m long and 3.5 m wide. |
| **PC79 - E27.6.3.2. Size and location of loading spaces**<br>(1) Every loading space must:<br>(e) have a maximum crossfall of 1:50 (2%) in all directions | **Complies**<br>The loading area off Aotea Street has a maximum crossfall of 1:50 |
| **PC79 - E27.6.3.2(A). Accessible Parking** | |
| (1) Accessible parking must be provided for all new activities, changes of activity type, and/or the expansion or intensification of an existing activity in all zones, except for those listed below in E27.6.3.2(A)(2):<br>(2) Accessible parking is not required in the following zones, unless car parking is provided on-site, in which case the required number of accessible parking spaces must be determined in accordance with Table 1 or Table 2 below, whichever is relevant:<br>Business Zones:<br>a) Business – City Centre Zone;<br>b) Business – Metropolitan Centre Zone;<br>c) Business – Town Centre Zone; | **Complies**<br>6 accessible parking spaces are required.<br>6 accessible parking spaces are provided within the Site. |

d) Business – Local Centre Zone;

e) Business – Mixed Use Zone;

f) Business – Neighbourhood Centre Zone.

Residential Zones:

a) Residential - Terrace Housing and Apartment Buildings Zone.

(3) For residential developments in residential zones (excluding the Terrace Housing and Apartment Buildings Zone unless car parking is provided on-site), accessible parking spaces must be provided for developments of 10 or more dwellings on a site.

(4) The required number of onsite accessible parking spaces provided must be calculated using the following method:

i. For non-residential land uses:

Step 1 - Use the Parking Demand Guidelines in Appendix 23 to determine the theoretical parking demand.

Step 2 - Use Table 1 – Number of accessible parking spaces – Non-Residential, below to determine the required number of accessible car park spaces based on either the number of parking spaces that are proposed to be provided or the theoretical parking demand calculated in step 1, whichever is the higher.

**Table 1 – Number of accessible parking spaces – Non-Residential land uses**

| **Total number of parking spaces provided or theoretical parking spaces, whichever is the higher** | **Number of accessible parking spaces** |
|---|---|
| 1 – 20 | Not less than 1 |
| 21 – 50 | Not less than 2 |
| For every additional 50 parking spaces or part of a parking space | Not less than 1 |

ii. For retirement villages, supported residential care, visitor accommodation and boarding houses. The same method for calculating the required number of onsite accessible parking spaces for non-residential uses in 4(i) applies.

iii. For residential land uses the required number of accessible parking spaces provided must be in accordance with Table 2 below:

**Table 2 – Number of accessible parking spaces – Residential land uses**

| **Number of dwellings** | **Number of accessible parking spaces** |
|---|---|
| 10 - 19 | Not less than 1 |
| 20 - 29 | Not less than 2 |
| 30 – 50 | Not less than 3 |
| For every additional 25 dwellings or units | Not less than 1 |

| **E27.6.3.3. Access and manoeuvring** | |
|---|---|
| (1) Every parking space must have driveways and aisles for entry and exit of vehicles to and from the road, and for vehicle manoeuvring within the site. Access and manoeuvring areas must accommodate the 85 percentile car tracking curves in Figure E27.6.3.3.1 | **Complies**<br>Refer to tracking assessments attached to this report |
| (2) For every loading space accommodating heavy vehicles the access and manoeuvring areas associated with that loading space must comply with the tracking curves set out in the NZTA guidelines: RTS 18: NZ on-road tracking curves (2007 | **Complies**<br>Refer to tracking assessments attached to this report |
| **PC79 - (2A)** For every loading space required by Table E27.6.3.2.1.(T137A) the access and manoeuvring areas associated with that loading space must accommodate the 6.4m van tracking curves set out in Figure E27.6.3.3.3. | **Not relevant**<br>A small loading space is not required |

| | |
|---|---|
| (3) Where a dwelling provides more than one parking space, these may be stacked. Stacked parking means access is required through another parking space. | **Complies**<br>Stacked parking is proposed and these will be allocated to residents of the same unit. |
| **E27.6.3.4. Reverse manoeuvring** | |
| (1) Sufficient space must be provided on the site, so vehicles do not need to reverse off the site or onto or off the road from any site where any of the following apply:<br>(a) Four or more parking spaces are served by a single access;<br>(b) there is more than 30m between the parking space and the road boundary of the site; or<br>(c) access would be from an arterial road or otherwise within a Vehicle Access Restriction covered in Standard E27.6.4.1. | **Complies**<br>Vehicles are not required to reverse onto the public road. |
| **PC79 - E27.6.3.4A. Heavy vehicle access** | |
| (1) Where a site in a residential zone provides heavy vehicle access it must provide sufficient space on the site so an 8m heavy vehicle does not need to reverse onto or off the site or road, with a maximum reverse manoeuvring distance within the site of 12m<br>(2) Heavy vehicle access and manoeuvring areas associated with access required by E27.6.3.4A(1) must comply with the tracking curves set out in the Land Transport New Zealand Road and traffic guidelines: RTS 18: New Zealand on-road tracking curves for heavy motor vehicles (2007). | **Does not comply**<br>The truck needs to reverse into the loading space off Aotea Street |
| **E27.6.3.5. Vertical clearance** | |
| (1) To ensure vehicles can pass safely under overhead structures to access any parking and loading spaces, the minimum clearance between the formed surface and the structure must be<br>(a) 2.1m where access and/or parking for cars is provided for residential activities<br>(b) 2.3m where access and/or parking for cars is provided for all other activities<br>(c) 2.5m where access and/or accessible parking for people with disabilities is provided; or<br>(d) 3.8m where loading is required | **Does not comply**<br>The basement level's vertical clearance that accommodates a loading bay is less than 3.8 m (it is 2.7 m).<br>The accessible parking's vertical clearance on level 2 basement is only 2.2 m |
| **PC79 – E27.6.3.5. Vertical clearance**<br>(1) To ensure vehicles can pass safely under overhead structures to access any parking and loading spaces, the minimum clearance between the formed surface and the structure must be:<br>…<br>(c) 2.5m where access and/or accessible parking is provided and/or required;<br>(ca) 2.8m where loading is required for residential activities denoted with an asterisk (*) in Table E27.6.2.7A;<br>(cb) 3.8m where heavy vehicle access in Standard E27.6.3.4A is provided; or | **Does not comply**<br>The basement level's vertical clearance that accommodates a loading bay is less than 3.8 m (it is 2.7 m).<br>The accessible parking's vertical clearance on level 2 basement is only 2.2 m |
| **E27.6.3.6. Formation and gradient** | |
| (1) Except for Standard E27.6.3.6(2) below, the whole area of parking and loading spaces, and manoeuvring areas and aisles must be formed, drained, provided with an all-weather surface to prevent dust and nuisance, and be marked out or delineated. This must be done before the activity to which those parking and loading spaces relate commences and maintained for as long as that activity is continued. | **Complies**<br>All parking and manoeuvring areas will be formed and drained with an all-weather surface |
| (3) The gradient for the surface of any parking space must not exceed:<br>(a) 1 in 25 in any direction for accessible spaces for people with disabilities; or<br>(b) 1 in 20 (five per cent) in any direction for other spaces. | **Complies**<br>**a)** The gradient does not exceed 1 in 25 in any direction for an accessible parking space<br>b) The gradient does not exceed 1 in 20 in any direction for all other parking spaces |
| (4) The gradient for the manoeuvring area must not exceed 1 in 8 | **Complies**<br>The gradient for the manoeuvring areas does not exceed 1 in 8 |

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| **E27.6.3.7. Lighting** | |
| (1) Lighting is required where there are 10 or more parking spaces which are likely to be used during the hours of darkness. The parking and manoeuvring areas and associated pedestrian routes must be adequately lit during use in a manner that complies with the rules in Section E24 Lighting. | **Can Comply**<br>Lighting is proposed as part of this resource consent application, and plans/specs will be included in the application. As such, lighting will meet the required standards. |
| **PC79 - E27.6.3.7. Lighting**<br>(2) Lighting is required, in residential zones to primary pedestrian access, vehicle access, parking and manoeuvring areas, where any of the following apply:<br>(a) There are four or more dwellings accessible from a primary pedestrian access which is not adjacent to a vehicle access;<br>(b) There are 10 or more parking spaces; or<br>(c) There are 10 or more dwellings.<br>Adequate lighting must be provided during the hours of darkness in a manner that complies with the rules in Section E24 Lighting. | **Can Comply**<br>As per above. |
| **E27.6.4.1. Vehicle Access Restrictions** | |
| (1) Vehicle Access Restrictions apply and new vehicle crossings must not be constructed to provide vehicle access across that part of a site boundary which is subject to:<br>(a) a Vehicle Access Restriction – General Control as shown on the planning maps in the Business – City Centre Zone; or<br>(b) a Key Retail Frontage Control as shown on the planning maps | **Not Relevant**<br>The site is not subject to the specified Control |
| (2) Standard E27.6.4.1(3) below applies in any of the following circumstances<br>(a) a new vehicle crossing is proposed;<br>(b) a new activity is established on a site;<br>(c) there is a change of type of activity | **E27.6.4.1(3) applies**<br>(a) A new crossing is proposed<br>(b) A new activity is established on site<br>**(c)** There is no change of activity type |
| (3) Vehicle Access Restrictions apply and vehicle crossings must not be constructed or used to provide vehicle access across that part of a site boundary which:<br>(a) is located within 10m of any intersection as measured from the property boundary, illustrated in Figure E27.6.4.1.1;<br>(b) is subject to the following types of Vehicle Access Restriction as identified on the planning maps in the zones listed in Table E27.6.4.1.1;<br>(c) has frontage to an arterial road as identified on the planning maps; or<br>(d) is located closer than 30m from a railway level crossing limit line | **Complies**<br>The vehicle crossings:<br>(a) Is located more than 10 m of any intersection as measured from the property boundary<br>(b) Is not subject to the following types of Vehicle Access Restriction as identified on the planning maps in the zones listed in Table E27.6.4.1.1;<br>(c) Doesn't have frontage to an arterial road as identified on the planning maps;<br>(d) Is not located closer than 30 m from a railway level crossing limit line |
| **E27.6.4.2. Width and number of vehicle crossings** | |
| (1) The maximum number of vehicle crossings permitted for any site and separation distance between crossings is specified in Table E27.6.4.2.1.<br>**(T146) All other sites**<br>◆ One crossing per 25m of site frontage<br>◆ 2m separation from adjacent vehicle crossings, or combined with adjacent vehicle crossings and not exceeding 6m width<br>◆ Minimum of 6m separation between crossing serving the same site | **Complies**<br>The Site has<br>◆ 70 m of road frontage on Aotea Street, and 2 vehicle crossings are proposed<br>◆ 100 m of road frontage on Rukutai Street, and 3 vehicle crossings are proposed<br>All vehicle crossings have at least a 2 m separation from adjacent sites.<br>All vehicle crossings have at least 6 m separation from other crossings serving the site |
| (2) The width of a vehicle crossing(s) must meet the minimum width and not exceed the maximum width as specified in Table E27.6.4.3.2.<br>**(T149) Residential zone serving 1 or 2 parking spaces**<br>◆ Minimum width of crossing at site boundary of 2.75m<br>◆ Maximum width of crossing at site boundary of 3.0m | **Complies in part**<br>T4 of the 5 proposed vehicle crossings complies with the minimum widths and does not exceed the maximums. |

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| **(T150) Residential zone serving 3 to 9 parking spaces**<br>◆ Minimum width of crossing at site boundary of 3.0m<br>◆ Maximum width of crossing at site boundary of 3.5m<br>**(T151) Residential zone serving 10 or more parking spaces**<br>◆ Minimum width of crossing at site boundary of 5.5m<br>◆ Maximum width of crossing at site boundary of 6.0m | The width of the vehicle crossing off Aotea Street serving more than 10 car parks are proposed to be 9.1 m wide. |
| (3) With the exception of vehicle crossings on unsealed roads, all vehicle crossings must be designed and constructed to maintain the level, colour, and materials of the footpath to clearly identify to vehicles that pedestrians have priority. | **Complies**<br>The vehicle crossing will be constructed in general accordance with AT vehicle crossing design standards and will maintain a consistent level, colour and material as the adjacent footpath. |
| (5) Where a vehicle crossing is altered or no longer required, the crossing, or redundant section of crossing, must be reinstated as berm and/or footpath and the kerbs replaced. The cost of such work will be borne by the owner of the site previously accessed by the vehicle crossing | **Complies**<br>The Applicant will reinstate the berm, footpath and kerb at their cost |
| **E27.6.4.3. Width of vehicle access and queuing requirements** | |
| (1) Every on-site parking and loading space must have vehicle access from a road, with the vehicle access complying with the following standards for width:<br>(a) passing bays are provided in accordance with Table E27.6.4.3.1;<br>**(T148) All other zones**<br>◆ Where the length of access exceeds 50m and the width of access is less than 5.5m, passing bays are required at a maximum of 50m spacing<br>◆ Passing bays should be at least 5.5m wide over 7m with 45 deg tapers<br>(b) meeting the minimum formed access width specified in Table E27.6.4.3.2.<br>**(T149) Residential zone serving 1 or 2 parking spaces**<br>◆ Minimum formed access width of 2.5m contained in a clear corridor with a minimum width of 3.0m<br>**(T150) Residential zone serving 3 to 9 parking spaces**<br>◆ Minimum formed access width of 3.0m contained in a clear corridor with a minimum width of 3.5m<br>**(T151) Residential zone serving 10 or more parking spaces**<br>◆ Minimum formed access width of 5.5m, a formed width of 2.75m is permitted if there are clear lines of site and a passing bay is provided at 50m intervals<br>◆ A 1.0m pedestrian access for rear sites which may be located within the formed driveway | **Complies in part**<br>All accessway lengths, but one, comply with these lengths.<br>All accessway formed widths comply.<br>The accessway between Buildings 2 and 3 is 60 m in length and does not provide a formal passing bay. |
| **PC79 - E27.6.4.3. Width of vehicle access and queuing requirements**<br>(1) Every on-site parking and loading space must have vehicle access from a road, with the vehicle access complying with the following standards:<br>b) meeting the minimum formed access width specified in Table E27.6.4.3.2. and | **Complies**<br>The accessway widths allows for a two-way movement throughout its length (where applicable).<br><br>The accessways exceed 30 m and therefore speed management is required and provided.<br>Different surface treatment is provided at regular intervals, where there is provision for pedestrians to cross the accessways and at at least 30 m from each other. |

**Table E27.6.4.3.2 Vehicle crossing and vehicle access widths**

| Location of site frontage | | Number of parking spaces served | Minimum width of crossing at site boundary[1] | Maximum width of crossing at site boundary[1] | Minimum formed access width |
|---|---|---|---|---|---|
| … | … | … | … | … | … |
| (T151) | Residential zones | Serves 10 or more parking spaces | 5.5m (two-way) | 6.0m (two-way) | 5.5m (providing for two-way movements)<br>The formed width is permitted to be narrowed to 2.75m if there are clear sight lines along the entire access and passing bays at 50m intervals are provided.<br>~~1.0m pedestrian access for rear sites which may be located within the formed driveway~~ |
| … | … | … | … | … | … |

c) meeting the minimum speed management measure spacing specified in Table E27.6.4.3.3

**Table E27.6.4.3.3 Speed management requirements**

| Activity | Length of vehicle access | Location of minimum speed management measures |
|---|---|---|
| (T156A) Residential zones | Exceeds 30m | Not more than 10m from the site boundary with the legal road; and not more than 30m spacing between speed management measures. |

Note: Where heavy vehicle access and speed management measures are required, the design of speed management measures should include consideration of heavy vehicle requirements.

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| (2) Access must be designed so that vehicles using or waiting to use fuel dispensers, ticket vending machines, remote ordering facilities and devices, entrance control mechanisms, or other drive-through facilities do not queue into the adjoining road reserve or obstruct entry to or exit from the site. | **Complies,**<br>The gates are set back at least one car length from the streets |
| **E27.6.4.4. Gradient of vehicle access** | |
| (1) The gradient of the access must not be steeper than specified in Table E27.6.4.4.1:<br>**(T1567) vehicle access serving any other residential activities**<br>◆ Maximum gradient of 1:5<br>**(T158) vehicle access used by heavy vehicles**<br>◆ Maximum gradient of 1:8 | **Complies:**<br>The section of accessway that will be used by heavy vehicles will have a maximum gradient of 1:8.<br>The section of the accessway that will only be used for cars \ will have a maximum gradient of 1:5. |
| (2) To avoid the underside of the car striking the ground, as illustrated in Figure E27.6.4.4.2, access with a change in gradient exceeding 1 in 8 (greater than 12.5 per cent change) at the summit or a 1 in 6.7 (15 per cent change) at a sag must include transition sections to achieve adequate ground clearance, refer to Figure E27.6.4.4.3. Typically, a transition section requires a minimum length of 2m. | **Complies**<br>Transitions are required and are provided |
| (3) All vehicle access must be designed so that where the access adjoins the road there is sufficient space onsite for a platform so that vehicles can stop safely and check for pedestrians and other vehicles prior to exiting. This is illustrated in Figure E27.6.4.4.4. The platform must have a maximum gradient no steeper than 1 in 20 (5 per cent) and a minimum length of 4m for residential activities and 6m for all other activities | **Complies in part**<br>A 4 m long platform with a gradient of 1:20 is provided at 4 of the 5 vehicle crossings.<br>The gradient of the vehicle crossing off Aotea Street is 1:12. |

<table>
<tr><th colspan="2">E27.6.5. Design and location of off-road pedestrian and cycling facilities</th></tr>
<tr><td>(1) The design and location of the proposed facility shall provide connections to existing pedestrian and cycling routes and facilities.<br>(2) The width of the path is designed to accommodate the anticipated number and type of users.<br>(3) The surface of the path is designed to safely provide for the anticipated number and type of users.</td><td>Complies<br>The proposed public footpaths have been design with the type of users in mind.</td></tr>
<tr><th colspan="2">PC79 - E27.6.6. Design and location of pedestrian access in residential zones</th></tr>
<tr><td>(1) Where two or more dwellings are proposed in residential zones, primary pedestrian access must be provided which meets the following:<br>(a) have the minimum pedestrian access width and separation specified in Table E27.6.6.1 for its full length;<br>Table E27.6.6.1. Primary Pedestrian Access width and separation requirements
<table>
<tr><th colspan="2">Location of site</th><th>The total number of parking spaces or dwellings served by a vehicle and/or Primary Pedestrian Access</th><th>Minimum formed Primary Pedestrian Access width where not adjacent to vehicle access</th><th>Minimum formed Primary Pedestrian Access width and separation where adjacent to vehicle access</th></tr>
<tr><td>(T156A)</td><td rowspan="3">Residential zones</td><td>Serves 2 – 3 dwellings</td><td>1.8m</td><td>No requirement under E27.6.6(1) to (3)</td></tr>
<tr><td>(T156B)</td><td>Serves 4 to 19 parking spaces or 4 to 19 dwellings, whichever is the greater.</td><td>1.8m</td><td>1.4m (including the kerb), which must be vertically separated from trafficable areas as shown in Figure E27.6.4.3.1.</td></tr>
<tr><td>(T156B)</td><td>Serves 20 or more parking spaces or 20 or more dwellings, whichever is the greater.</td><td>1.8m</td><td>1.8m (including the kerb), which must be vertically separated from trafficable areas as shown in Figure E27.6.4.3.1.</td></tr>
</table>
Note 1: Works within the legal road, such as connections to public footpaths, require prior approval from Auckland Transport as the road controlling authority. This approval is separate and additional to any land use or subdivision approval required.<br>(c) have a gradient no greater than:<br>(i) 1 in 12 for pedestrian access which is not adjacent to vehicle access;<br>(ii) the maximum vehicle access gradient as specified in Table E27.6.4.4.1 where the pedestrian access is adjacent to vehicle access;<br>(e) have a surface treatment which is firm, stable and slip resistant in any weather conditions;<br>(f) provide direct and continuous access to the dwellings from a public footpath;<br>(g) be free from permanent obstructions and have a clear height of at least 2.1m for its full length.<br>(2) A minimum clear width of 3m and a minimum clear height of 2.1m for its full length is required for primary pedestrian access where not adjacent to vehicle access and serving:<br>(a) up to three dwellings and has a length greater than 50m; or<br>(b) four or more dwellings<br>(3) For the purposes of (2) above, the clear width may include:<br>(a) the minimum 1.8m formed primary pedestrian access width;<br>(b) landscape treatment with a maximum mature height of 600mm;<br>(c) lighting infrastructure.</td><td>Complies<br>Separated footpath connections to the buildings that is at least 1.8 m wide from Te Arawa Street and Aotea Street will be provided.<br>.</td></tr>
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| (4) Standards E27.6.6(1), (2) and (3) above do not apply where:<br>(a) up to three dwellings are proposed on a site and vehicle access is provided to each dwelling; or<br>(b) a dwelling directly fronts and has direct access to a street.<br>(5) For four or more dwellings in residential zones, pedestrian access must be provided to each parking space within a parking area consisting of four or more parking spaces served by the same vehicle access and:<br>(a) have a minimum width of 1.2m;<br>(b) be vertically separated from trafficable areas as shown in Figure E27.6.4.3.1;<br>(c) connect to the primary pedestrian access or the dwellings associated with those parking spaces;<br>(d) have a surface treatment which is firm, stable and slip resistant in any weather condition; and<br>(e) be free from permanent obstructions and have a clear height of 2.1m for its full length.<br><br>This standard does not apply where the pedestrian access forms part of a primary pedestrian access. | |
| **PC79 - E27.6.7. Provision for electric vehicle charging** | |
| Purpose: to ensure that any undercover car parks for new semi-detached dwellings or for new dwellings within a terrace or apartment building are provided with the capability to install Electric Vehicle Supply Equipment.<br><br>(1) Any new dwellings with car parking (with the exception of new detached dwellings) must provide each undercover car park with the capability to install Electric Vehicle Supply Equipment with designated space for the necessary conduit, circuit and metering between the car park and an electrical distribution board on the same building storey, or ground level if the car parking space is at ground level.<br>(a) This standard does not apply to any car parking permanently allocated to visitors. | **Complies**<br>The parking spaces proposed in the basement will have the capability to install Electric Vehicle Supply Equipment. |

**Summary of infringement**

- PC79 – E27.6.1. Trip generation
  - The Proposal exceeds the threshold 1 of an integrated residential development of 100 units
- E27.6.3.1. Size and location of parking spaces
  - One car park located in the basement car park under Building 3 and 4 does not meet the minimum manoeuvring space requirements.
- PC79 - E27.6.3.4A. Heavy vehicle access
  - Trucks accessing the loading space off Aotea Street will require reverse manoeuvres.
- PC79 – E27.6.3.5. Vertical clearance
  - The basement level's vertical clearance that accommodates the loading bay under Buildings 2 and 3 is less than the minimum clearance height of 3.8 m (with 2.7 m proposed).
  - The accessible parking's vertical clearance on the Level 2 basement of Buildings 3 and 4 is proposed to be 2.2 m, whereas a minimum clearance height of 2.5 m is required.
- E27.6.4.2. Width of vehicle crossings
  - The width of the vehicle crossing off Aotea Street serving more than 10 car park spaces are proposed to be 9.1 m wide (more than 6 m).
- E27.6.4.4. Gradient of vehicle access
  - The gradient of the vehicle crossing off Aotea Street as it crosses the footpath and the property boundary is about 1:12 and does not meet the maximum gradient requirements of 1:20.
- E27.6.4.3. Width of vehicle access and queuing requirements
  - Given that the accessway between Buildings 2 and 3 is formed to 3.5 m wide and 60 m in length (longer than 50 m), a passing bay is required, but not provided.

**Restricted Discretionary Assessment Criteria**

| **PC79 - E27.8.2.(3) – Infringes on trip generation threshold** | |
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| **Assessment Criteria** | **Comment** |
| *(3A) any activity or subdivision which exceeds the thresholds (TA1), (T1A), (T2A) and (T3A) in Table E27.6.1.1:*<br>*(a) the effects on the function and the safe and efficient operation of the transport network as they relate to active modes (walking and cycling) and public transport infrastructure, particularly at peak times; and*<br>*(b) the assessment criteria at E27.8.2(3)(b) and (c) above apply, but with consideration of the implementation of mitigation measures and trip characteristics focused on active modes (walking and cycling) and public transport infrastructure; and*<br>*(c) for the purpose of assessing E27.8.2(3A) a) and b) only*, the local transport network refers to the area in the immediate vicinity of the site. For the purpose of this assessment, public transport infrastructure includes infrastructure associated with public transport stops, and excludes bus lanes. Any mitigation measures must relate to the effects of the proposal on the environment, demand on public transport infrastructure and active mode journeys from the site.*<br>** Note: this does not alter the meaning of 'local transport network' in any other context.* | • The Proposal generates minimal vehicles during the peak hours<br>• As discussed in Section 4 of this report, the Site is located within walking distance (approximately 200 m) of a pair of bus stops on Te Arawa Street. These are connected to the Site via wide, continuous footpaths with accessible gradients. The southbound bus stop includes a shelter in good condition<br>• Additional bus stops are located on Rukutai Street near Aotea Street, although the walking routes to these stops are steeper. As such, the Te Arawa Street bus stops are expected to be more frequently used<br>• The Proposal includes strong internal pedestrian pathways, ensuring walkability between buildings. Secondary pedestrian routes are provided alongside accessways, and existing access to the adjacent reserve is relocated to support recreational walking connections<br>• The local street network experiences low traffic volumes and speeds, and based on expected pedestrian demand, formal pedestrian crossings are not considered necessary as mitigation<br>• Cyclists can be safely accommodated within the Site and the surrounding network. Although a significant increase in cycling activity is not anticipated, appropriate bicycle parking is included. |
| **E27.8.2.(8) – Infringes on design standards for parking/loading areas or access - Minimum manoeuvring space of a parking space not met.** | |

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| (a) effects on the safe and efficient operation of the adjacent transport network having regard to:<br>(i) the effect of the modification on visibility and safe sight distances;<br>(ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring;<br>(iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or<br>(iv) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways.<br>(b) effects on pedestrian amenity or the amenity of the streetscape, having regard to:<br>(i) the effect of additional crossings or crossings which exceed the maximum width; or<br>(ii) effects on pedestrian amenity and the continuity of activities and pedestrian movement at street level in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone.<br>(c) the practicality and adequacy of parking, loading and access arrangements having regard to:<br>(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;<br>(ii) the ability of the access to accommodate the nature and volume of traffic and vehicle types expected to use the access. This may include considering whether a wider vehicle crossing is required to:<br>• comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly;<br>• accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes;<br>- the desirability of separating truck movements accessing a site from customer vehicle movements;<br>- the extent to which reduced manoeuvring and parking space dimensions can be accommodated because the parking will be used by regular users familiar with the layout, rather than by casual users, including the number of manoeuvres required to enter and exit parking spaces;<br>(iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or<br>(iv) any stacked parking is allocated and managed in such a way that it does not compromise the operation and use of the parking area. | (a) Not relevant. This space is internal to the site<br>(b) Not relevant.<br>(c) There is sufficient manoeuvring space for a vehicle to manoeuvre in and out of the car parking space as shown in Append C |
| **E27.8.2.(8) – Infringes on design standards for parking/loading areas or access - The loading area off Aotea Street a truck has to reverse onto the public road** | |
| (a) effects on the safe and efficient operation of the adjacent transport network having regard to:<br>(i) the effect of the modification on visibility and safe sight distances;<br>(ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring;<br>(iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or<br>(iv) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways.<br>(v) the extent to which the management plan for the development identifies and mitigates risk to all site and road users<br>(b) effects on pedestrian amenity or the amenity of the streetscape, having regard to:<br>(i) the effect of additional crossings or crossings which exceed the maximum width; or<br>(ii) effects on pedestrian amenity and the continuity of activities and pedestrian movement at street level in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone.<br>(c) the practicality and adequacy of parking, loading and access arrangements having regard to:<br>(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;<br>(ii) the ability of the access to accommodate the nature and volume of traffic and vehicle types expected to use the access. This may include considering whether a wider vehicle crossing is required to:<br>• comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly;<br>• accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes;<br>- the desirability of separating truck movements accessing a site from customer vehicle movements;<br>- the extent to which reduced manoeuvring and parking space dimensions can be accommodated because the parking will be used by regular users familiar with the layout, rather than by casual users, including the number of manoeuvres required to enter and exit parking spaces;<br>(iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or<br>(iv) any stacked parking is allocated and managed in such a way that it does not compromise the operation and use of the parking area. | (a) The truck will be reversing in a cul-de-sac head, where reversing vehicles could be expected, given the hammer head design of the cul-de-sac head. The vehicle speeds and pedestrian numbers are low given the cul-de-sac nature of Aotea Drive. The proposed public footpath connection occurs after this vehicle crossing and pedestrians from this public footpath wanting to access Aotea Street will not be crossing the point where vehicles will reverse.<br>(b) Not relevant.<br>(c) This part of the site is relatively steep and the location of Building 1 means that there is limit space to provide the ability for a truck to turn around on-site.<br>(d) Separate pedestrian access to the Site will be provided, with the majority of pedestrian movements expected to use Te Arawa Street (which is less steeper than Aotea Street)<br>(e) No emergency access is needed at this vehicle crossing |

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| **PC79**<br>(d) the safety and practicality of pedestrian access, in residential zones, having regard to:<br>(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;<br>(ii) the number of dwellings / future occupants that a primary pedestrian access is serving;<br>(iii) the extent to which a primary pedestrian access is direct, continuous, obstruction free and safely accommodates different users and abilities including minimisation of gradients, provision of landing areas and avoidance of steps;<br>(iv) space limitations and constraints within basement parking areas;<br>(v) the safety of pedestrians where a pedestrian access crosses trafficable areas, considering the design of the crossing, visibility between drivers and pedestrians, and vehicle speeds;<br>(vi) the extent to which the design incorporates Crime Prevention Through Environmental Design principles;<br>(vii) the extent to which the design incorporates Universal Design principles, including the extent to which a primary pedestrian access is slip resistant under all conditions and where primary pedestrian access is not adjacent to vehicle access and includes steps, provides a footpath and/or ramps as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities;<br>(viii) the need to separate pedestrian areas from vehicle access, parking, manoeuvring and reversing areas; and<br>(ix) the avoidance of conflict between users.<br>(e) The safety and functionality of emergency responder access. | |
| **E27.8.2.(8) – Infringes on design standards for parking/loading areas or access – The Basement level's vertical clearance that accommodates a loading bay is less than 3.8 m and the accessible parking's vertical clearance on level 2 basement is only 2.2 m.** | |
| (a) effects on the safe and efficient operation of the adjacent transport network having regard to:<br>(i) the effect of the modification on visibility and safe sight distances;<br>(ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring;<br>(iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or<br>(iv) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways.<br>(v) the extent to which the management plan for the development identifies and mitigates risk to all site and road users<br>(b) effects on pedestrian amenity or the amenity of the streetscape, having regard to:<br>(i) the effect of additional crossings or crossings which exceed the maximum width; or<br>(ii) effects on pedestrian amenity and the continuity of activities and pedestrian movement at street level in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone.<br>(c) the practicality and adequacy of parking, loading and access arrangements having regard to:<br>(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;<br>(ii) the ability of the access to accommodate the nature and volume of traffic and vehicle types expected to use the access. This may include considering whether a wider vehicle crossing is required to:<br>• comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly;<br>• accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes;<br>- the desirability of separating truck movements accessing a site from customer vehicle movements;<br>- the extent to which reduced manoeuvring and parking space dimensions can be accommodated because the parking will be used by regular users familiar with the layout, rather than by casual users, including the number of manoeuvres required to enter and exit parking spaces;<br>(iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or<br>(iv) any stacked parking is allocated and managed in such a way that it does not compromise the operation and use of the parking area.<br>**PC79**<br>(d) the safety and practicality of pedestrian access, in residential zones, having regard to:<br>(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;<br>(ii) the number of dwellings / future occupants that a primary pedestrian access is serving; | (a) Not relevant<br>(b) Not relevant.<br>(c) Sufficient vertical clearance has been provided to accommodate the expected size of trucks (a 6.5 m rubbish direct truck). While a vertical clearance of 2.5 m is not achieve, we consider that 2.2 m is sufficient for accessible spaces that is allocated to residential users. There are alternative accessible parking available on-site that is outside the basements.<br>(d) Not relevant. Vertical clearance of 2.2 m minimum is sufficient for pedestrian access<br>(e) Emergency responders do not need to use the basement with access provided at-grade to the building. |

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| (iii) the extent to which a primary pedestrian access is direct, continuous, obstruction free and safely accommodates different users and abilities including minimisation of gradients, provision of landing areas and avoidance of steps;<br>(iv) space limitations and constraints within basement parking areas;<br>(v) the safety of pedestrians where a pedestrian access crosses trafficable areas, considering the design of the crossing, visibility between drivers and pedestrians, and vehicle speeds;<br>(vi) the extent to which the design incorporates Crime Prevention Through Environmental Design principles;<br>(vii) the extent to which the design incorporates Universal Design principles, including the extent to which a primary pedestrian access is slip resistant under all conditions and where primary pedestrian access is not adjacent to vehicle access and includes steps, provides a footpath and/or ramps as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities;<br>(viii) the need to separate pedestrian areas from vehicle access, parking, manoeuvring and reversing areas; and<br>(ix) the avoidance of conflict between users.<br>(e) The safety and functionality of emergency responder access. | |
| **E27.8.2.(8) – Infringes on design standards for parking/loading areas or access – The width of the vehicle crossing off Aotea Street is 9.1 m exceeding the maximum of 6 m.** | |
| (a) effects on the safe and efficient operation of the adjacent transport network having regard to:<br>(i) the effect of the modification on visibility and safe sight distances;<br>(ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring;<br>(iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or<br>(iv) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways.<br>(v) the extent to which the management plan for the development identifies and mitigates risk to all site and road users<br>(b) effects on pedestrian amenity or the amenity of the streetscape, having regard to:<br>(i) the effect of additional crossings or crossings which exceed the maximum width; or<br>(ii) effects on pedestrian amenity and the continuity of activities and pedestrian movement at street level in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone.<br>(c) the practicality and adequacy of parking, loading and access arrangements having regard to:<br>(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;<br>(ii) the ability of the access to accommodate the nature and volume of traffic and vehicle types expected to use the access. This may include considering whether a wider vehicle crossing is required to:<br>• comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly;<br>• accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes;<br>- the desirability of separating truck movements accessing a site from customer vehicle movements;<br>- the extent to which reduced manoeuvring and parking space dimensions can be accommodated because the parking will be used by regular users familiar with the layout, rather than by casual users, including the number of manoeuvres required to enter and exit parking spaces;<br>(iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or<br>(iv) any stacked parking is allocated and managed in such a way that it does not compromise the operation and use of the parking area.<br>**PC79**<br>(d) the safety and practicality of pedestrian access, in residential zones, having regard to:<br>(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;<br>(ii) the number of dwellings / future occupants that a primary pedestrian access is serving;<br>(iii) the extent to which a primary pedestrian access is direct, continuous, obstruction free and safely accommodates different users and abilities including minimisation of gradients, provision of landing areas and avoidance of steps;<br>(iv) space limitations and constraints within basement parking areas; | ◆ The Proposal provides a gated access with a median to accommodate a swipe card reader plinth<br>◆ The vehicle crossing needs to accommodate fire emergency access that requires clear width of 4.5 m<br>◆ The individual direction of travel is as narrow as possible in width, and there is a gate, both elements ensuring a low operating speed at the vehicle crossing<br>◆ Pedestrians are provided with a separate access into the site and do not need to share the space with vehicles<br>◆ Pedestrian volumes crossing this vehicle crossing are expected to be low, given that this is a cul-de-sac. |

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| (v) the safety of pedestrians where a pedestrian access crosses trafficable areas, considering the design of the crossing, visibility between drivers and pedestrians, and vehicle speeds;<br>(vi) the extent to which the design incorporates Crime Prevention Through Environmental Design principles;<br>(vii) the extent to which the design incorporates Universal Design principles, including the extent to which a primary pedestrian access is slip resistant under all conditions and where primary pedestrian access is not adjacent to vehicle access and includes steps, provides a footpath and/or ramps as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities;<br>(viii) the need to separate pedestrian areas from vehicle access, parking, manoeuvring and reversing areas; and<br>(ix) the avoidance of conflict between users.<br>(e) The safety and functionality of emergency responder access. | |
| **E27.8.2.(8) – Infringes on design standards for parking/loading areas or access – The gradient of the vehicle crossing off Aotea Street I about 1:12 (more than 1:20) over 4 m** | |
| (a) effects on the safe and efficient operation of the adjacent transport network having regard to:<br>(i) the effect of the modification on visibility and safe sight distances;<br>(ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring;<br>(iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or<br>(iv) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways.<br>(v) the extent to which the management plan for the development identifies and mitigates risk to all site and road users<br>(b) effects on pedestrian amenity or the amenity of the streetscape, having regard to:<br>(i) the effect of additional crossings or crossings which exceed the maximum width; or<br>(ii) effects on pedestrian amenity and the continuity of activities and pedestrian movement at street level in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone.<br>(c) the practicality and adequacy of parking, loading and access arrangements having regard to:<br>(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;<br>(ii) the ability of the access to accommodate the nature and volume of traffic and vehicle types expected to use the access. This may include considering whether a wider vehicle crossing is required to:<br>• comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly;<br>• accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes;<br>- the desirability of separating truck movements accessing a site from customer vehicle movements;<br>- the extent to which reduced manoeuvring and parking space dimensions can be accommodated because the parking will be used by regular users familiar with the layout, rather than by casual users, including the number of manoeuvres required to enter and exit parking spaces;<br>(iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or<br>(iv) any stacked parking is allocated and managed in such a way that it does not compromise the operation and use of the parking area.<br>**PC79**<br>(d) the safety and practicality of pedestrian access, in residential zones, having regard to:<br>(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;<br>(ii) the number of dwellings / future occupants that a primary pedestrian access is serving;<br>(iii) the extent to which a primary pedestrian access is direct, continuous, obstruction free and safely accommodates different users and abilities including minimisation of gradients, provision of landing areas and avoidance of steps;<br>(iv) space limitations and constraints within basement parking areas;<br>(v) the safety of pedestrians where a pedestrian access crosses trafficable areas, considering the design of the crossing, visibility between drivers and pedestrians, and vehicle speeds;<br>(vi) the extent to which the design incorporates Crime Prevention Through Environmental Design principles; | ◆ The vehicle crossing follows the existing gradient of Aotea Street, being uphill at about 1:12 into the site<br>◆ The gradient being uphill into the site means that outbound vehicles will have a clear view of the Aotea Street footpath<br>◆ If a 1:20 platform was to be provided, the internal driveway will be steeper than 1:8 and the footpath connection into the site will be steeper and less desirable for pedestrians<br>◆ Pedestrians are provided with a separate access into the site and do not need to share the space with vehicles<br>◆ Pedestrian volumes crossing this vehicle crossing are expected to be low, given that this is a cul-de-sac. |

| | |
|---|---|
| (vii) the extent to which the design incorporates Universal Design principles, including the extent to which a primary pedestrian access is slip resistant under all conditions and where primary pedestrian access is not adjacent to vehicle access and includes steps, provides a footpath and/or ramps as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities;<br>(viii) the need to separate pedestrian areas from vehicle access, parking, manoeuvring and reversing areas; and<br>(ix) the avoidance of conflict between users.<br>(e) The safety and functionality of emergency responder access.<br>(f) | |
| **E27.8.2.(8) – Infringes on design standards for parking/loading areas or access – No passing bay for an accessway of 60 m in length (over 50 m)** | |
| (a) effects on the safe and efficient operation of the adjacent transport network having regard to:<br>(i) the effect of the modification on visibility and safe sight distances;<br>(ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring;<br>(iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or<br>(iv) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways.<br>(v) the extent to which the management plan for the development identifies and mitigates risk to all site and road users<br>(b) effects on pedestrian amenity or the amenity of the streetscape, having regard to:<br>(i) the effect of additional crossings or crossings which exceed the maximum width; or<br>(ii) effects on pedestrian amenity and the continuity of activities and pedestrian movement at street level in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone.<br>(c) the practicality and adequacy of parking, loading and access arrangements having regard to:<br>(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;<br>(ii) the ability of the access to accommodate the nature and volume of traffic and vehicle types expected to use the access. This may include considering whether a wider vehicle crossing is required to:<br>• comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly;<br>• accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes;<br>- the desirability of separating truck movements accessing a site from customer vehicle movements;<br>- the extent to which reduced manoeuvring and parking space dimensions can be accommodated because the parking will be used by regular users familiar with the layout, rather than by casual users, including the number of manoeuvres required to enter and exit parking spaces;<br>(iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or<br>(iv) any stacked parking is allocated and managed in such a way that it does not compromise the operation and use of the parking area.<br>**PC79**<br>(d) the safety and practicality of pedestrian access, in residential zones, having regard to:<br>(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;<br>(ii) the number of dwellings / future occupants that a primary pedestrian access is serving;<br>(iii) the extent to which a primary pedestrian access is direct, continuous, obstruction free and safely accommodates different users and abilities including minimisation of gradients, provision of landing areas and avoidance of steps;<br>(iv) space limitations and constraints within basement parking areas;<br>(v) the safety of pedestrians where a pedestrian access crosses trafficable areas, considering the design of the crossing, visibility between drivers and pedestrians, and vehicle speeds;<br>(vi) the extent to which the design incorporates Crime Prevention Through Environmental Design principles;<br>(vii) the extent to which the design incorporates Universal Design principles, including the extent to which a primary pedestrian access is slip resistant under all conditions and where primary pedestrian access is not adjacent to vehicle access and includes steps, provides a footpath and/or ramps as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities;<br>(viii) the need to separate pedestrian areas from vehicle access, parking, manoeuvring and reversing areas; and | ◆ The accessway is not heavily trafficked, and as such, conflicting movements are unlikely to occur<br>◆ While there is no formal passing bay, a passing opportunity is available along the accessway's length. |

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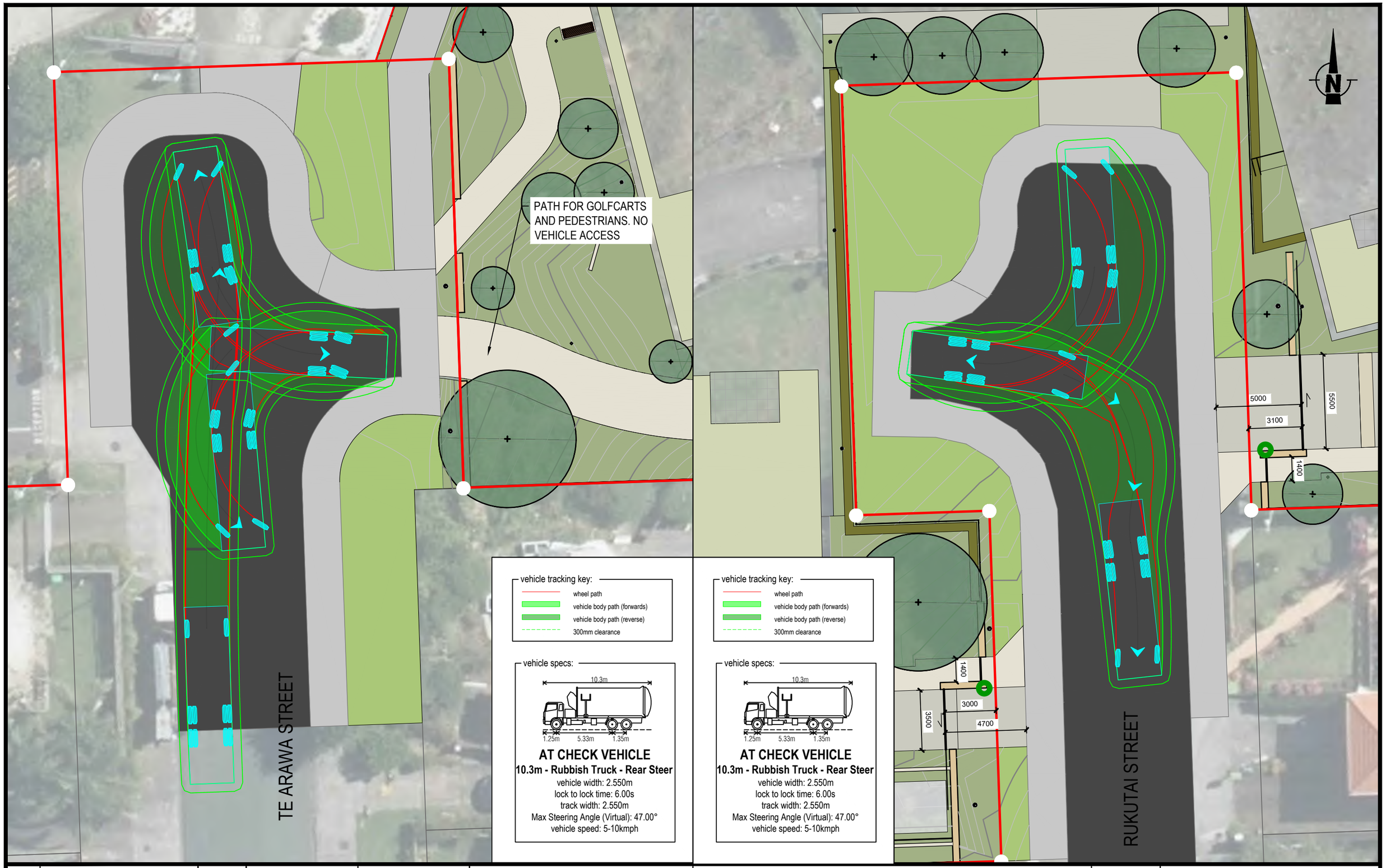
| (ix) the avoidance of conflict between users.<br>(e) The safety and functionality of emergency responder access.<br>(f) | |

# APPENDIX B CAS Plain English report

| CODED CRASH ID | Crash road | Distance | Direction | Side road | ID | Date | Day of week | Time | Description of events | Crash factors | Surface condition | Natural light | Weather | Junction | Control | Casualty count fatal | Casualty count serious | Casualty count minor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1336908 | NIHILL CRESCENT | | I | AOTEA STREET | 2022232595 | 3/08/2022 | Wed | 0:03 | Car/Wagon1 WDB on NIHILL CRESCENT lost control turning left; went off road to right, Car/Wagon1 hit kerb, parked (unattended) vehicle | CAR/WAGON1, alcohol test below limit, lost control when turning, new driver/under instruction, speed entering corner/curve | Dry | Dark | Fine | T Junction | Nil | 0 | 0 | 0 |
| 1287414 | RUKUTAI STREET | 70 | W | AOTEA STREET | 2021208465 | 11/04/2021 | Sun | 8:00 | Bus1 NDB on RUKUTAI STREET lost control turning left; went off road to right, Bus1 hit parked (unattended) vehicle | BUS1, other inattentive, swung wide on bend, ENV: road unusually narrow | Dry | Overcast | Fine | Nil (Default) | Nil | 0 | 0 | 0 |
| 1329145 | RUKUTAI STREET | 100 | N | MATATU A STREET | 2022228033 | 25/06/2022 | Sat | 20:40 | SUV1 NDB on RUKUTAI STREET lost control; went off road to left, SUV1 hit parked (unattended) vehicle | SUV1, other lost control | Dry | Dark | Fine | Nil (Default) | Nil | 0 | 0 | 0 |

# APPENDIX C Vehicle Tracking




vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:




**AT CHECK VEHICLE**
**10.3m - Rubbish Truck - Rear Steer**
vehicle width: 2.550m
lock to lock time: 6.00s
track width: 2.550m
Max Steering Angle (Virtual): 47.00°
vehicle speed: 5-10kmph

vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:




**AT CHECK VEHICLE**
**10.3m - Rubbish Truck - Rear Steer**
vehicle width: 2.550m
lock to lock time: 6.00s
track width: 2.550m
Max Steering Angle (Virtual): 47.00°
vehicle speed: 5-10kmph

| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

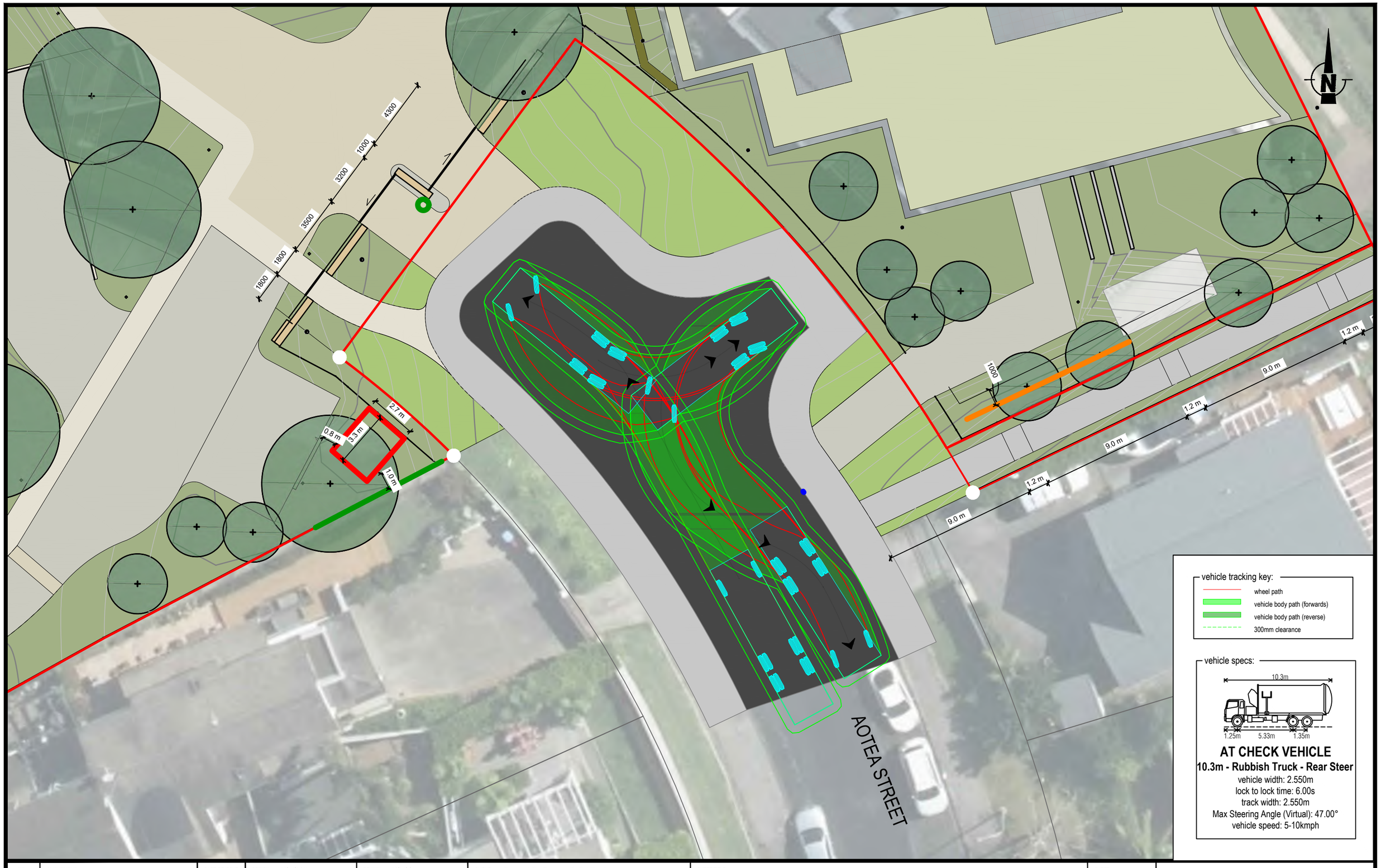
CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
EXISTING TURNING HEAD TRACKING

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 01 of 22
REV: A

flow
TRANSPORTATION SPECIALISTS
Level 1, 11 Blake Street, Ponsonby, Auckland | PO Box 47497 Ponsonby
p 09 970 3820 | f 09 970 3890 | www.flownz.com




vehicle tracking key:

- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:




**AT CHECK VEHICLE**

**10.3m - Rubbish Truck - Rear Steer**

vehicle width: 2.550m
lock to lock time: 6.00s
track width: 2.550m
Max Steering Angle (Virtual): 47.00°
vehicle speed: 5-10kmph

| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
EXISTING TURNING HEAD TRACKING

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 02 of 22
REV: A

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PATH FOR GOLFCARTS AND PEDESTRIANS. NO VEHICLE ACCESS

VISIBILITY FROM WAITING CAR TO DRIVEWAY TO BE MAINTAINED WITH LOW LEVEL PLANTING

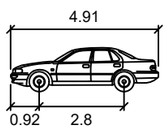
1400
3000
3500
4700

RUKUTAI STREET

N

vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:




**AUCKLAND UNITARY PLAN**
**4.91m - B85**
vehicle width: 1.870m
lock to lock time: 4.00s
track width: 1.770m
turning radius: 5.750m
vehicle speed: 5-10kmph

| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS CAR TRACKING

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 03 of 22
REV: A

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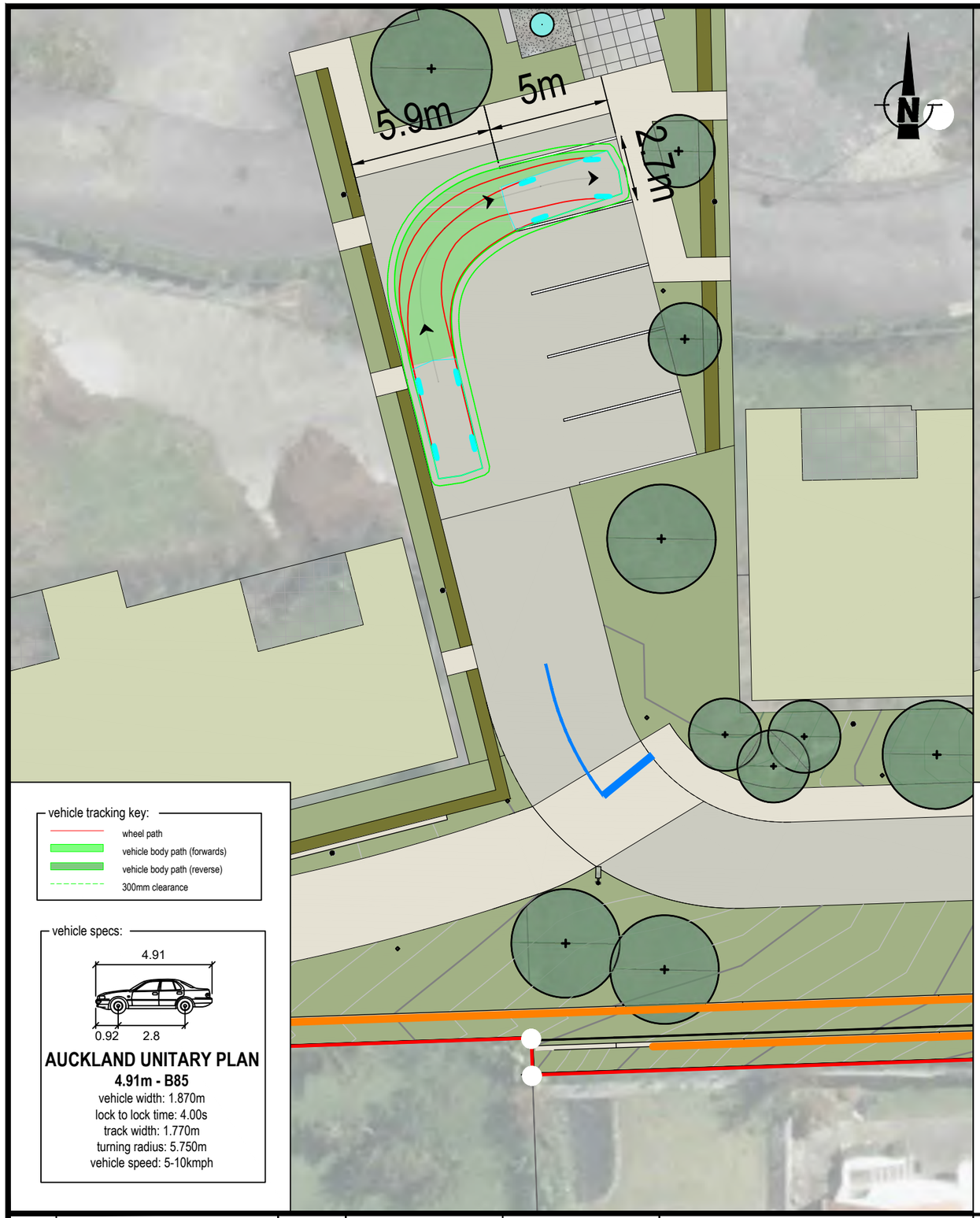


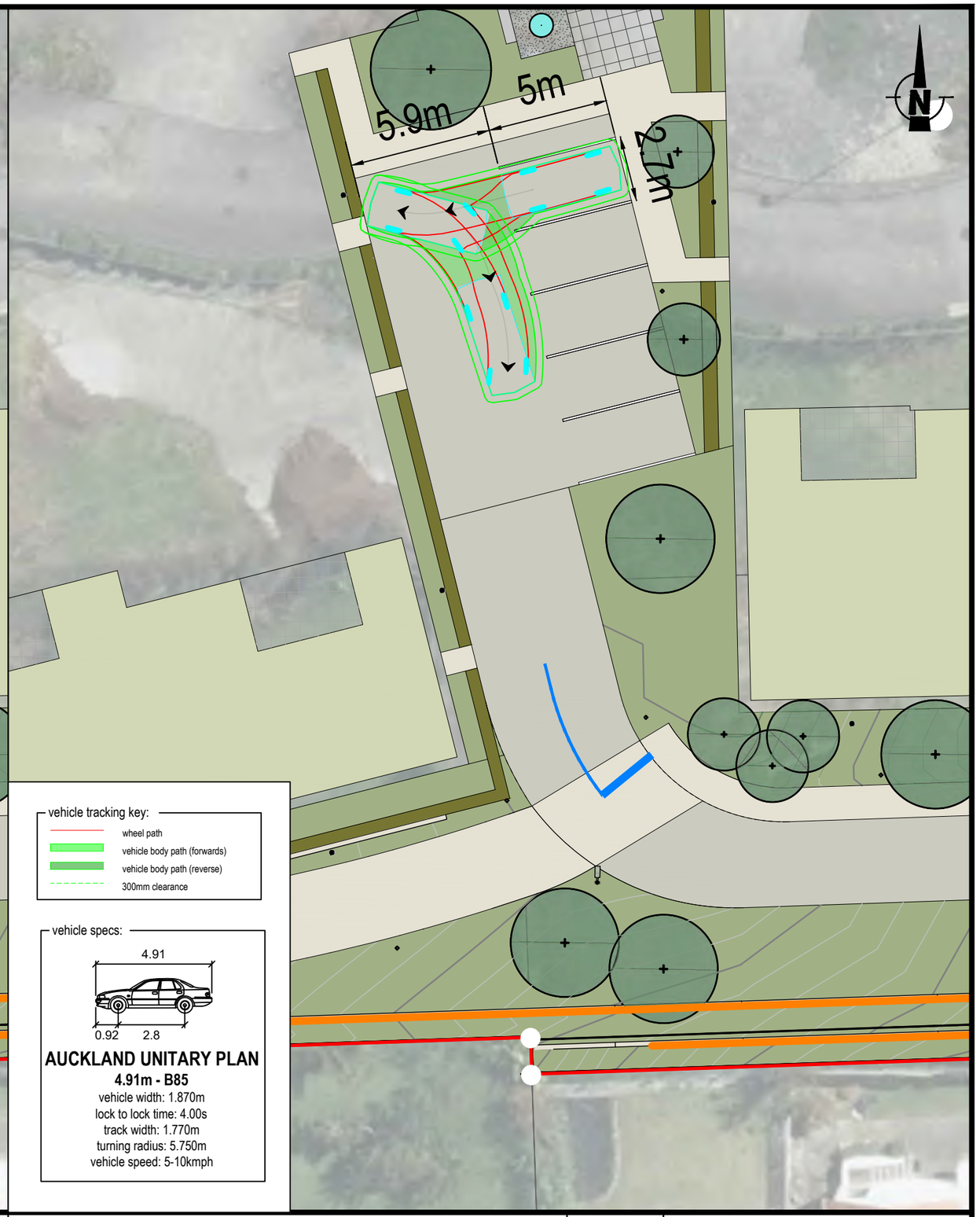


| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS CARPARK 2 TRACKING

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 04 of 22

REV: A

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vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:




**AUCKLAND UNITARY PLAN**
**4.91m - B85**
vehicle width: 1.870m
lock to lock time: 4.00s
track width: 1.770m
turning radius: 5.750m
vehicle speed: 5-10kmph

| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 20m
1:500 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
EASTERN ACCESS TRACKING

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 05 of 22
REV: A

flow
TRANSPORTATION SPECIALISTS
Level 1, 11 Blake Street, Ponsonby, Auckland | PO Box 47497 Ponsonby
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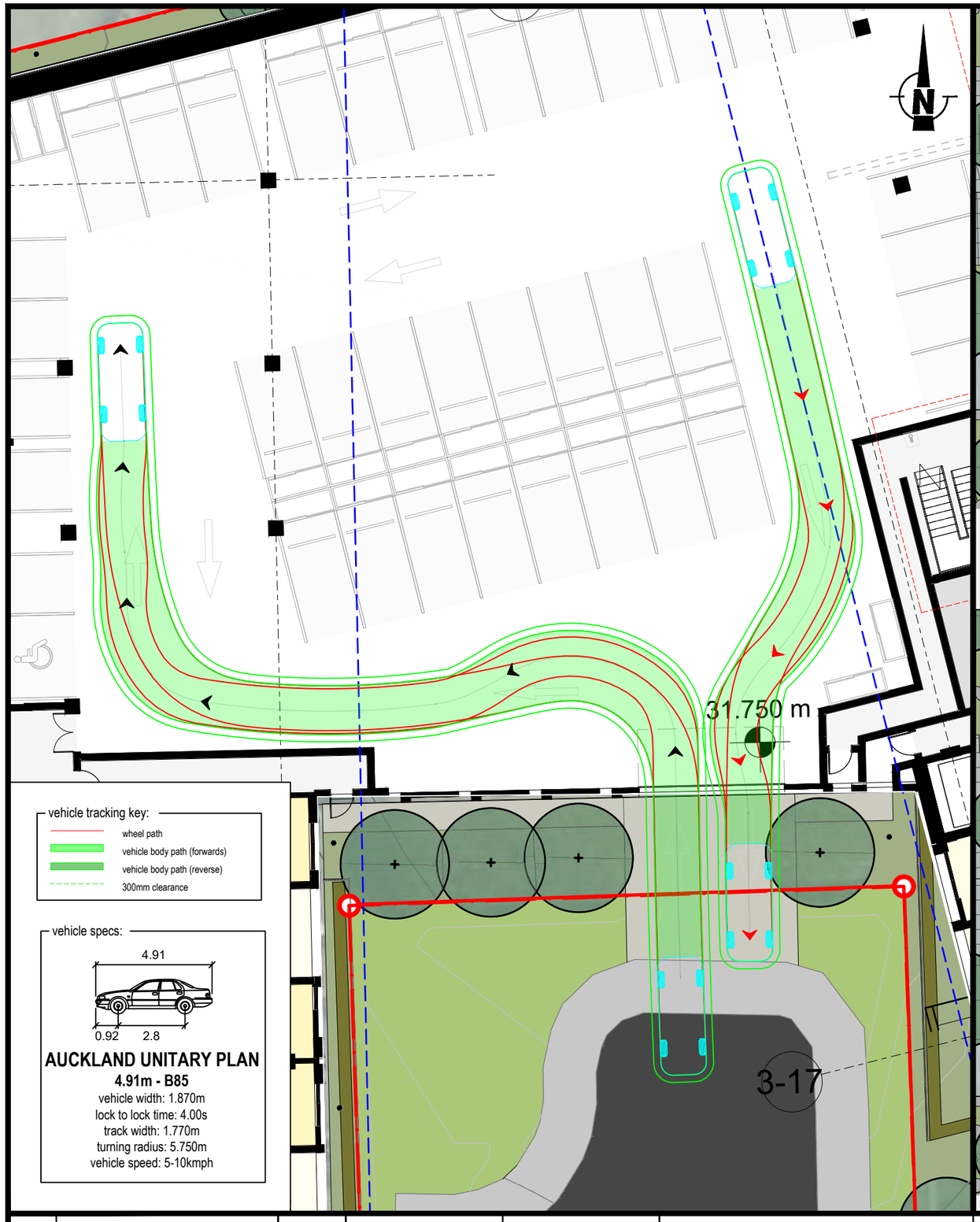


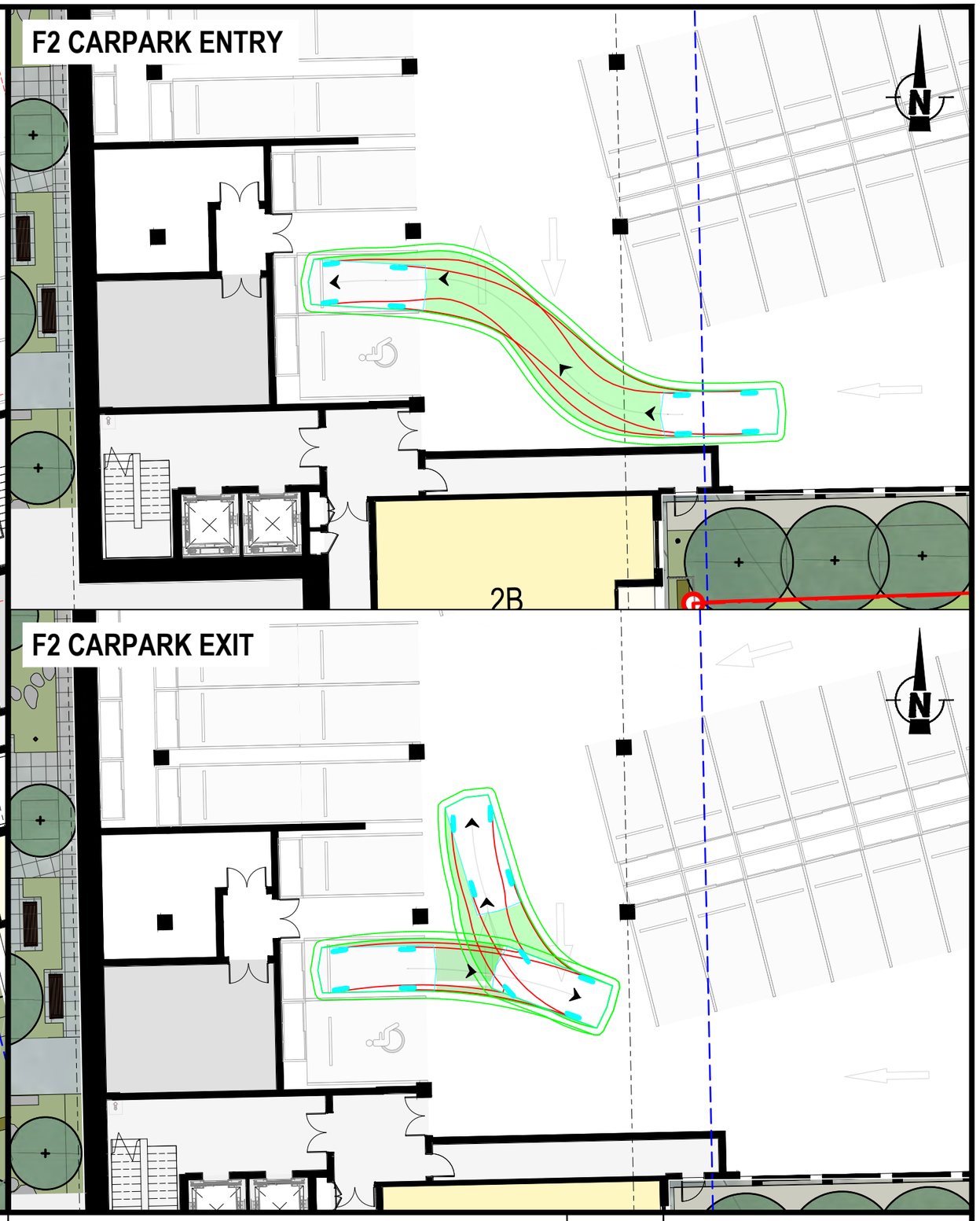


| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 20m
1:500 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
F2 CARPARK TRACKING

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 06 of 22

REV: A

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TRANSPORTATION SPECIALISTS
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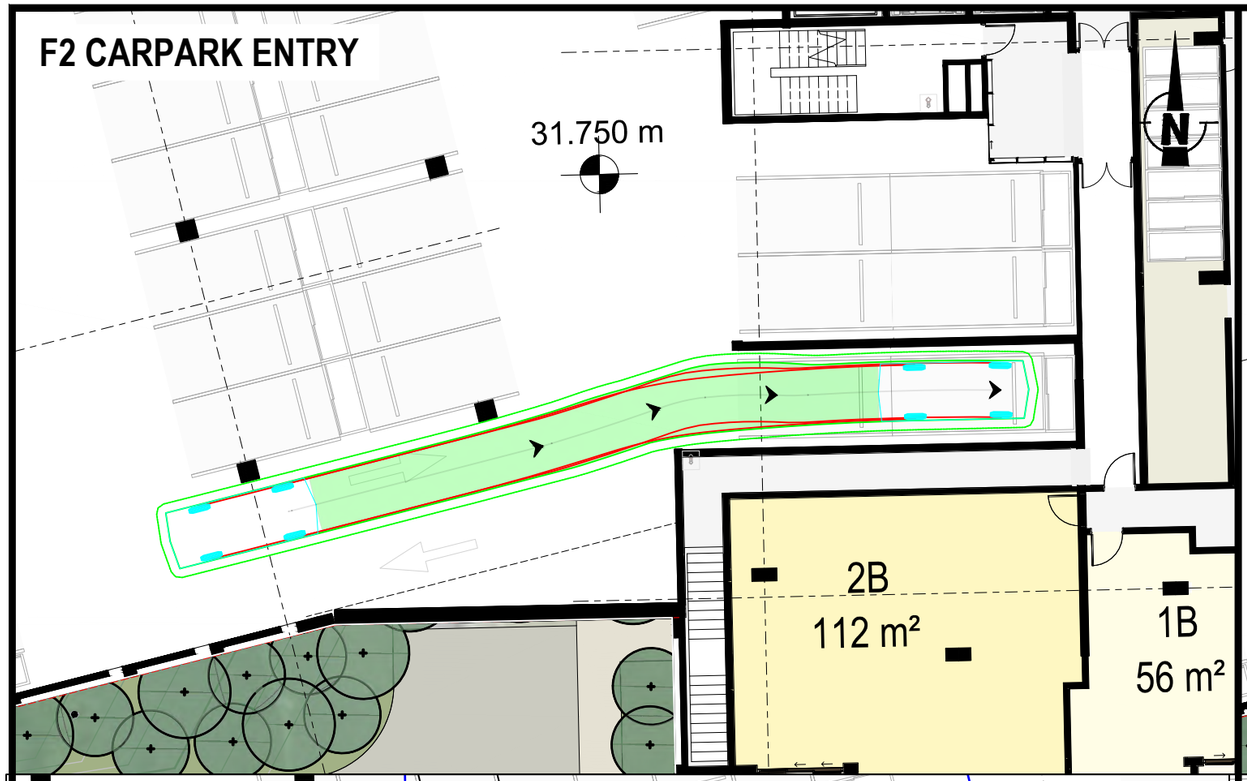
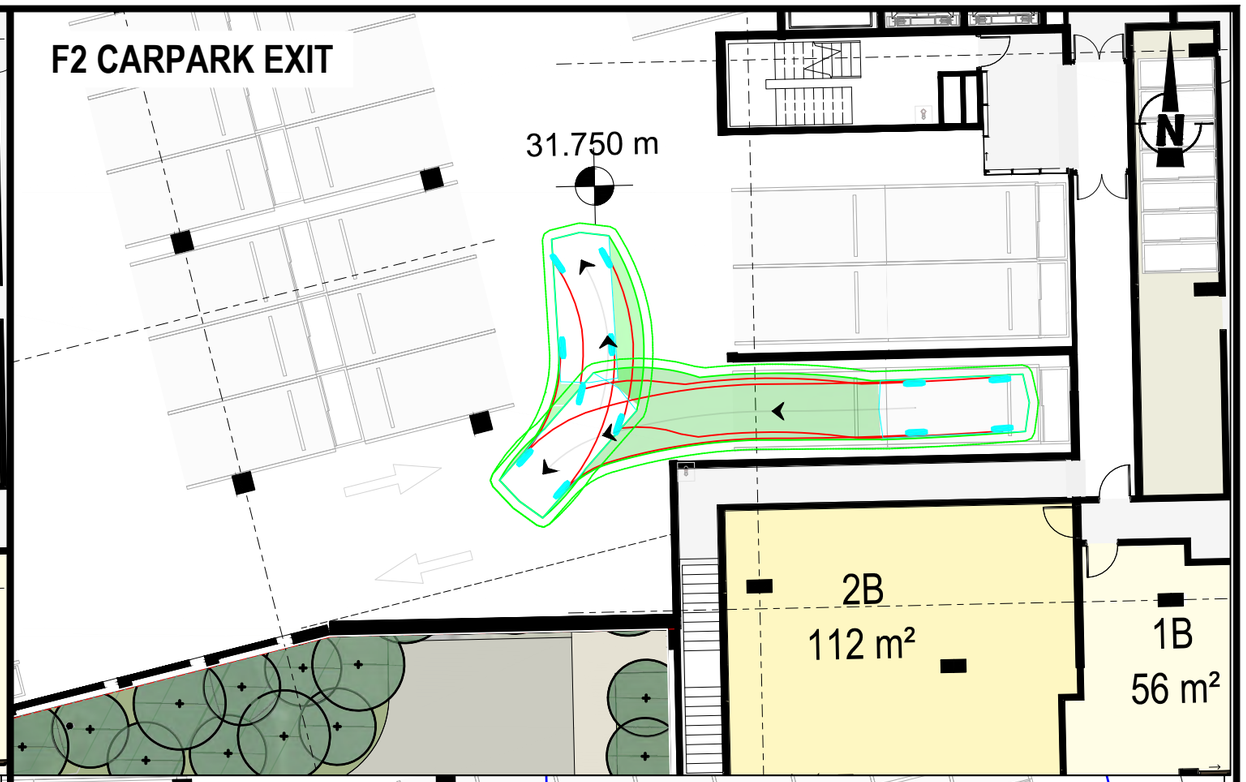
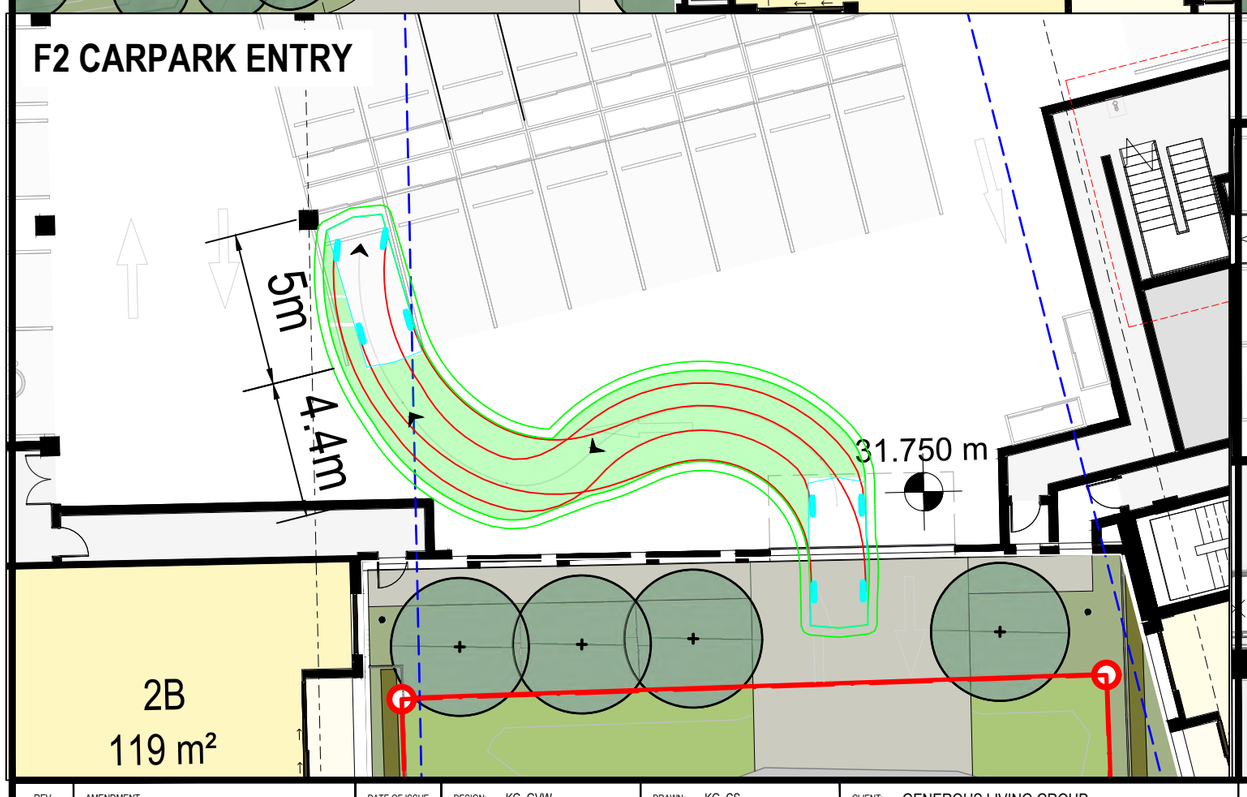
## F2 CARPARK ENTRY



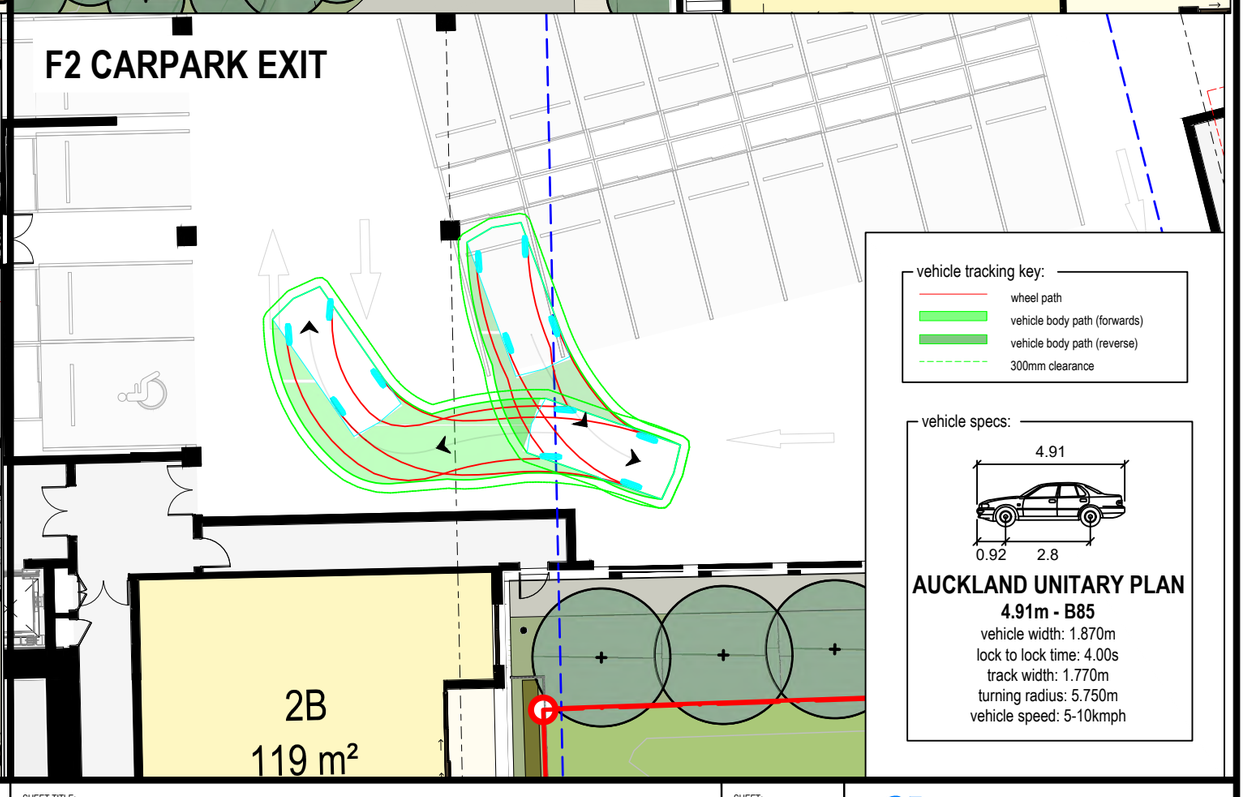

## F2 CARPARK EXIT




## F2 CARPARK ENTRY




## F2 CARPARK EXIT




vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:




**AUCKLAND UNITARY PLAN**
**4.91m - B85**
vehicle width: 1.870m
lock to lock time: 4.00s
track width: 1.770m
turning radius: 5.750m
vehicle speed: 5-10kmph

| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 20m
1:500 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
F2 CARPARK TRACKING

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 07 of 22
REV: A

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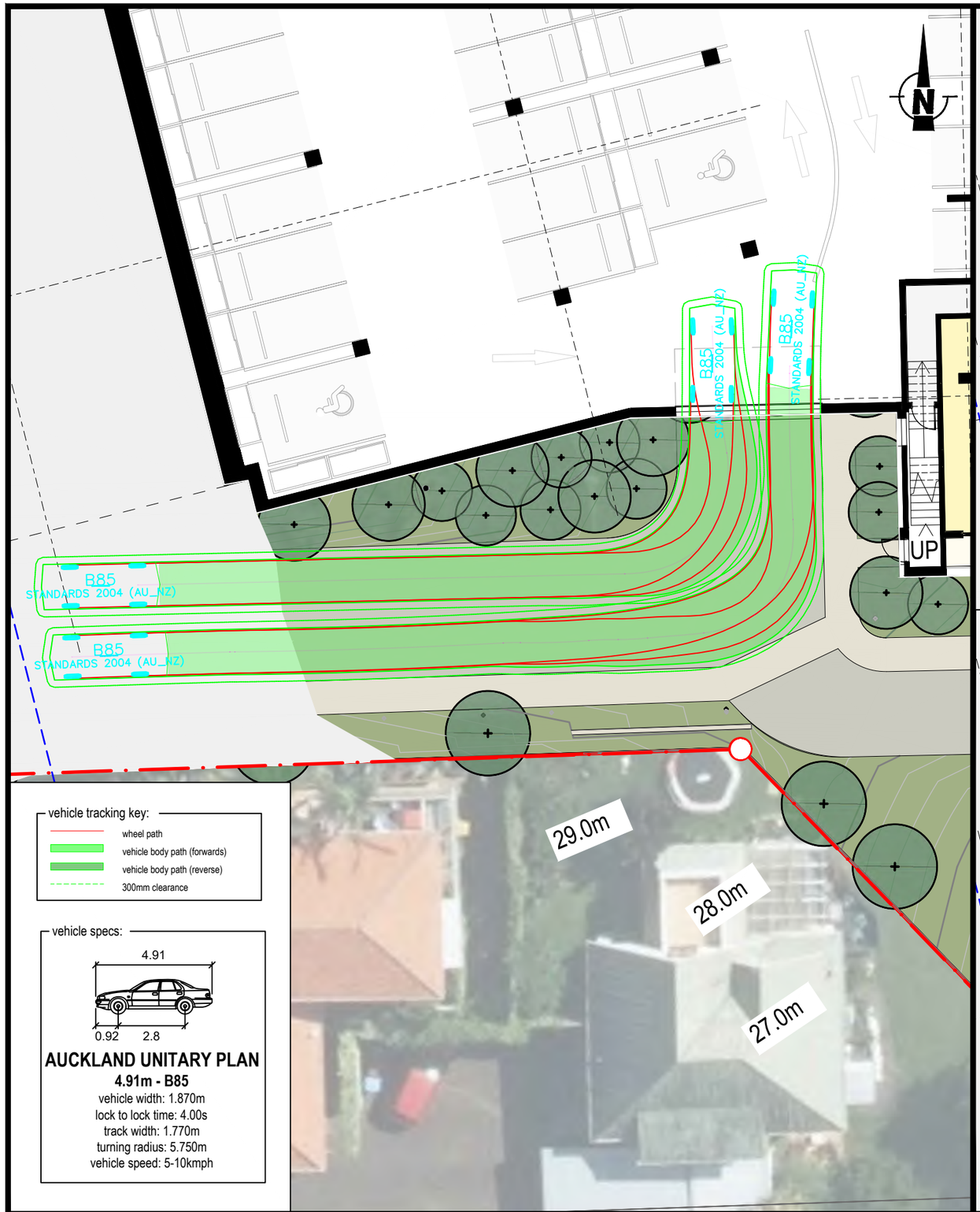


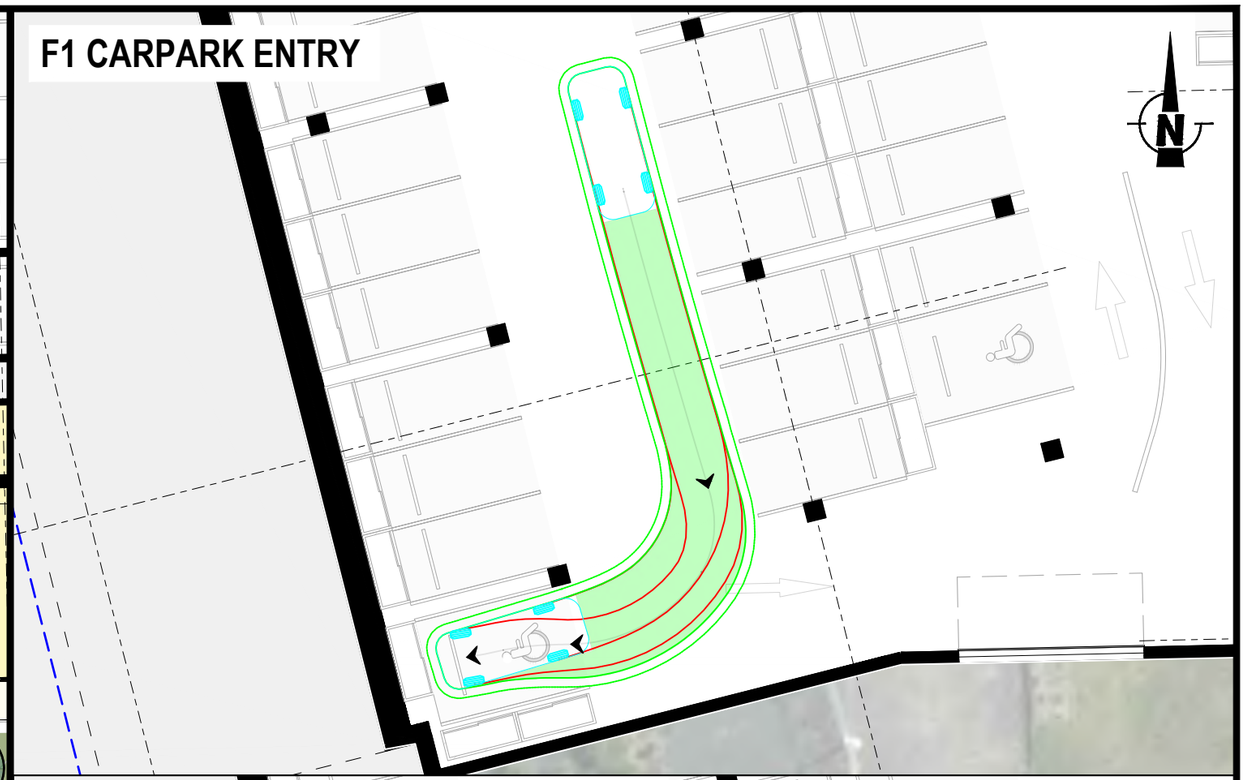

vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:

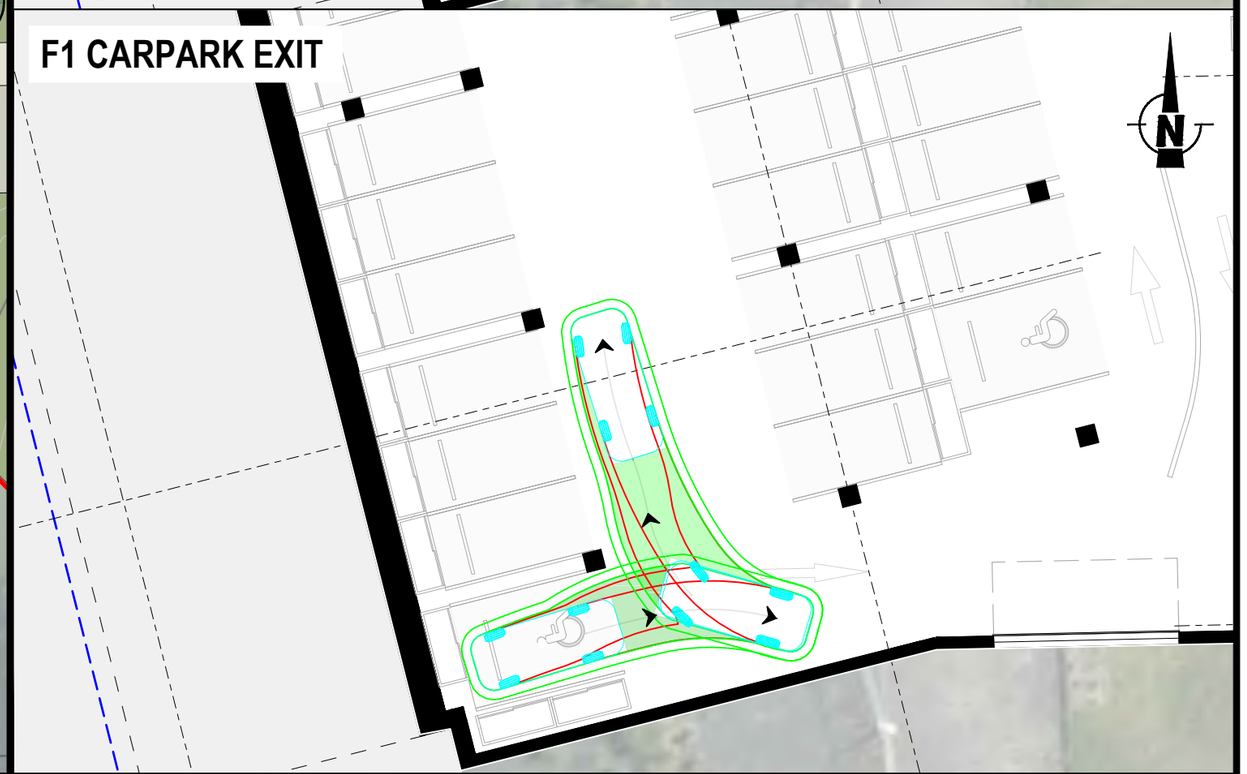



**AUCKLAND UNITARY PLAN**
**4.91m - B85**
vehicle width: 1.870m
lock to lock time: 4.00s
track width: 1.770m
turning radius: 5.750m
vehicle speed: 5-10kmph

## F1 CARPARK ENTRY



## F1 CARPARK EXIT



| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW
DRAWN: KG, CS
CHECKED: GVW
DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
F1 CARPARK TRACKING

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 08 of 22
REV: A

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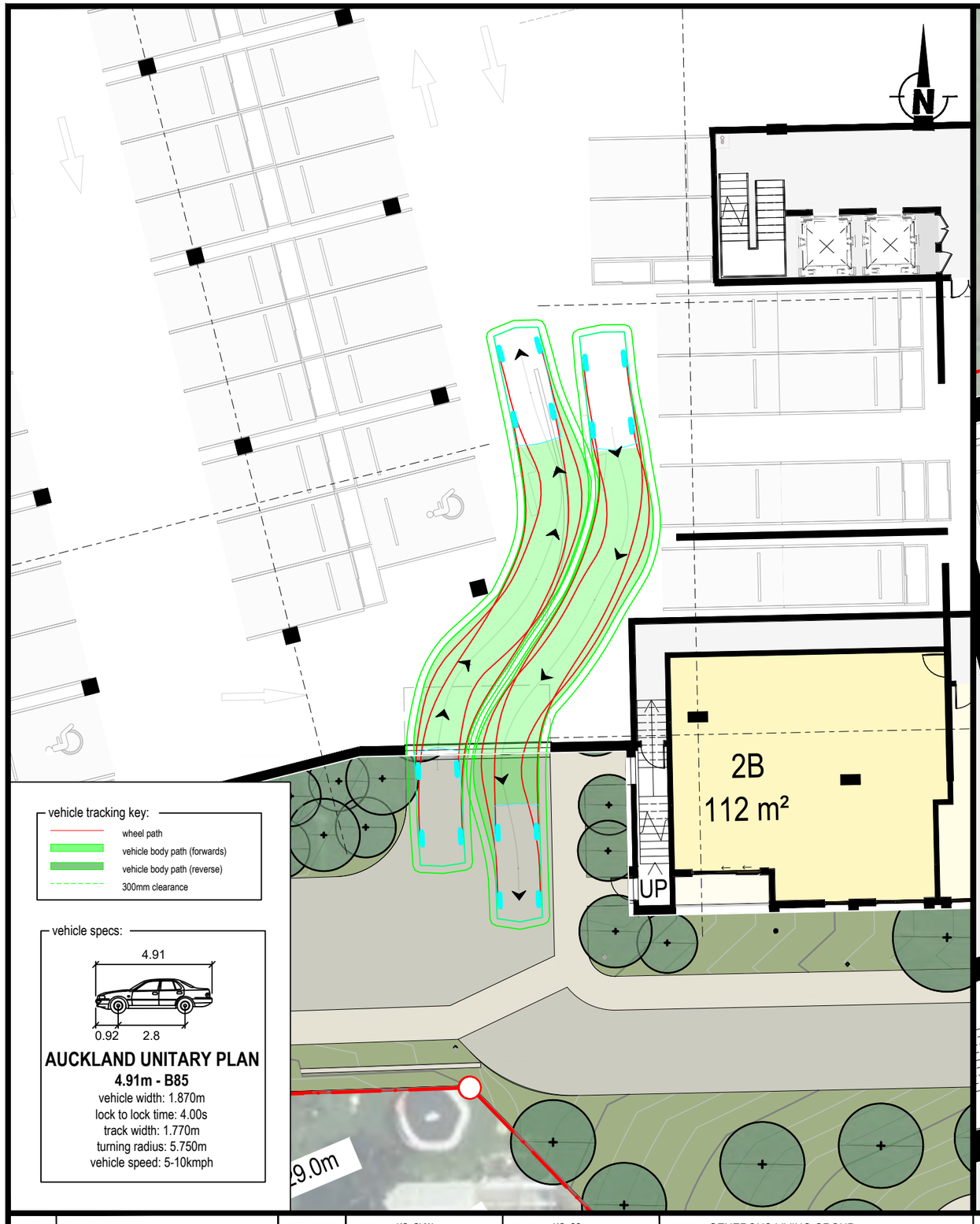


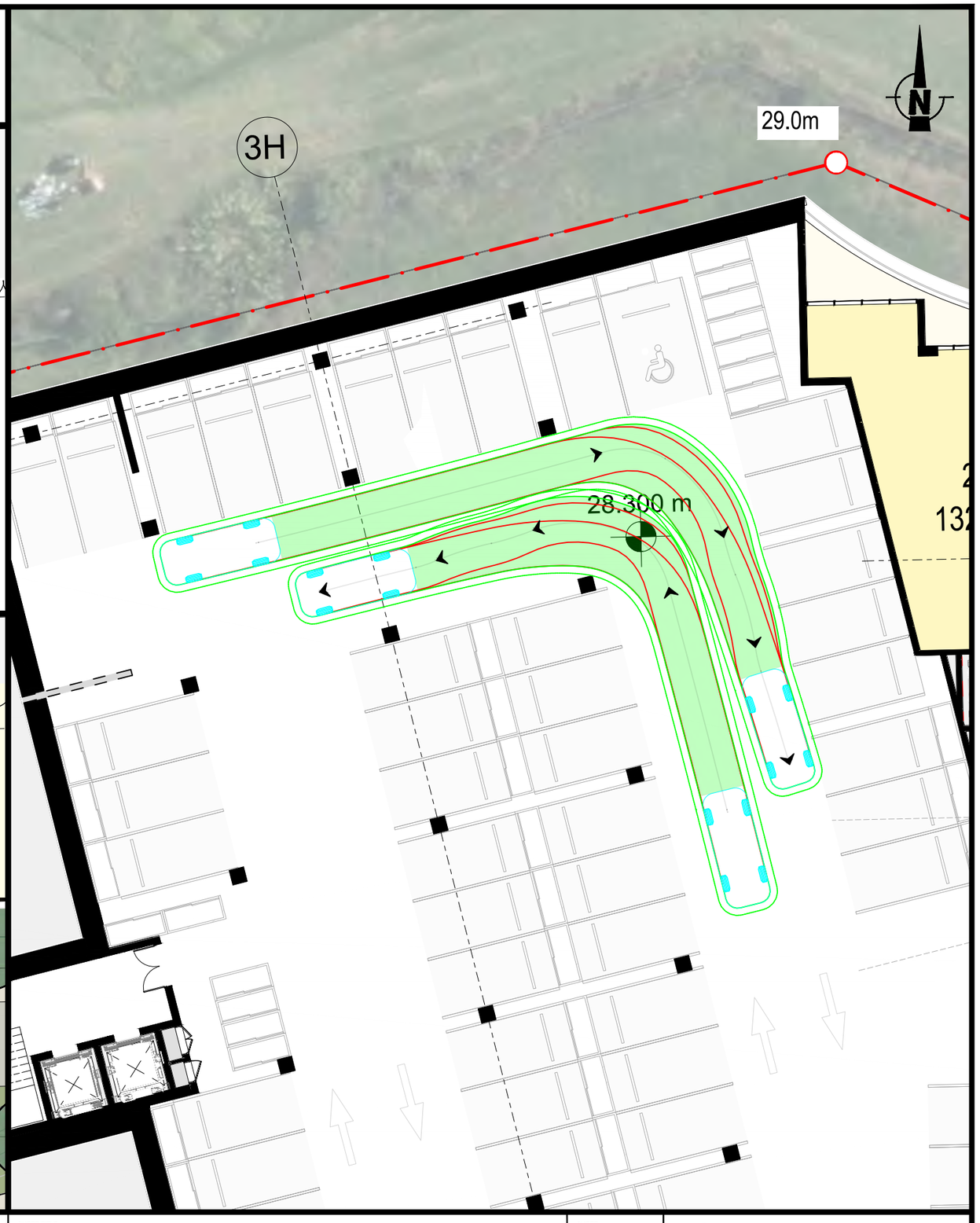


vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:




**AUCKLAND UNITARY PLAN**
**4.91m - B85**
vehicle width: 1.870m
lock to lock time: 4.00s
track width: 1.770m
turning radius: 5.750m
vehicle speed: 5-10kmph

| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
F1 CARPARK TRACKING

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 09 of 22
REV: A

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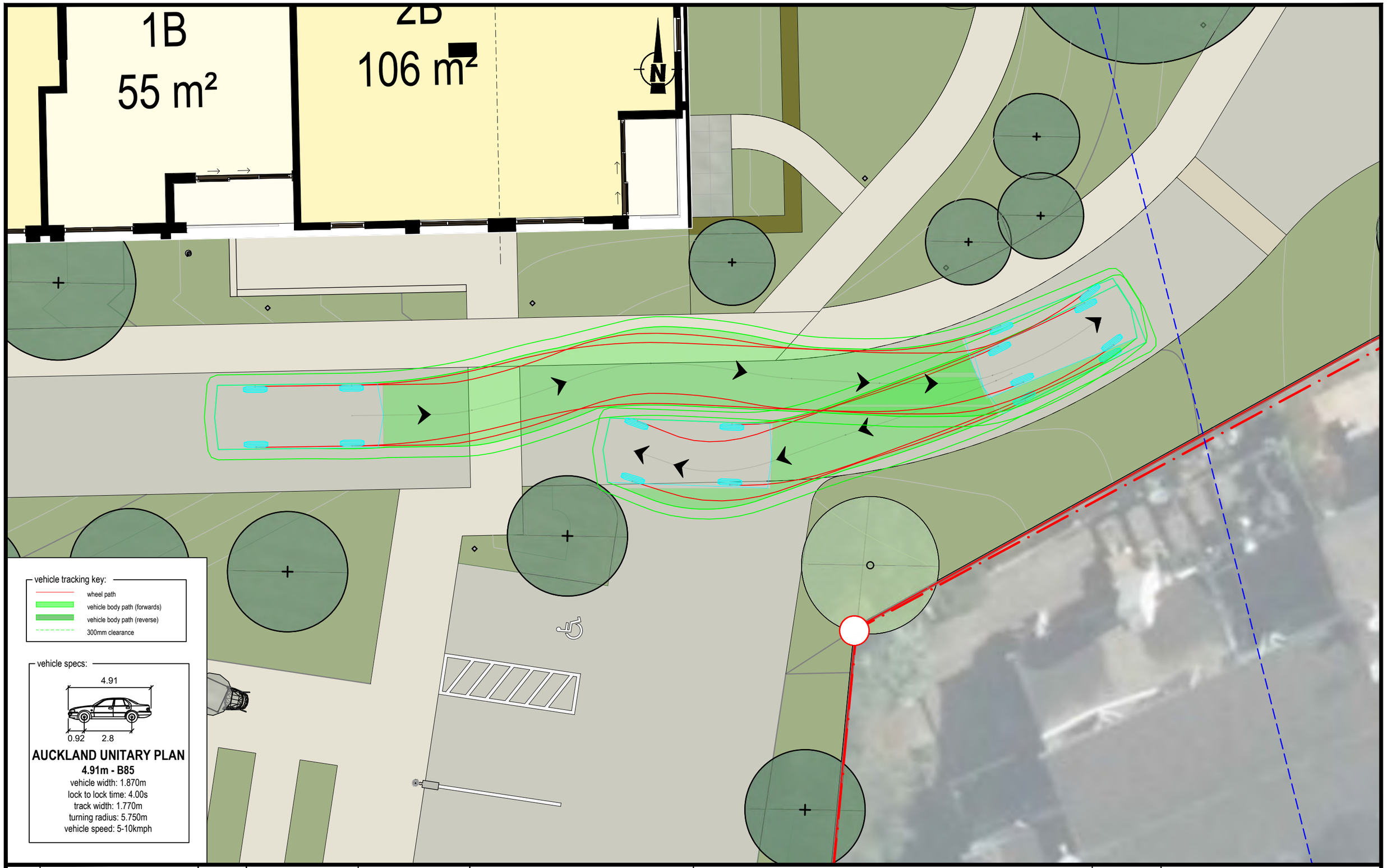


vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:




**AUCKLAND UNITARY PLAN**
**4.91m - B85**
vehicle width: 1.870m
lock to lock time: 4.00s
track width: 1.770m
turning radius: 5.750m
vehicle speed: 5-10kmph

| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 4m
1:100 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS SOUTHERN OUTDOOR CARPARK

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 10 of 22

REV: A

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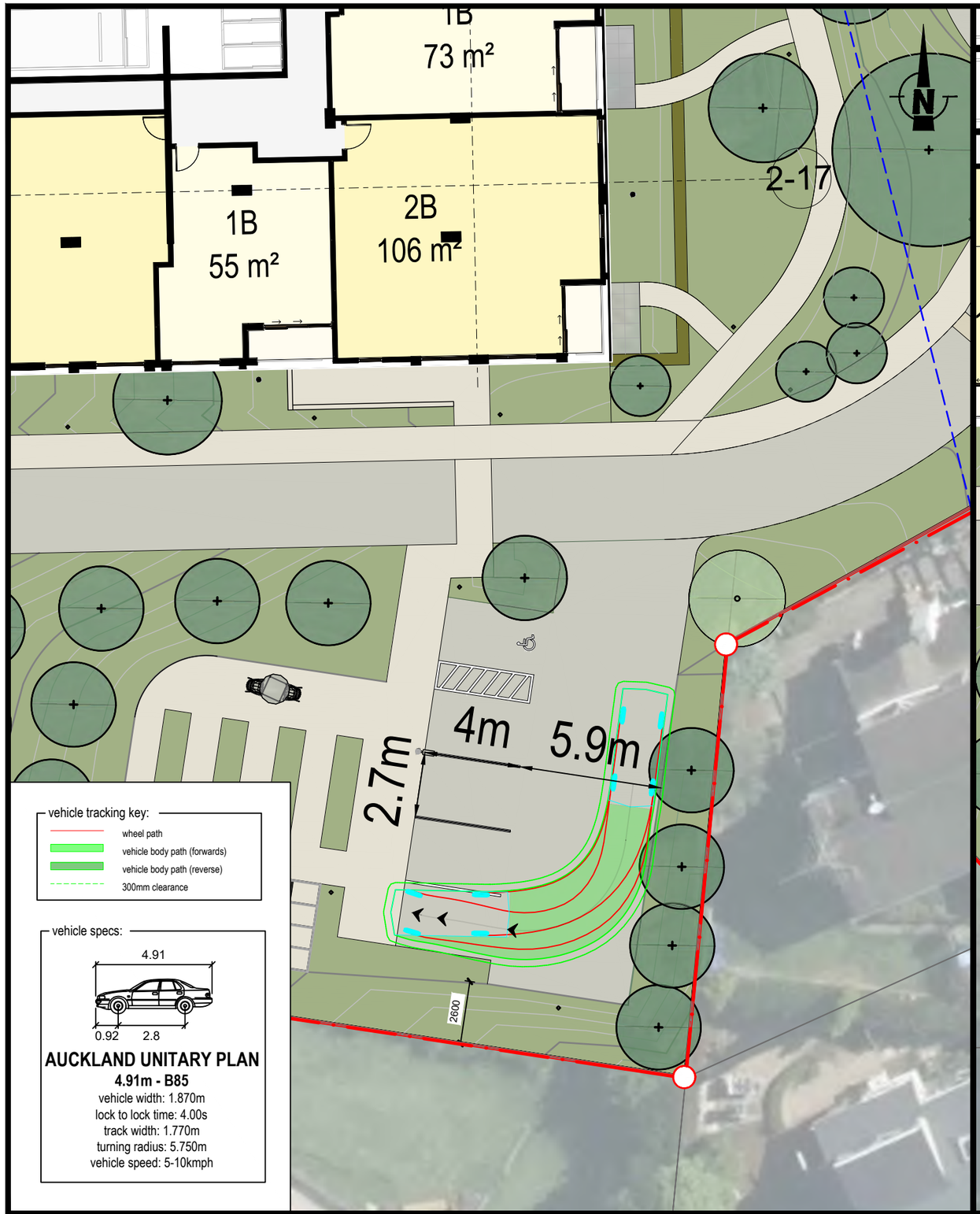


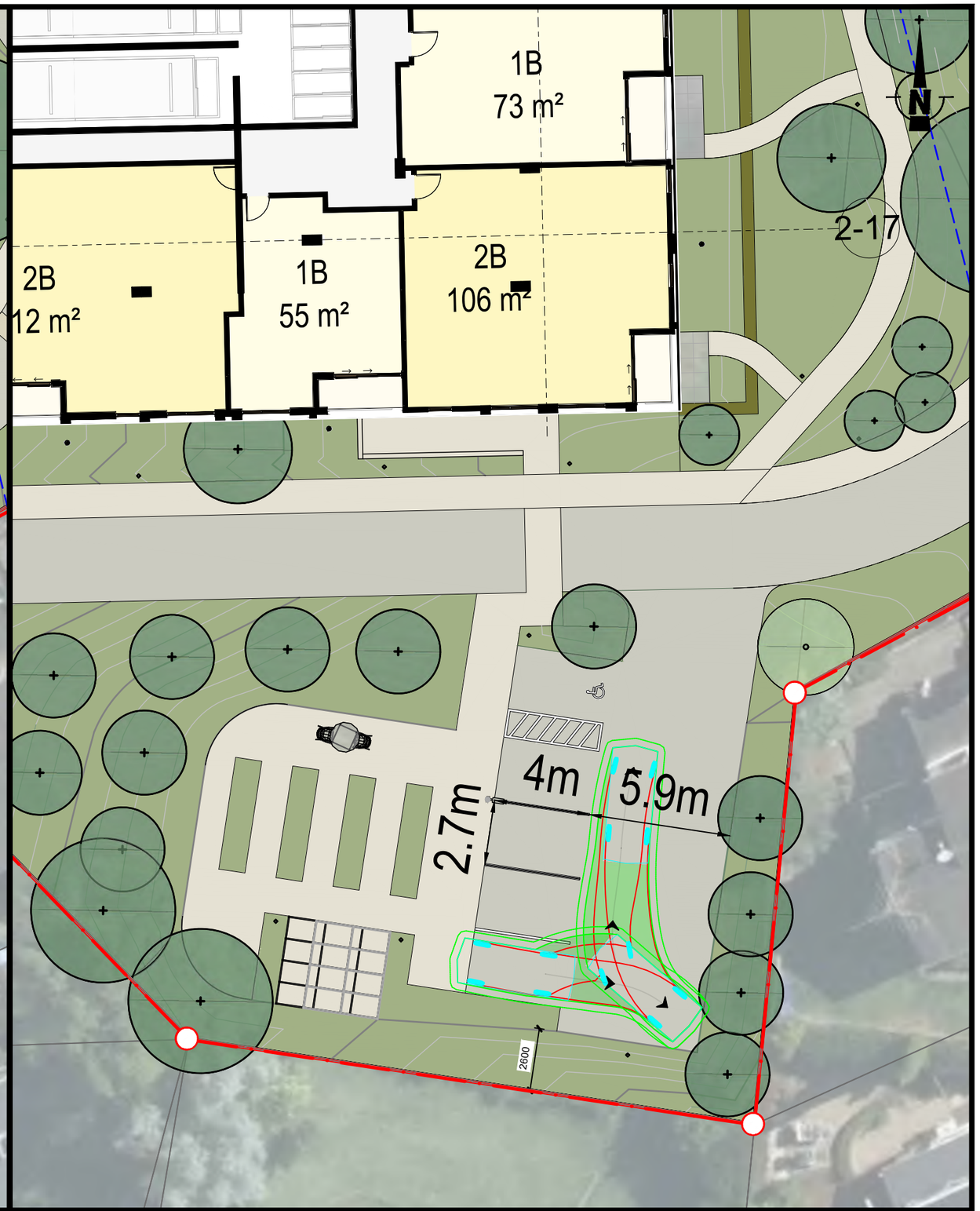


vehicle tracking key:

- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:




**AUCKLAND UNITARY PLAN**

**4.91m - B85**

vehicle width: 1.870m
lock to lock time: 4.00s
track width: 1.770m
turning radius: 5.750m
vehicle speed: 5-10kmph

| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
SOUTHERN OUTDOOR CARPARK

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 11 of 22
REV: A

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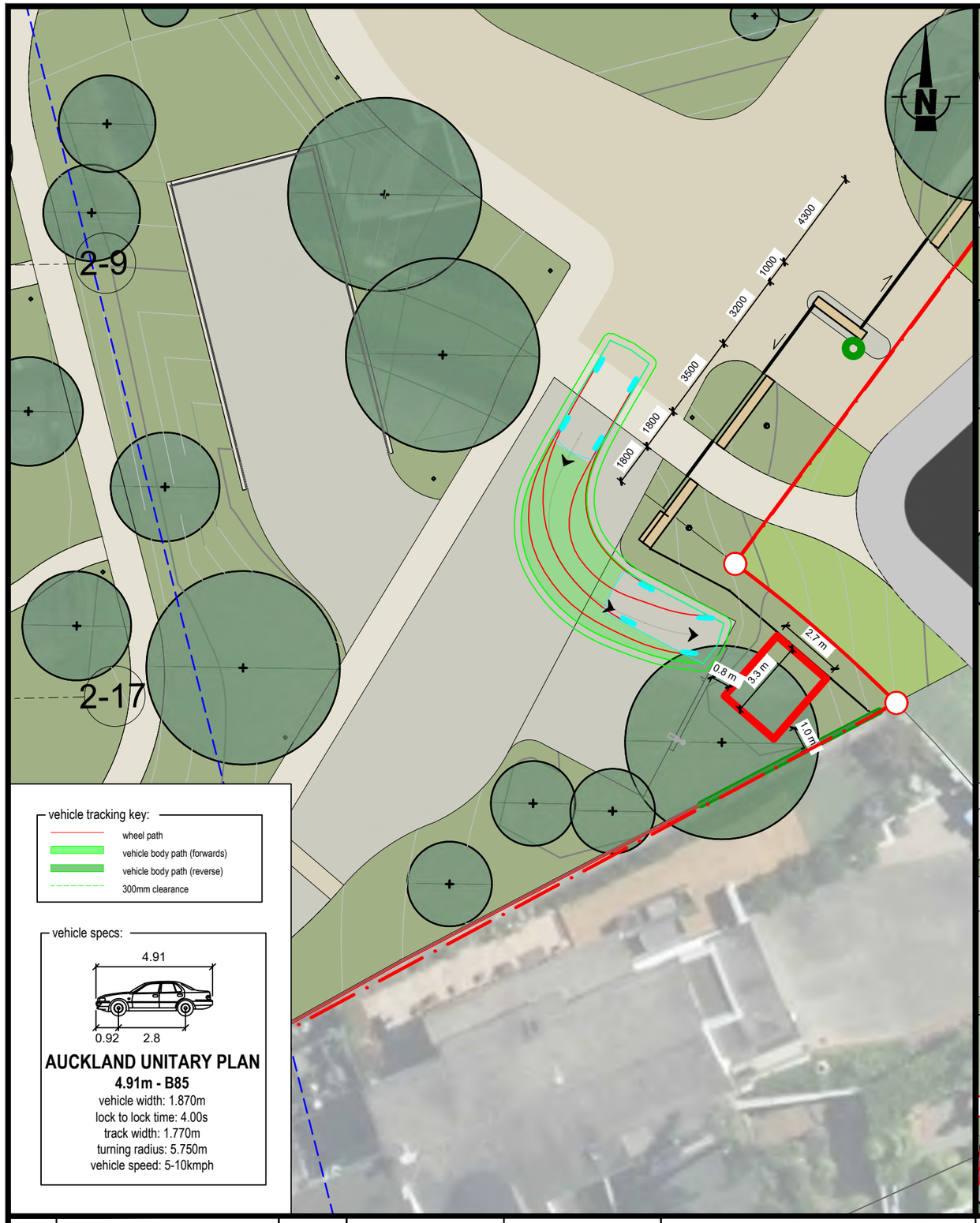


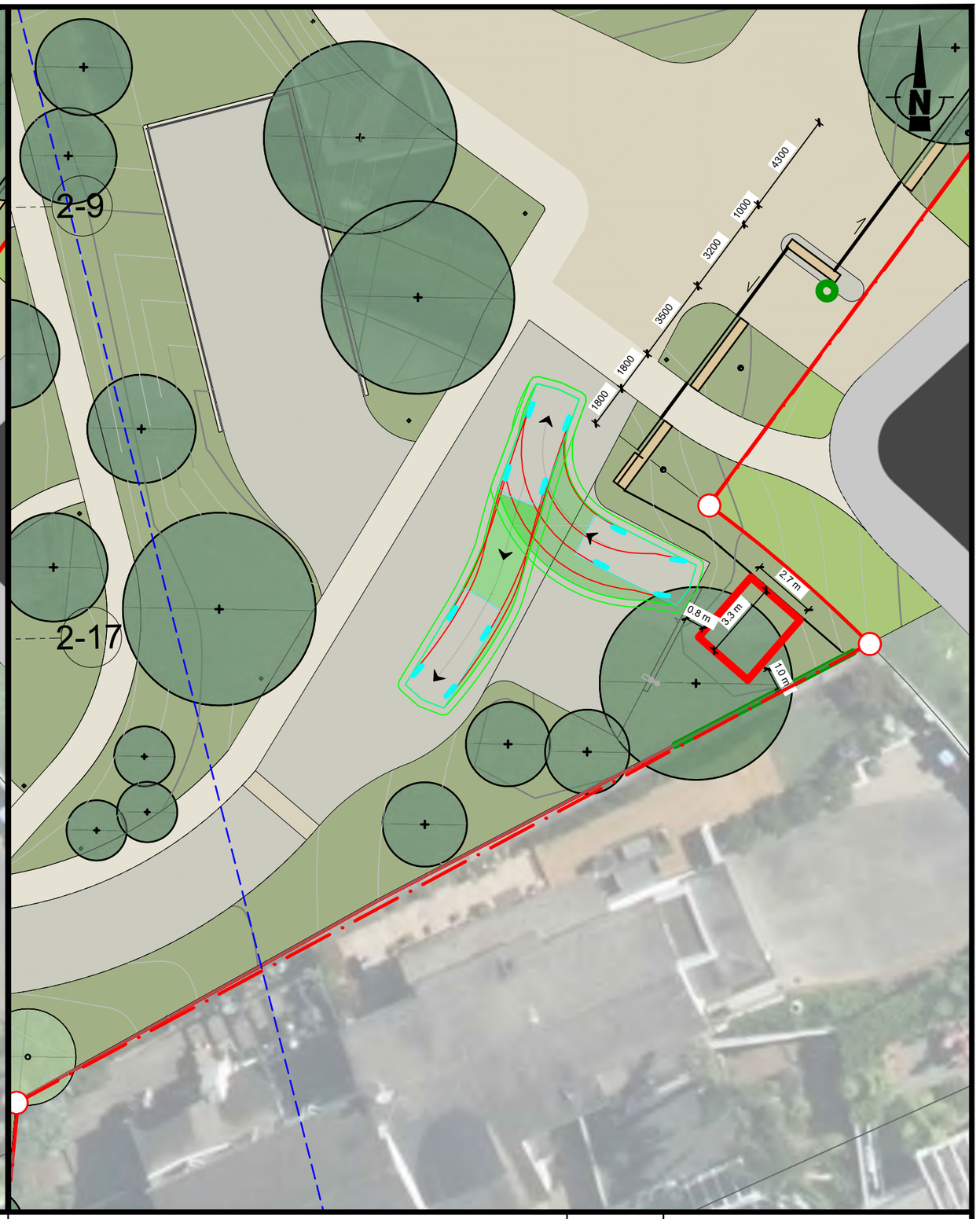


vehicle tracking key:

- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:




**AUCKLAND UNITARY PLAN**

**4.91m - B85**

vehicle width: 1.870m
lock to lock time: 4.00s
track width: 1.770m
turning radius: 5.750m
vehicle speed: 5-10kmph

| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
SOUTHERN OUTDOOR CARPARK

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 12 of 22

REV: A

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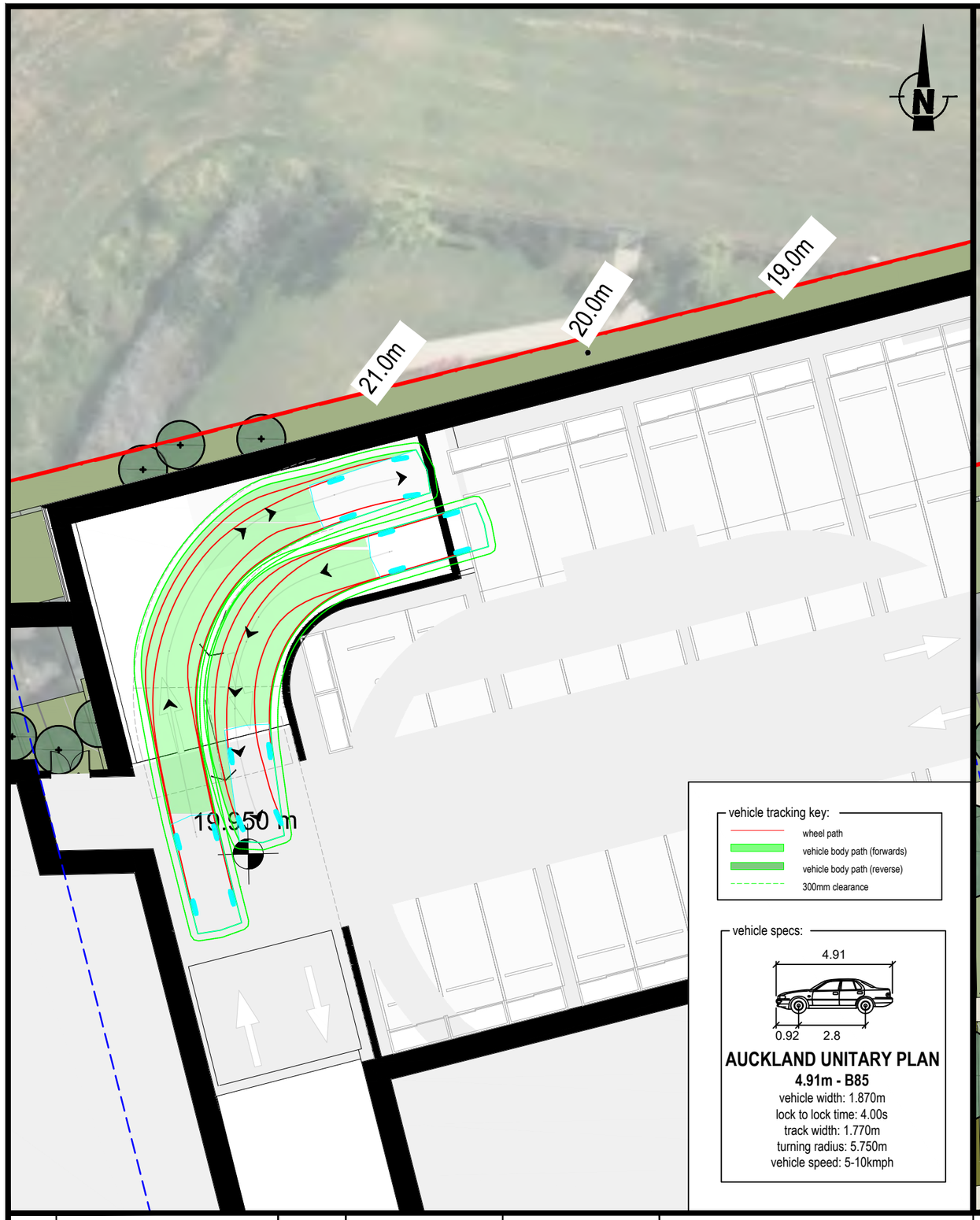


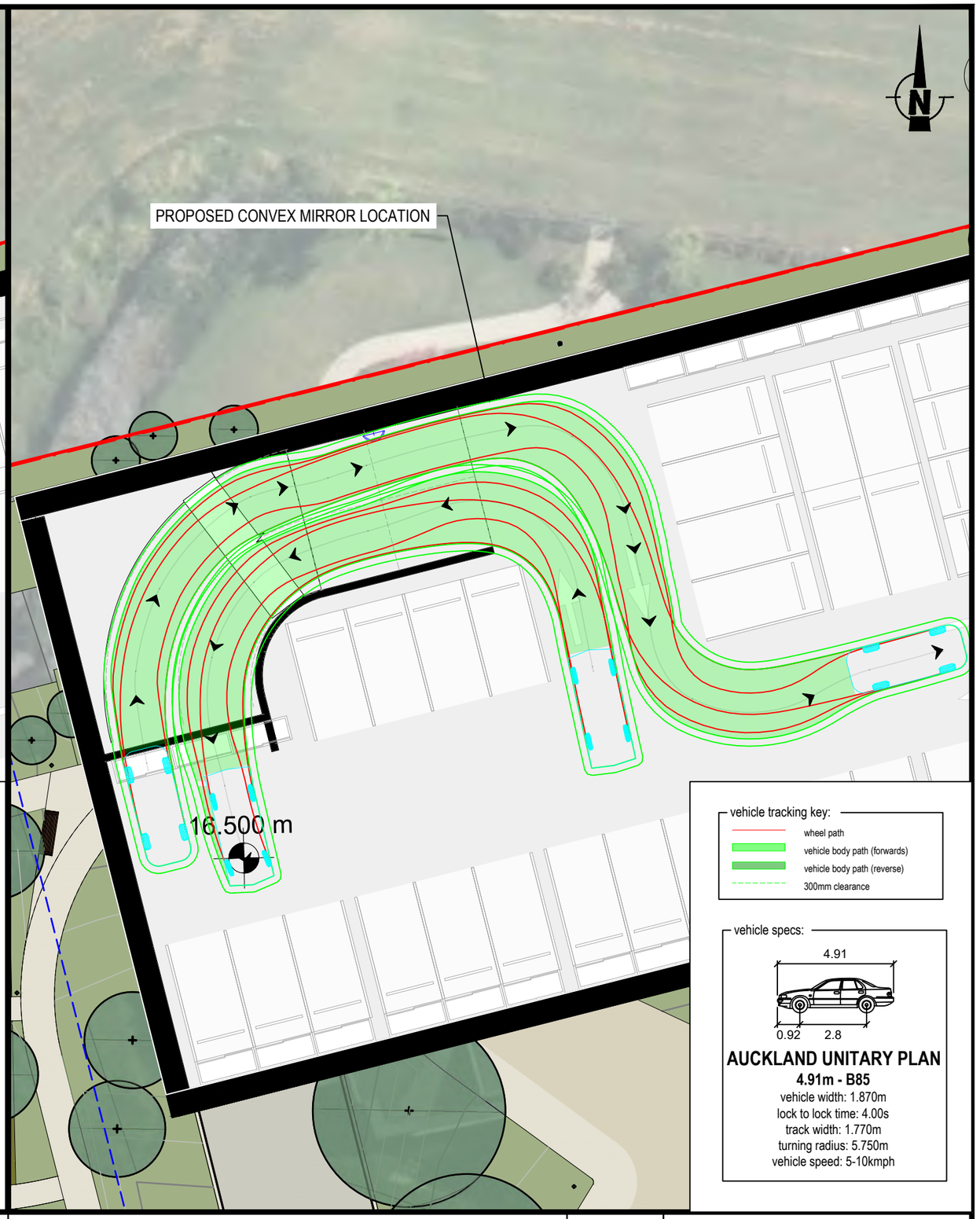


| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |
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DESIGN: KG, GVW
DRAWN: KG, CS
CHECKED: GVW
DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
B1 & B2 RAMP TRACKING

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 13 of 22
REV: A

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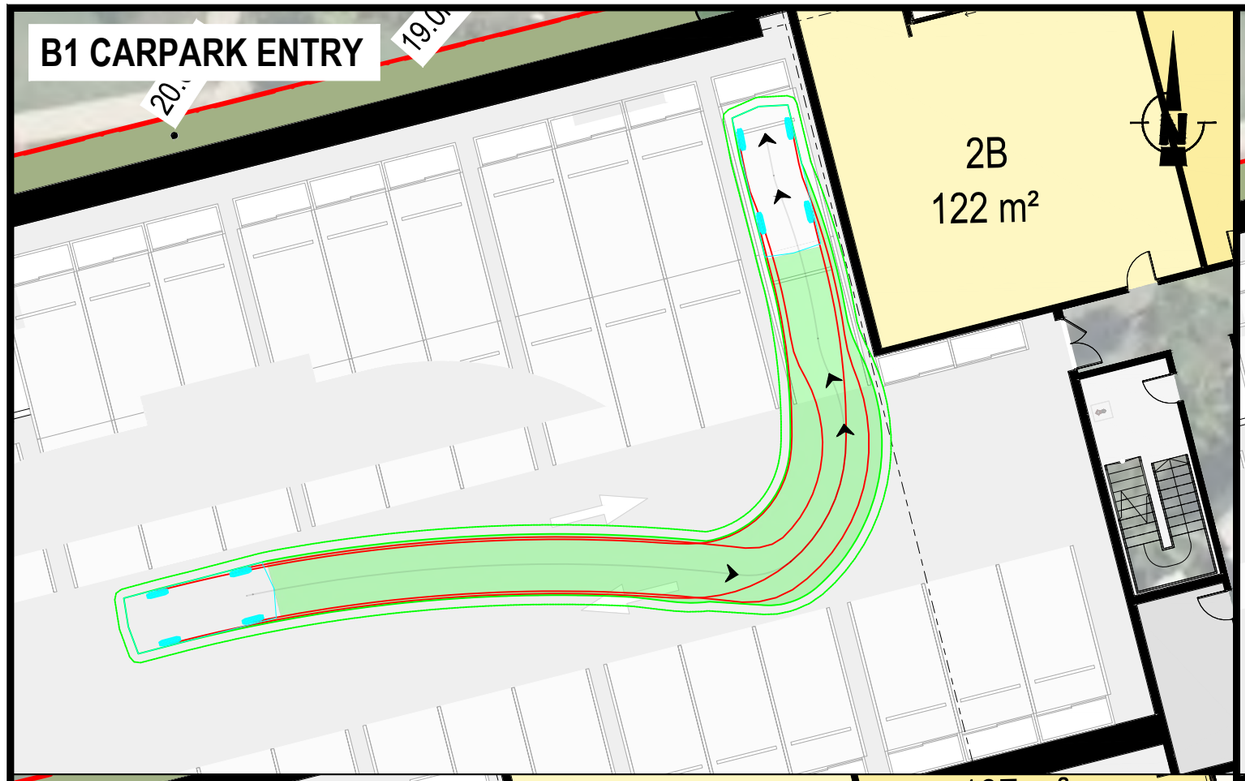


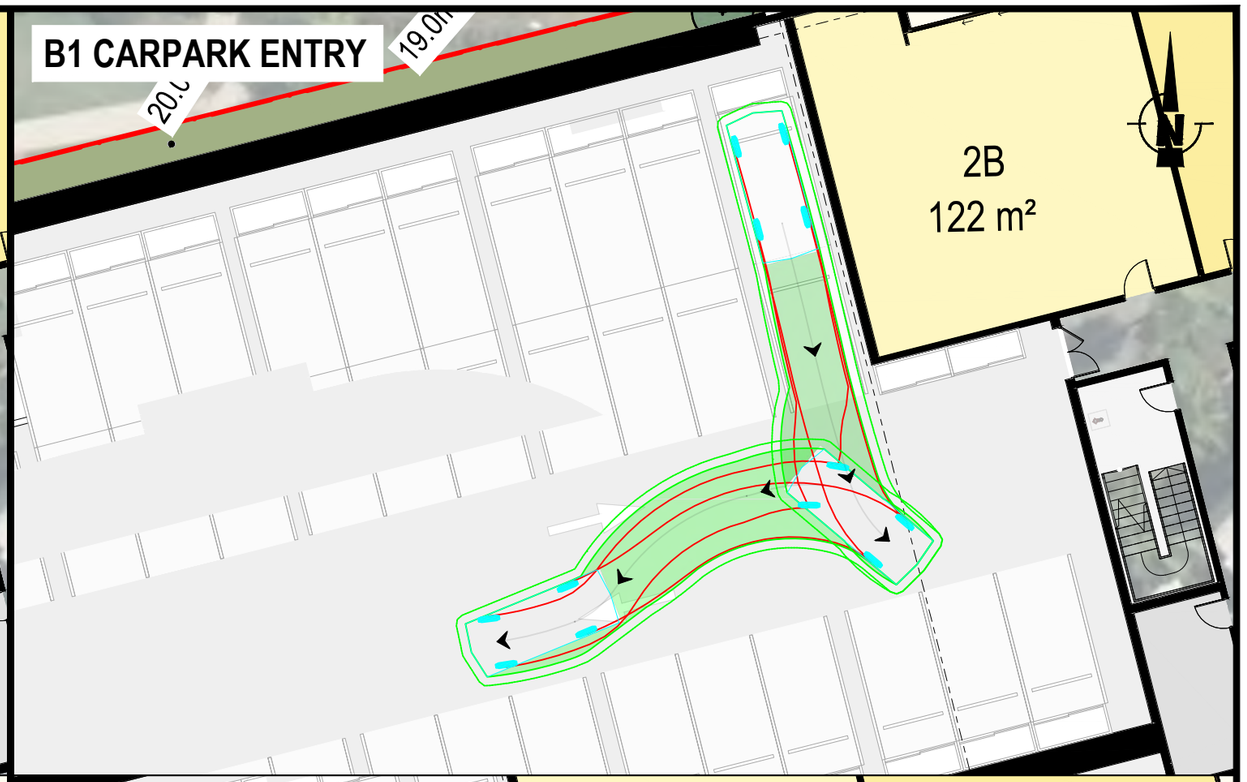


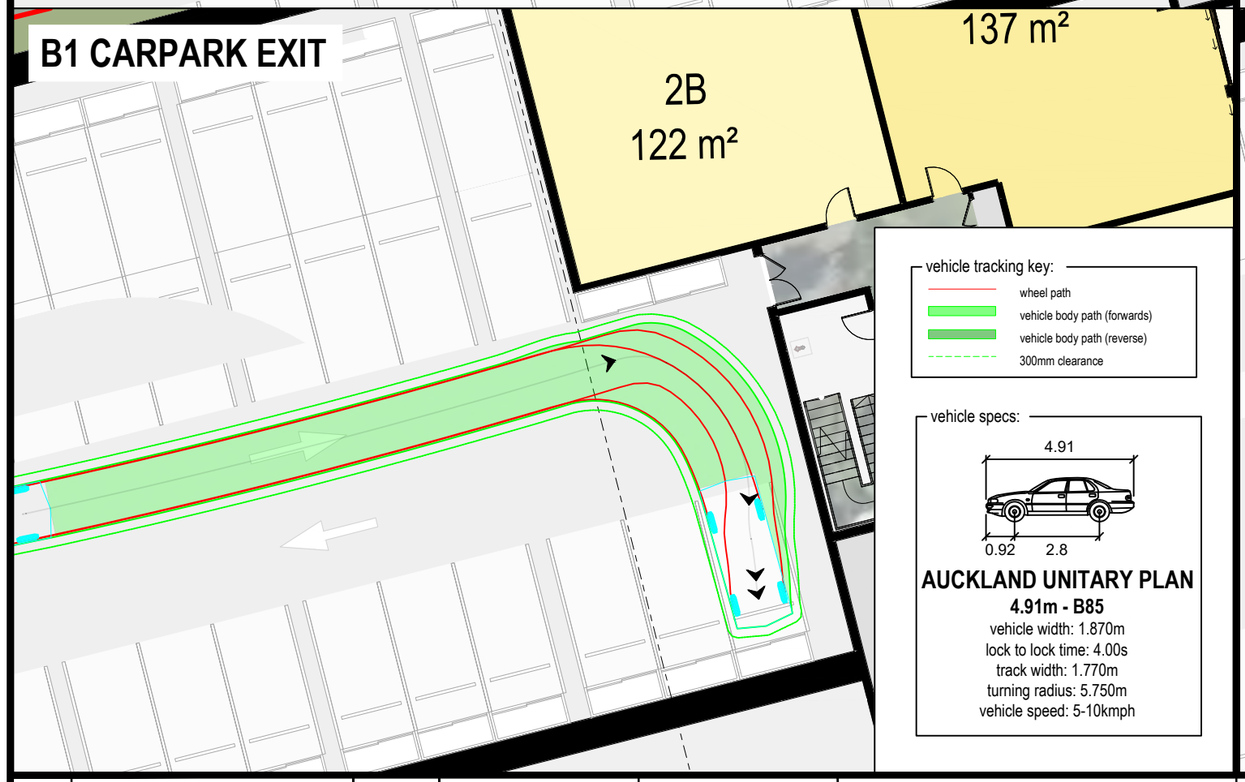


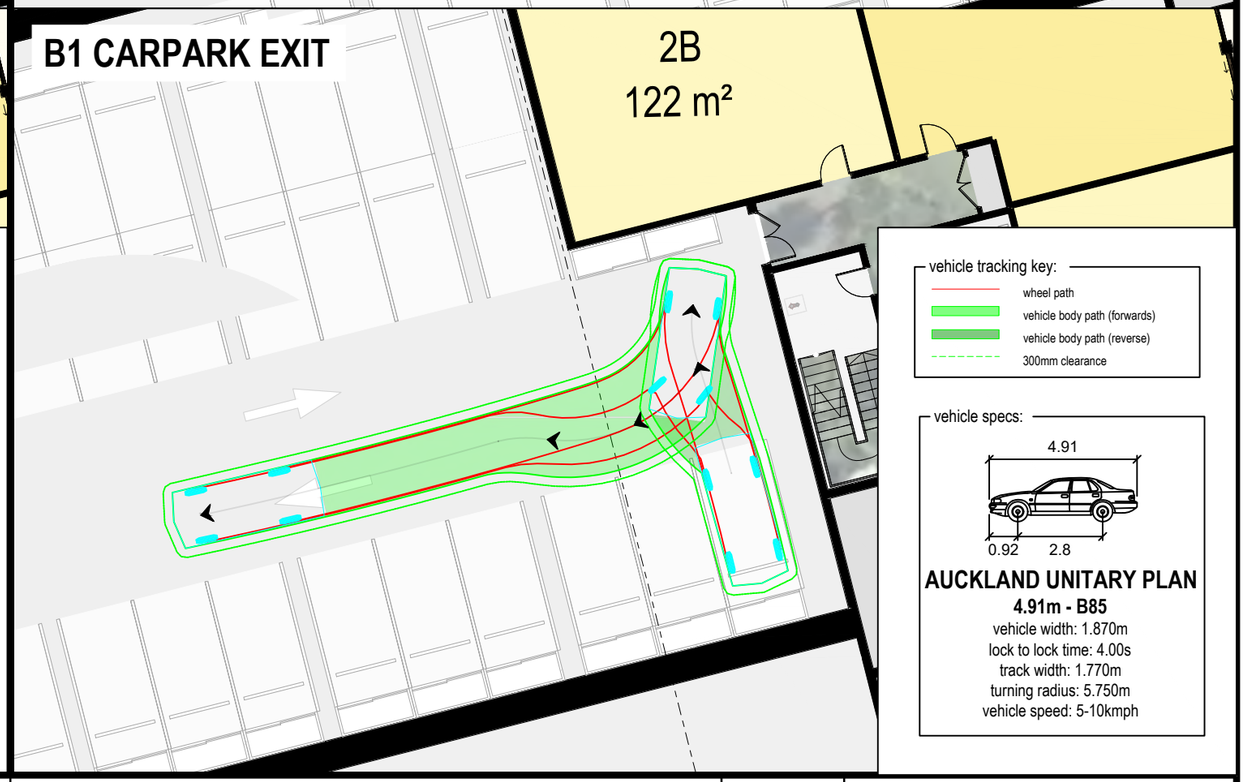


| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
B1 CARPARK TRACKING

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 14 of 22
REV: A

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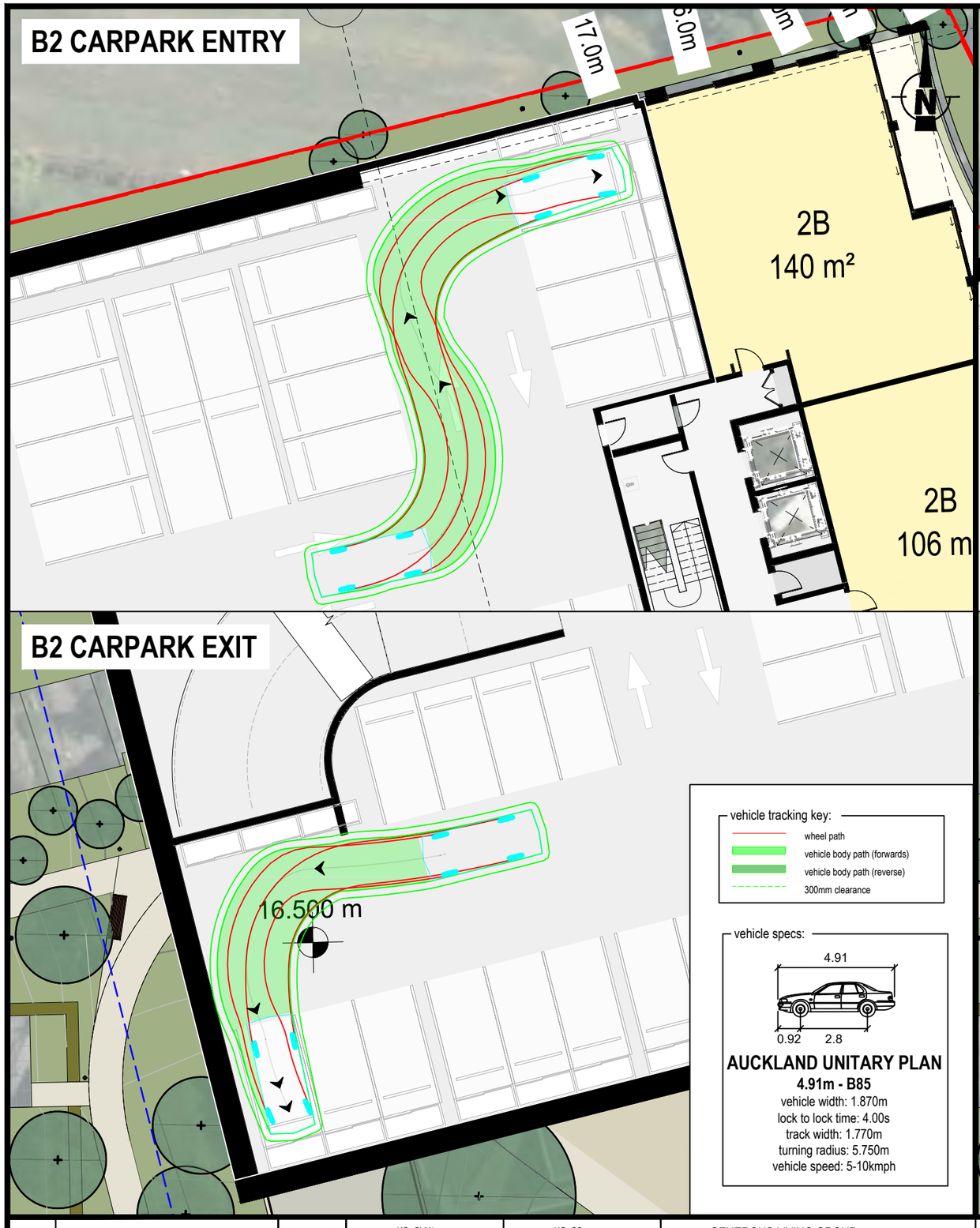


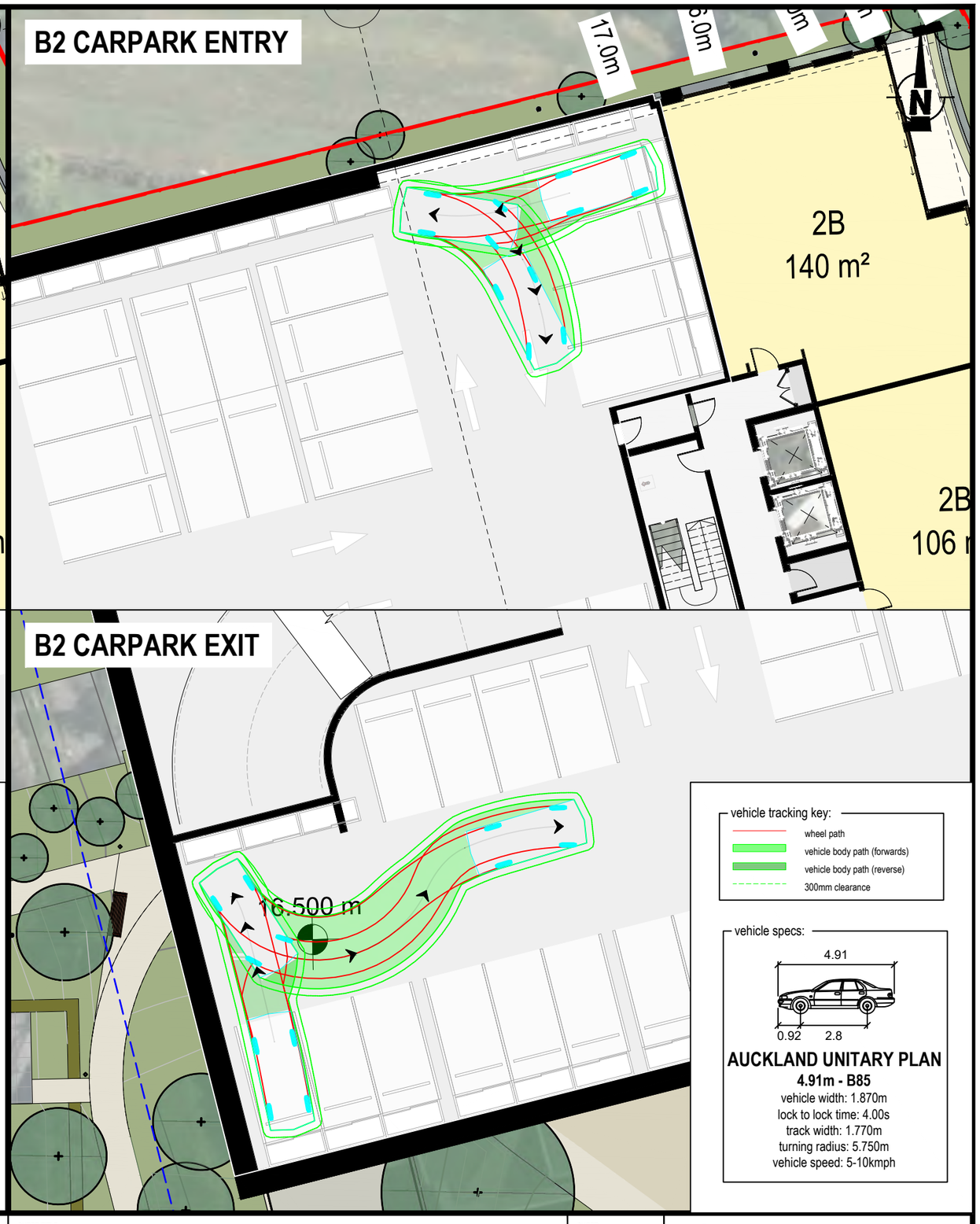


| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
B2 CARPARK TRACKING

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 15 of 22
REV: A

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vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:

**AT SPECIAL VEHICLES**

**10.7m - Fire Truck - Rotary Ladder Truck**

vehicle width: 2.550m
lock to lock time: 6.00s
track width: 2.550m
Max Steering Angle (Virtual): 49.70°
vehicle speed: 5-10kmph

| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |
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DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
FIRE TRUCK ACCESS

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 16 of 22

REV: A

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vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 500mm clearance

vehicle specs:




**RUBBISH DIRECT**
**6.5m - Rubbish Truck - Rear Load**
vehicle width: 2.043m
lock to lock time: 6.00s
track width: 2.043m
turning radius: 7.100m
vehicle speed: 5-10kmph

| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
6.5m RUBBISH TRUCK ACCESS

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 17 of 22
REV: A

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vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 500mm clearance

vehicle specs:




**RUBBISH DIRECT**
**6.5m - Rubbish Truck - Rear Load**
vehicle width: 2.043m
lock to lock time: 6.00s
track width: 2.043m
turning radius: 7.100m
vehicle speed: 5-10kmph

| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
6.5m RUBBISH TRUCK ACCESS

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 18 of 22
REV: A

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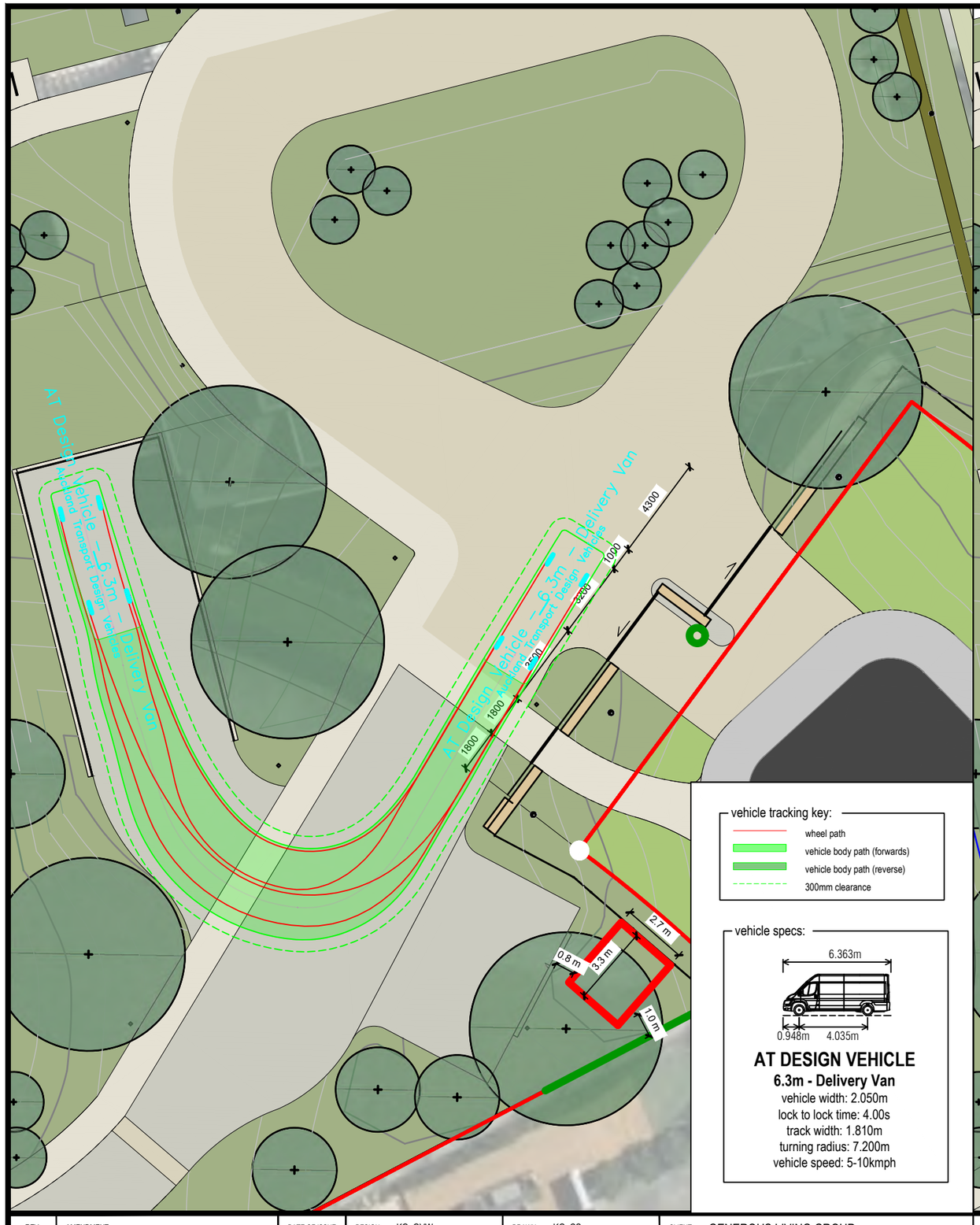
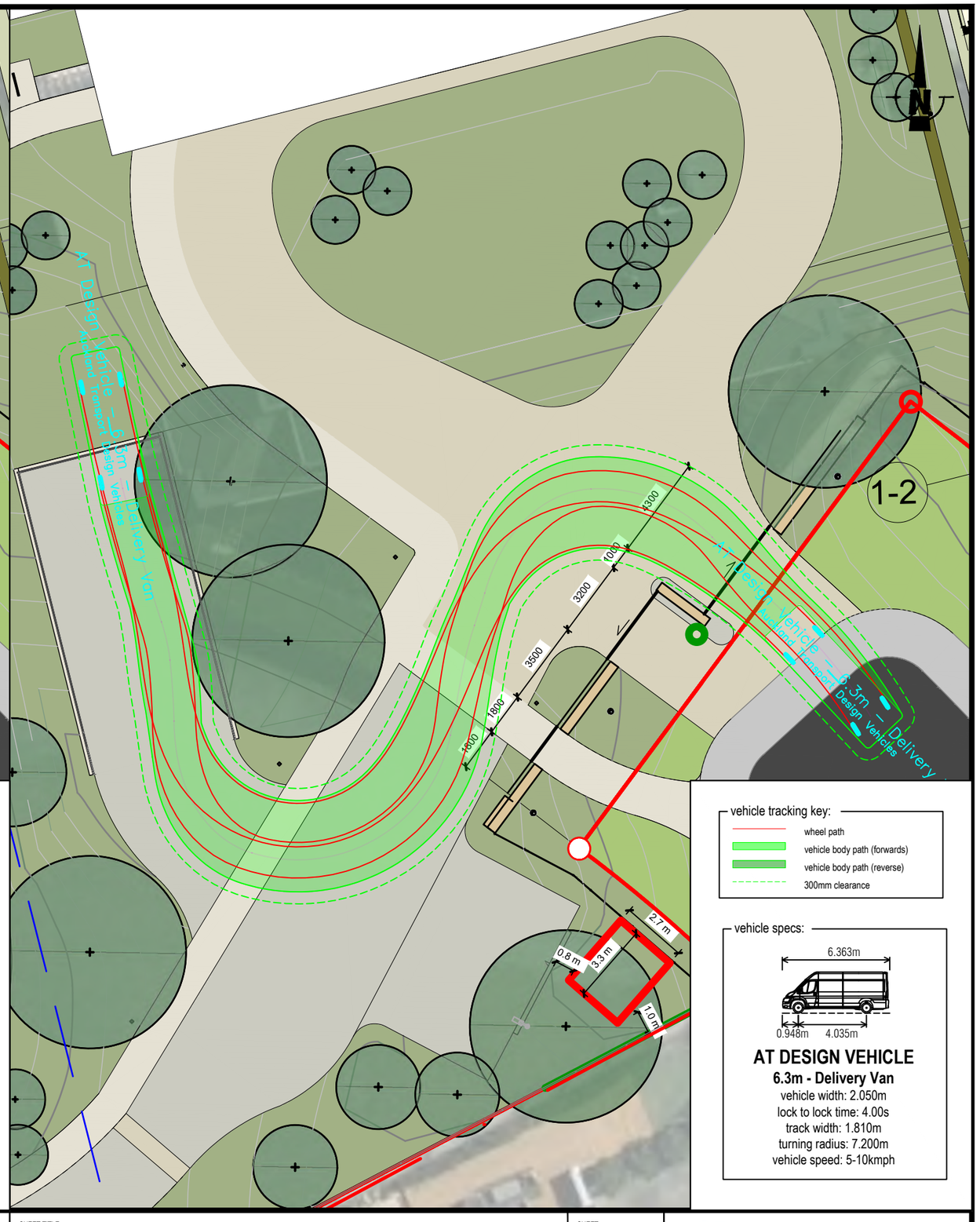



vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:




**AT DESIGN VEHICLE**
**6.3m - Delivery Van**
vehicle width: 2.050m
lock to lock time: 4.00s
track width: 1.810m
turning radius: 7.200m
vehicle speed: 5-10kmph




vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:




**AT DESIGN VEHICLE**
**6.3m - Delivery Van**
vehicle width: 2.050m
lock to lock time: 4.00s
track width: 1.810m
turning radius: 7.200m
vehicle speed: 5-10kmph

| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |
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DESIGN: KG, GVW
DRAWN: KG, CS
CHECKED: GVW
DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
B1 CARPARK ACCESS - 6.3m VAN

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 19 of 22
REV: A

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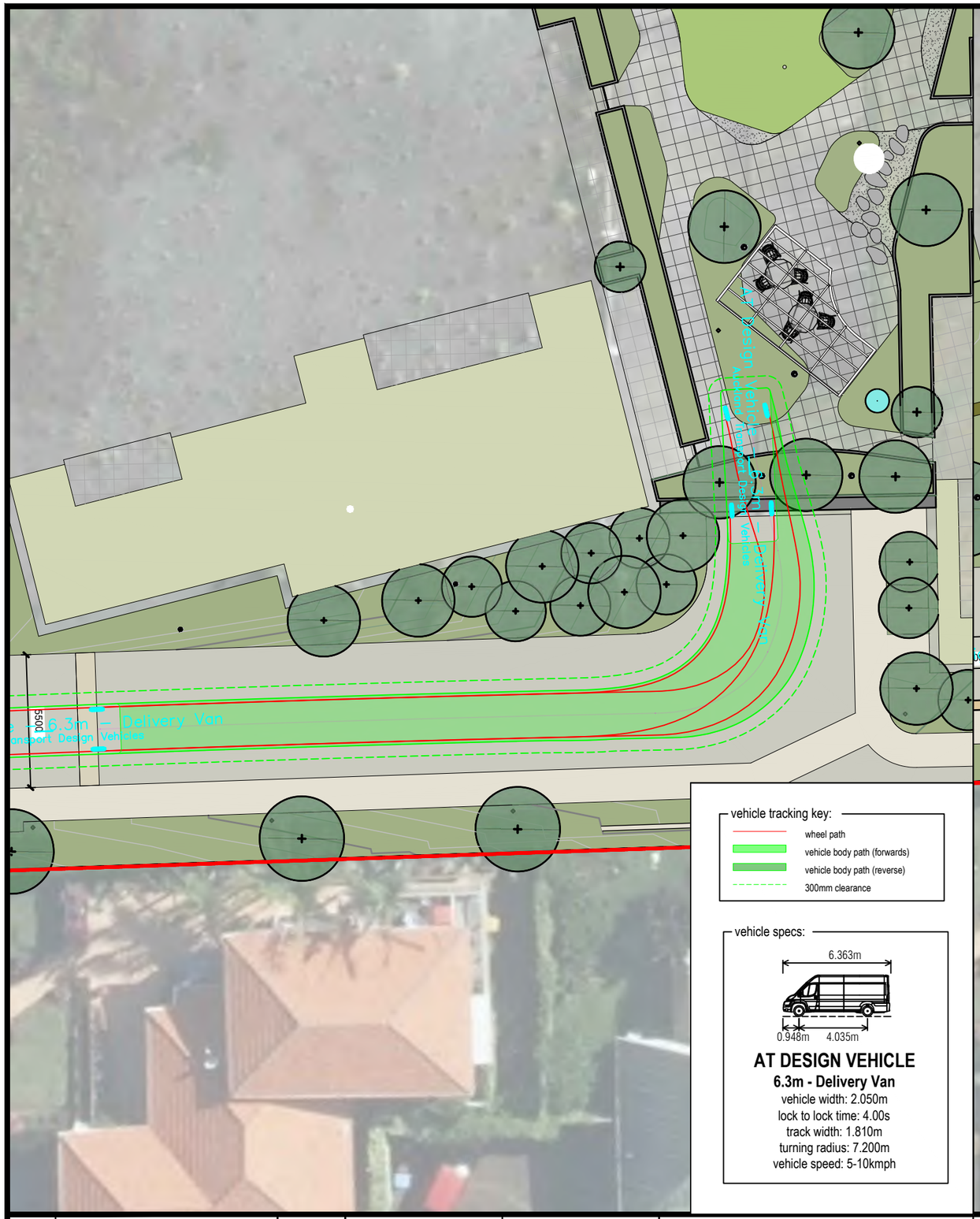
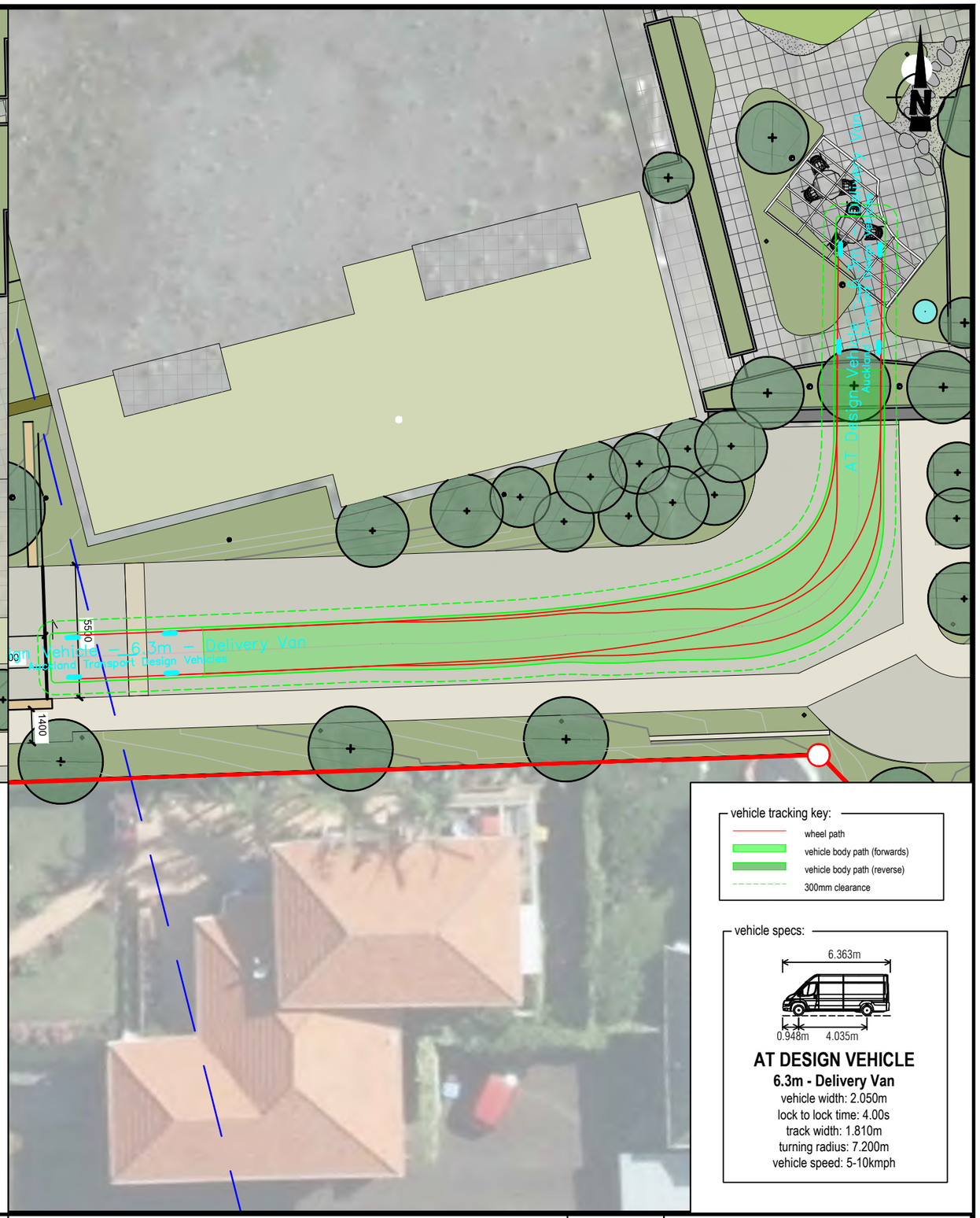



vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:




**AT DESIGN VEHICLE**
**6.3m - Delivery Van**
vehicle width: 2.050m
lock to lock time: 4.00s
track width: 1.810m
turning radius: 7.200m
vehicle speed: 5-10kmph




vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:




**AT DESIGN VEHICLE**
**6.3m - Delivery Van**
vehicle width: 2.050m
lock to lock time: 4.00s
track width: 1.810m
turning radius: 7.200m
vehicle speed: 5-10kmph

| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |
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DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025

SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE:
# VEHICLE TRACKING PLANS
# F1 CARPARK ACCESS - 6.3m VAN

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 20 of 22

REV: A

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TRANSPORTATION SPECIALISTS
Level 1, 11 Blake Street, Ponsonby, Auckland | PO Box 47497 Ponsonby
p 09 970 3820 | f 09 970 3890 | www.flownz.com


vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:




**AT DESIGN VEHICLE**

**6.3m - Delivery Van**

vehicle width: 2.050m
lock to lock time: 4.00s
track width: 1.810m
turning radius: 7.200m
vehicle speed: 5-10kmph

| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |
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DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
PORTE COCHERE ACCESS - 6.3m VAN

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 21 of 22
REV: A

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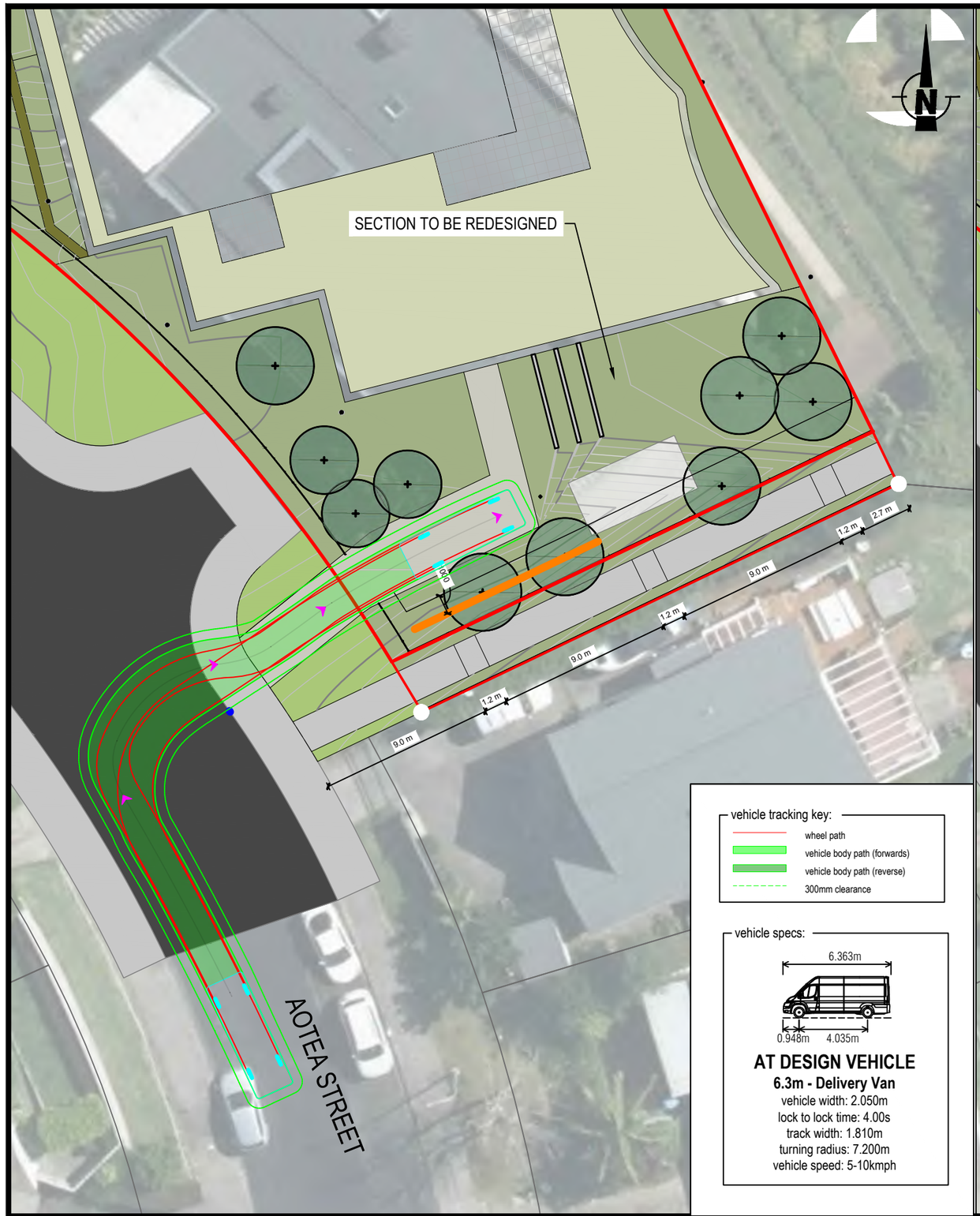



vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

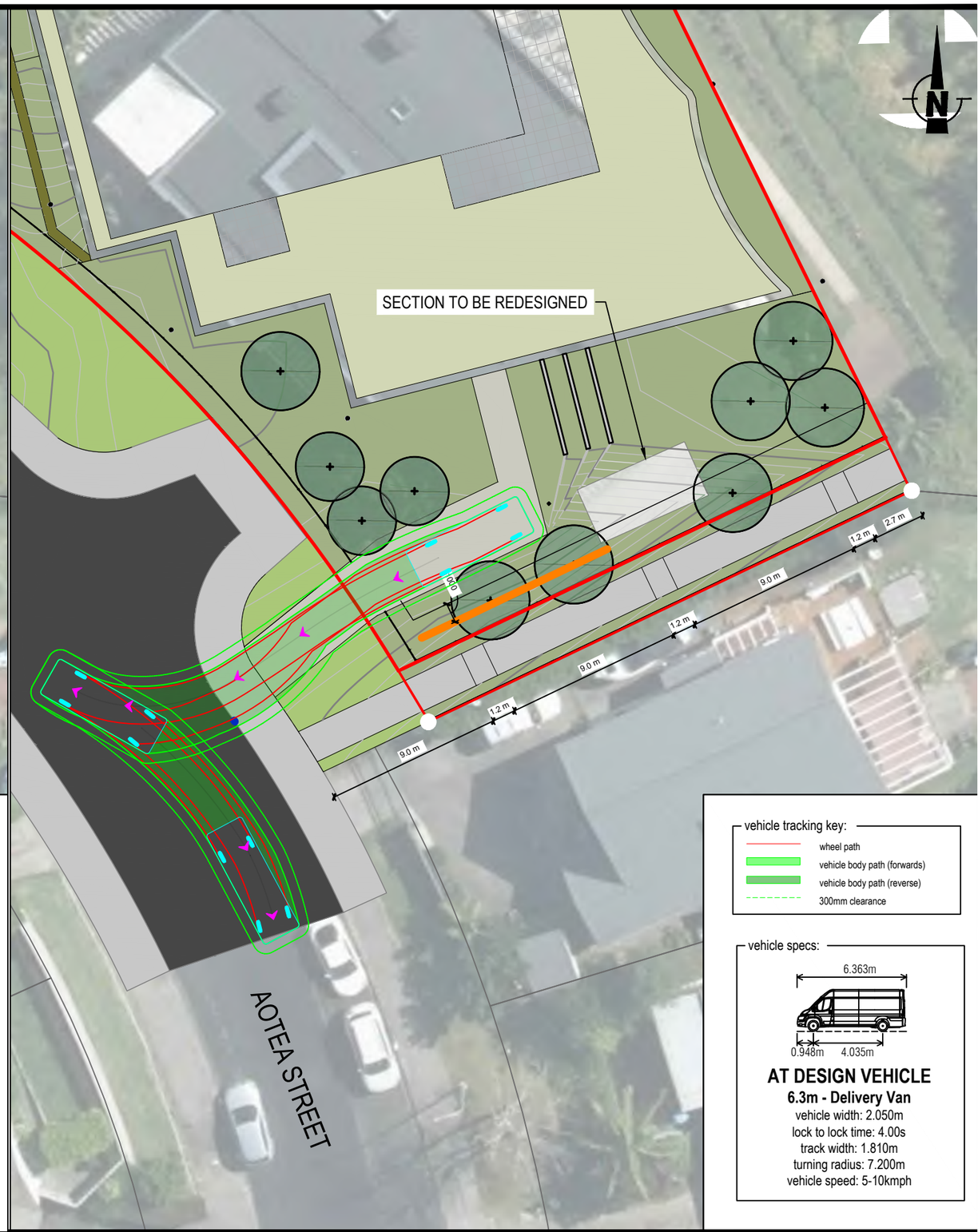
vehicle specs:




**AT DESIGN VEHICLE**

**6.3m - Delivery Van**

vehicle width: 2.050m
lock to lock time: 4.00s
track width: 1.810m
turning radius: 7.200m
vehicle speed: 5-10kmph




vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 300mm clearance

vehicle specs:




**AT DESIGN VEHICLE**

**6.3m - Delivery Van**

vehicle width: 2.050m
lock to lock time: 4.00s
track width: 1.810m
turning radius: 7.200m
vehicle speed: 5-10kmph

| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 10m
1:250 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING PLANS
EXTERNAL LOADING BAY

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 22 of 22
REV: A

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# APPENDIX D Indicative NSAAT drawing


| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |

DESIGN: KG, GVW | DRAWN: KG, CS
CHECKED: GVW | DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY FAST TRACK APPLICATION
LOCATION: MISSION BAY

FOR RESOURCE CONSENT

SHEET TITLE: LINEMARKING PLANS PROPOSED NSAAT EXTENTS

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 01 of 02

REV: A

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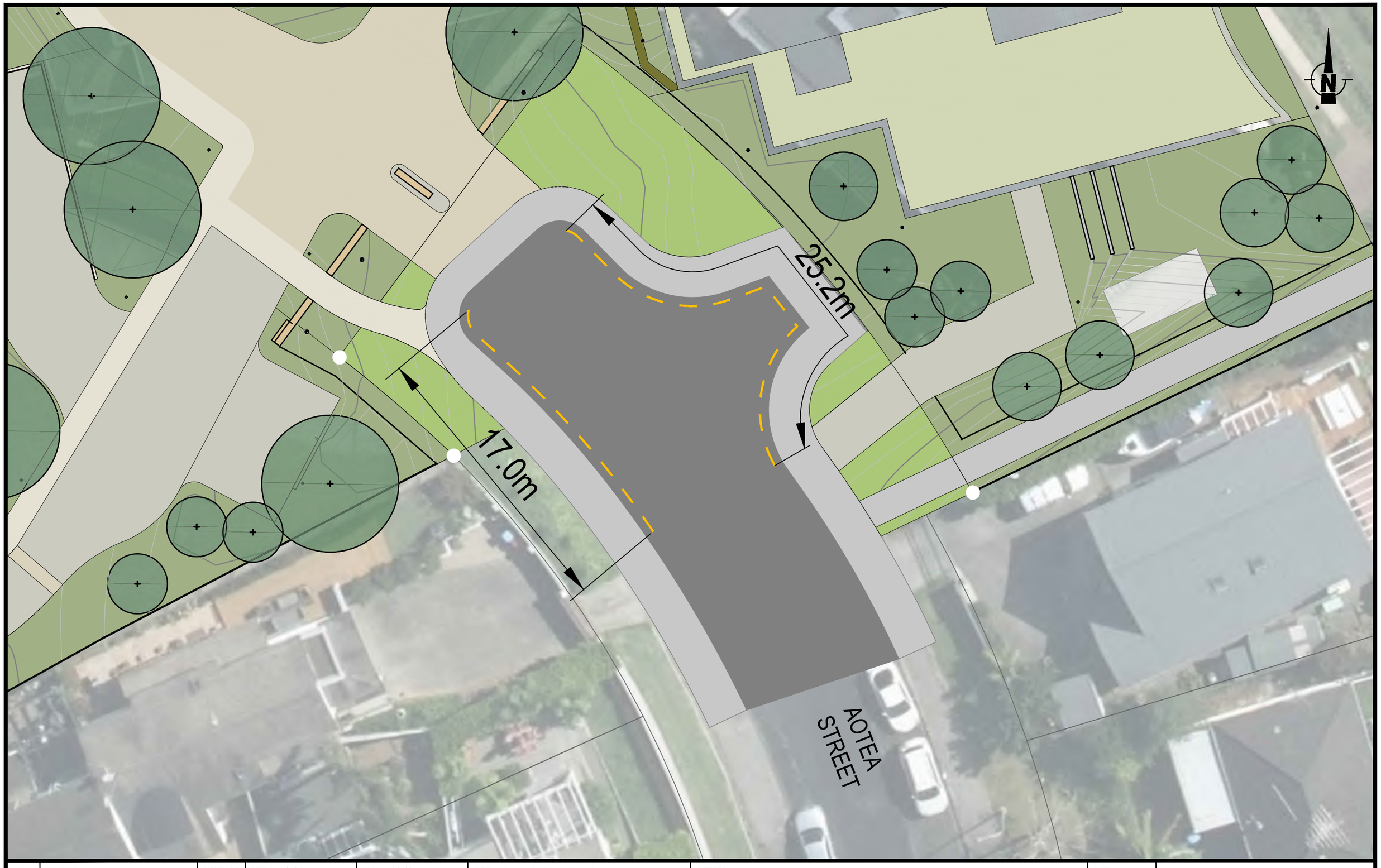


| REV | AMENDMENT | DATE OF ISSUE |
|---|---|---|
| A | First Issue | 05/09/2025 |
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DESIGN: KG, GVW
DRAWN: KG, CS
CHECKED: GVW
DATE: 05/09/2025
SCALE: 0 8m
1:200 @ A3

CLIENT: GENEROUS LIVING GROUP
PROJECT: THE POINT MISSION BAY
FAST TRACK APPLICATION
LOCATION: MISSION BAY

FOR RESOURCE CONSENT

SHEET TITLE: LINEMARKING PLANS
PROPOSED NSAAT EXTENTS

DRAWING NUMBER: GENU017-KP-DW02

SHEET: 02 of 02
REV: A

flow
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# APPENDIX E Draft CTMP