

PROPOSED RESIDENTIAL SUBDIVISION

HORSESHOE BUSH ROAD AND KAHIKATEA FLAT ROAD PINE VALLEY

PRELIMINARY TRAFFIC ASSESSMENT

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1.0 INTRODUCTION

This report examines and describes the traffic effects of a referral project application under the Fast-Track Approvals Act 2024, which proposes a residential subdivision at a combined site (48, 82 & 100 Horseshoe Bush Road, 61 & 77 Kahikatea Flat Road, Lot 1 DP 130668 and Lot 3 DP 130668 on Horseshoe Bush Road) in Pine Valley (Site). As illustrated in **Figure 1**, the Site is located to the west of a small pocket of existing commercial activities on Dairy Flat Highway between Horseshoe Bush Road in the south and Kahikatea Flat Road in the north. The Site is subject to the provisions of the Auckland Unitary Plan – Operative in Part (AUP) and is zoned Rural – Mixed Rural.

The Project is to subdivide, construct and operate a residential village development comprising approximately 1,000 - 1,100 residential units, a village centre (with a Gross Floor Area of approximately 1,200m²) and approximately 19 hectares of open space. The Project includes all associated activities and infrastructure necessary to enable the development including earthworks, roading, creation of open space areas, stream works, and on-site stormwater, wastewater, and water supply facilities.

This report describes the nature of the local transport environment around the Site; sets out the transport characteristics of the Project; assesses its likely impacts on the surrounding transport environment, including any mitigation measures that are considered necessary to minimise those impacts, and outlines the key transport matters to be addressed should the Project be approved for referral.

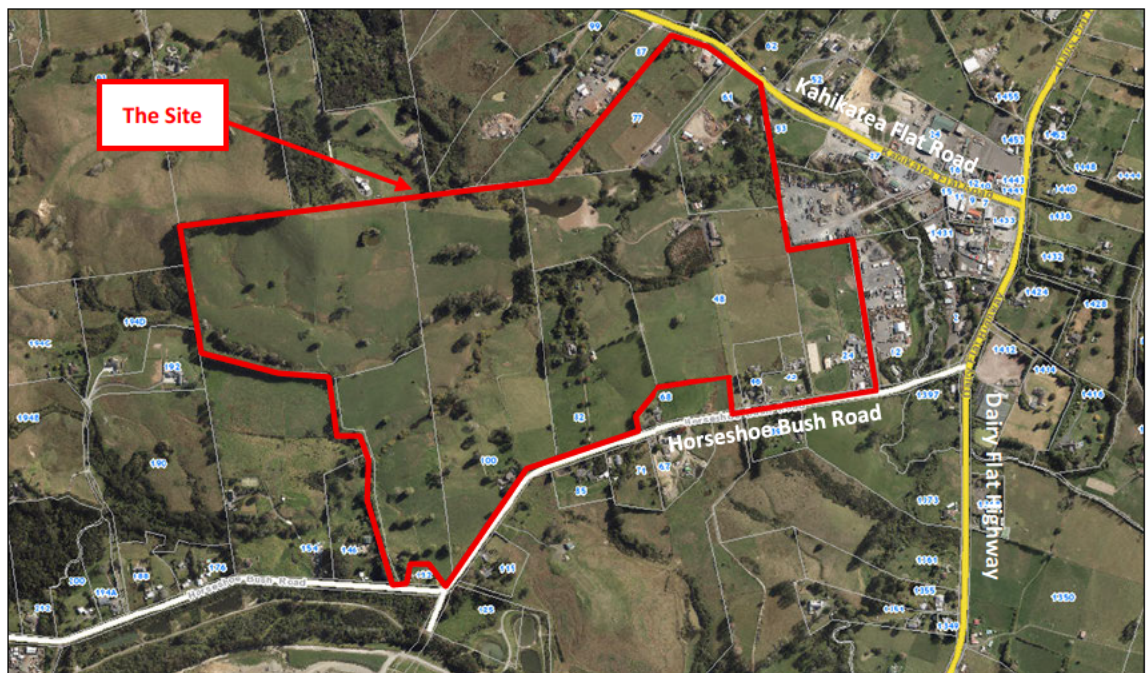


Figure 1: Site Location

Source: Geomaps, Auckland Council

2.0 EXECUTIVE SUMMARY

This report assesses the transport effects of the proposed residential subdivision at Horseshoe Bush Road and Kahikatea Flat Road in Pine Valley, comprising approximately 1,000–1,100 dwellings and associated infrastructure.

The Site is currently served by a rural road network with limited public transport and active mode infrastructure. While the Project will generate additional traffic, the surrounding network has the capacity to accommodate this demand subject to targeted upgrades, particularly at the nearby Dairy Flat Highway intersections.

The key transport effects relate to increased vehicle movements at the Dairy Flat Highway / Horseshoe Bush Road and Dairy Flat Highway / Kahikatea Flat Road intersections. These effects can be appropriately managed through signalisation of both intersections, designed to operate at an acceptable level of service.

In addition, the Project includes infrastructures and mitigation measures that will enhance overall transport outcomes, including:

- provision of a connected internal road network, including a new link between Horseshoe Bush Road and Kahikatea Flat Road;
- delivery of pedestrian and cycling infrastructure within the Site and along its frontages; and
- integration with existing and future public transport services through improved accessibility.

The Project will integrate with, but does not rely on, the planned future transport upgrades in the Dairy Flat area by the North Supporting Growth programme.

Further design development will be required at subsequent stages, including detailed intersection design, internal roading layout, and coordination with the road controlling authority (Auckland Transport in this case) regarding the provision of public transport and active mode.

Overall, with the recommended mitigation measures in place, the transport effects of the Project can be appropriately managed, and there are no transport related reasons why the proposed development could not proceed under a fast-track application process.

3.0 THE PROPOSAL

The Project comprises a residential village development on the Site, including:

- approximately 1,000 to 1,100 residential units;
- a village centre with an approximate gross floor area of 1,200m²; and
- around 19 hectares of open space.

The Project also includes the associated works and infrastructure required to enable the development, including earthworks, roading, open space formation, stream works, and on-site stormwater, wastewater, and water supply services. The proposed masterplan, dated 20 May 2026, is shown in **Figure 2**.

The Project will include open space and active mode connections through the Site and to adjacent areas to connect with existing and future upgrades on Dairy Flat Highway.



Figure 2: Proposed Masterplan

Source: Isthmus

The key transport outcomes of the Project are:

- Supporting the Dairy Flat Highway future upgrades to provide vital links to the adjacent road network;
- Providing quality connected residential neighbourhoods to support the growth of Dairy Flat West (including the Pine Valley area and the Site) including a collector road connection linking Horseshoe Bush Road and Kahikatea Flat Road; and
- Creating a network of walkways through the Site.

The proposed Masterplan includes a new road connecting Horseshoe Bush Road with Kahikatea Flat Road. There is sufficient road reserve on both Horseshoe Bush Road with Kahikatea Flat Road to accommodate the proposed road infrastructure upgrade.

The Dairy Flat Highway via Horseshoe Bush Road and Kahikatea Flat Road provides the best opportunity for most of the Site to access the wider road network. Dairy Flat Highway is the key route for connection between Silverdale and Albany, and it is the key route through the Dairy Flat area connecting to the Northern Motorway. These roads will provide certainty for developers on land accessibility.

Within the Site, a network of local roads is anticipated that will provide access and is anticipated to be subject to future land use applications. These future roads are anticipated to carry no more than 500 vehicle movements per day in line with local road functions.

It is anticipated that the existing Dairy Flat Highway intersections with Horseshoe Bush Road and Kahikatea Flat Road will need to be upgraded to accommodate the future traffic generation associated with the proposed development. There is sufficient road reserve to accommodate a signalised intersection at each location, and they will be consistent with AT requirements.

4.0 EXISTING TRANSPORT ENVIRONMENT

4.1 Existing Site Traffic Environment

The Site is currently rural in nature with some local farming activities and rural dwellings. Several access points are existing on both Horseshoe Bush Road and Kahikatea Flat Road for individual properties. The Site is located at the southeastern corner of Pine Valley which adjoins the Dairy Flat area to the immediate east and south.

4.2 The Surrounding Traffic Network

The Site has frontages onto Horseshoe Bush Road and Kahikatea Flat Road to the south and north respectively, with access to the Northern Motorway via Dairy Flat Highway which is approximately 500 metres to the east of the Site.

4.2.1 Horseshoe Bush Road

Horseshoe Bush Road runs from Dairy Flat Highway in the east and extends generally towards the west, intersecting with Forestry Road at its western end. It is a rural local road which has the function of providing access to abutting properties. At its eastern end, it forms a T-Junction with Dairy Flat Highway with a give-way control imposed on the Horseshoe Bush Road approach. The posted speed limit on Horseshoe Bush Road is 80 kilometres per hour (kph).

In the general location of the Site, Horseshoe Bush Road has a sealed carriageway width of some 5.8 metres which provides one traffic lane in each direction and a narrow-unsealed shoulder. Approximately 105 metres west to Dairy Flat Highway, a narrow bridge is existing on Horseshoe Bush Road. No footpaths are provided on either side of the road.

4.2.2 Kahikatea Flat Road

Kahikatea Flat Road is the main spine road through the Pine Valley and West Dairy Valley areas, which runs in an east-west direction and connects with Dairy Flat Highway, and State Highway 16 at the eastern and western ends respectively. Under the AUP, it is classified as an arterial road with the primary function to move traffic between different regions in the city as well as to provide access to abutting properties. The posted speed limit along the Site frontage is 80 kph and it reduces to 60 kph approximately 300 metres east of the Site.

In the general location of the Site, Kahikatea Flat Road has a sealed carriageway width of some 5.9 metres which provides one traffic lane in each direction. Apart from a 140-metre-long section of footpath on the southern side of the road west of the Dairy Flat Highway, no footpaths are provided on either side of the road.

4.2.3 Dairy Flat Highway

Dairy Flat Highway is the main spine road through the Dairy Flat area connecting to State Highway 1 in the north and Albany centre in the south. It also provides the main access to the Pine Valley area via side roads onto Dairy Flat Highway. The Northern Motorway Dairy Flat Highway interchange is approximately 3.2 kilometres north of the Site. Under the AUP, it is classified as an arterial road with the primary function to move traffic between different regions in the city as well as to provide access to abutting properties. Near the Site, Dairy Flat Highway has a posted speed limit of 60 kph.

Dairy Flat Highway has a typical cross section with one traffic lane in each direction and additional lanes are present on the approach to some side roads. Near the Kahikatea Flat Road intersection, a footpath is present on the western side of the road.

4.3 Traffic Volumes

Traffic Planning Consultants (TPC) has conducted a traffic survey at the intersections of Dairy Flat Highway / Kahikatea Flat Road and Dairy Flat Highway / Horseshoe Bush Road on Tuesday 17th and Wednesday, 18th of February 2026 respectively. The date is outside of normal holiday season or school holidays and therefore it is considered suitable to represent a typical weekday volume.

The recorded peak hour at each intersection is summarised in **Table 1**. Both morning and afternoon peak hours for both intersections are offset by 15 minutes from each other but generally happening at the same time. For conservative purposes, the higher number from each intersection has been used for the assessment discussed later in this report.

Table 1: Recorded Peak Hour

Intersection	Morning Peak Hour	Afternoon Peak Hour
Dairy Flat Highway / Horseshoe Bush Road	8:15 – 9:15 AM	4:15 – 5:15 PM
Dairy Flat Highway / Kahikatea Flat Road	8:00 – 9:00 AM	4:30 – 5:30 PM

Near the Site, the recorded peak hour turning volumes are displayed in **Figure 3** and **Figure 4** for the intersections on Dairy Flat Highway with Horseshoe Bush Road and Kahikatea Flat Road respectively.

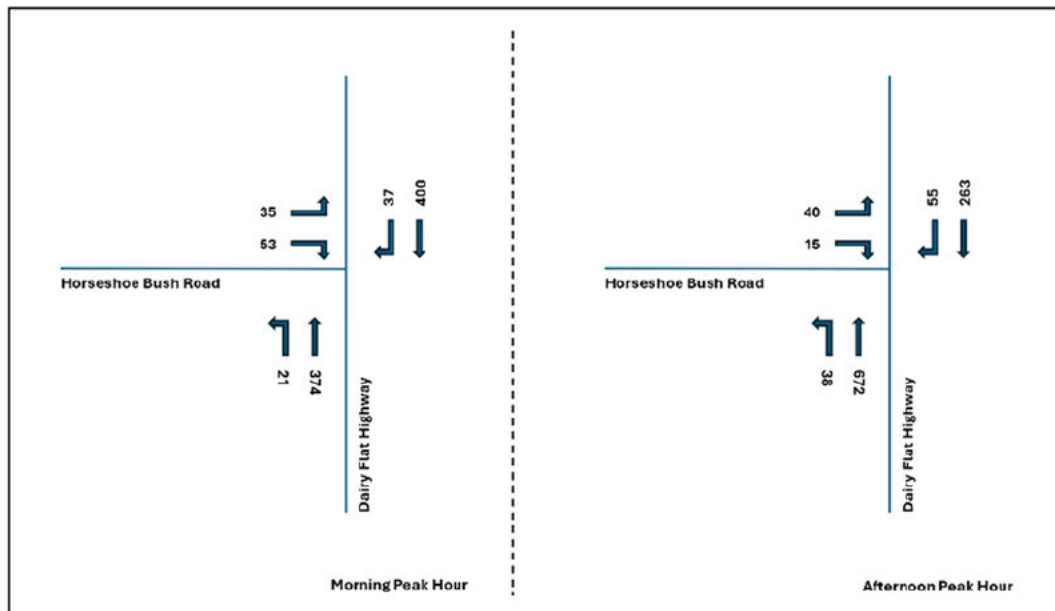


Figure 3: Peak Hour Traffic Volume – Dairy Flat Highway / Horseshoe Bush Road Intersection

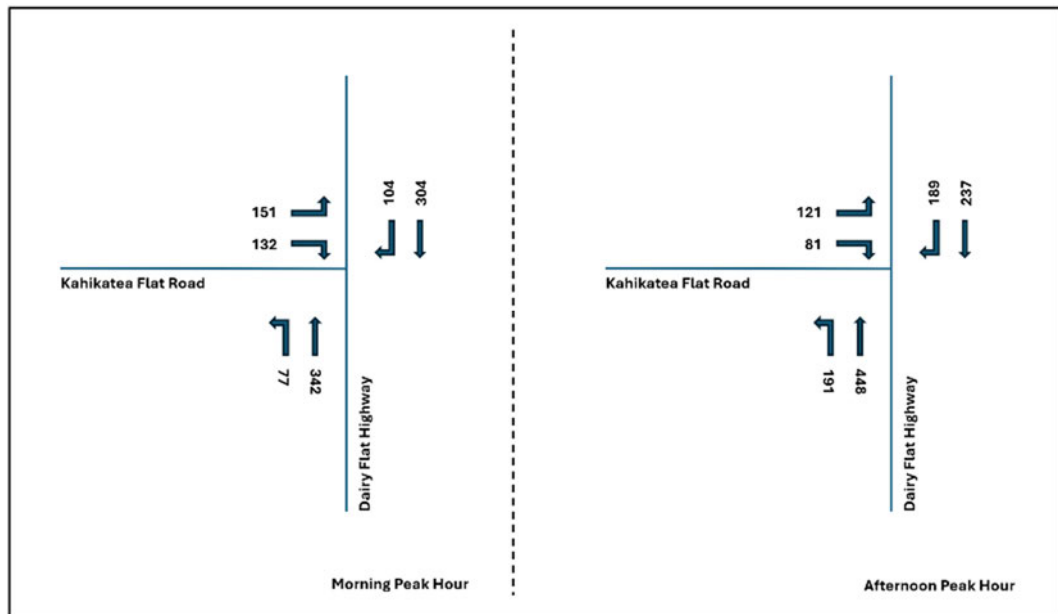


Figure 4: Peak Hour Traffic Volume – Dairy Flat Highway / Kahikatea Flat Road Intersection

To summarise the survey results:

- Dairy Flat Highway (between Horseshoe Bush Road and Kahikatea Flat Road) was recorded to have a peak hour volume of 855 and 1,030 vehicle movements in the morning and afternoon peak hour respectively.
- Horseshoe Bush Road was recorded to have a peak hour volume of 146 and 158 vehicle movements in the morning and afternoon peak hour respectively.
- Kahikatea Flat Road was recorded to have a peak hour volume of 464 and 582 vehicle movements in the morning and afternoon peak hour respectively.

4.4 Traffic Safety

Information from the Waka Kotahi New Zealand Transport Agency's (NZTA's) "Crash Analysis System" has reported eight crashes in the vicinity of the Site, including one kilometre midblock on both Horseshoe Bush Road and Kahikatea Flat Road west of Dairy Flat Highway and the section of Dairy Flat Highway including its intersections with both frontage roads, in the past five-year period January 2021 to present (subject to reporting delays). The locations of the reported crashes are illustrated in **Figure 5**.

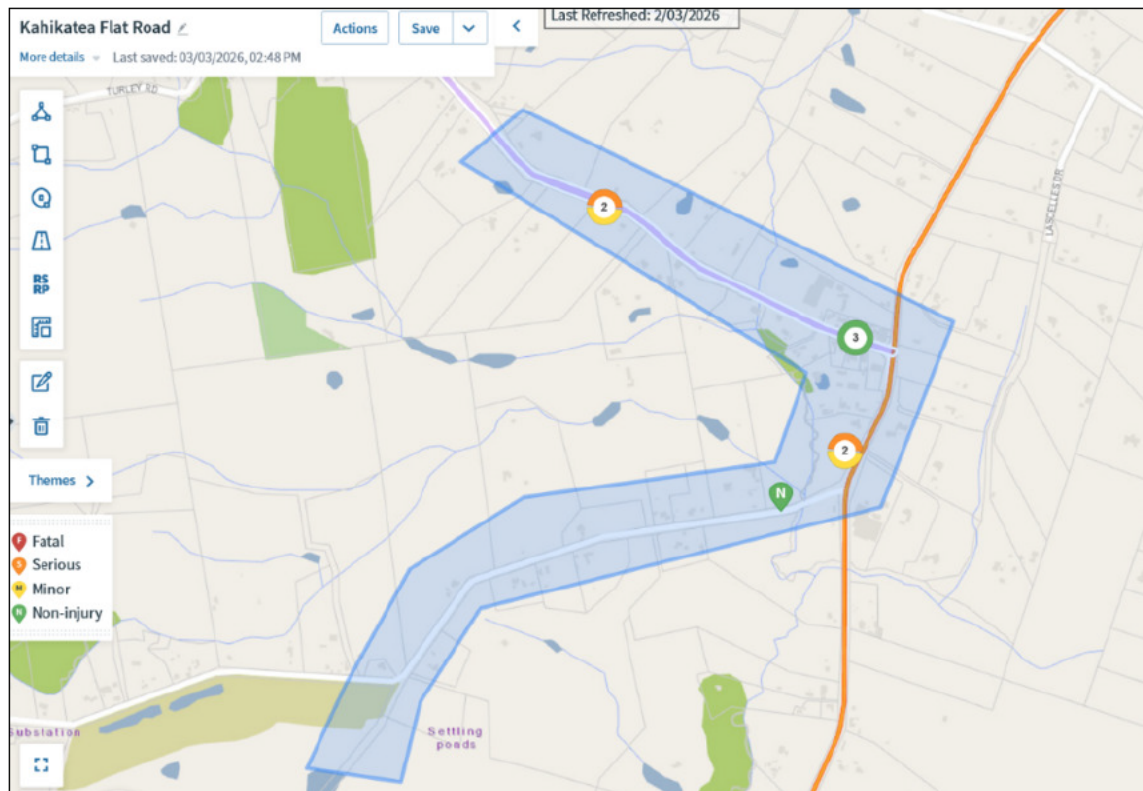


Figure 5: Crashes within the Vicinity of the Site

Source: Crash Analysis System – New Zealand Transport Agency

Two crashes were reported on the midblock of Horseshoe Bush Road, and both crashes were related to a vehicle losing control, either due to the driver under influence of alcohol or speeding. One minor injury was caused.

Four crashes were reported on the midblock of Kahikatea Flat Road,

- One truck lost control due to the driver's attention being diverted and went off the roadway, which resulted in a serious injury.
- One truck driver did not check the other truck behind and hit the other truck when manoeuvring, which resulted in a minor injury.
- The other two non-injury crashes were related to either drivers not noticing the vehicle in front or failure to give way to the through movement.

One losing-control type crash was reported on the midblock of Dairy Flat Highway, which was due to a driver under influence of alcohol and caused one serious injury.

The last reported crash was at the intersection of Dairy Flat Highway and Kahikatea Flat Road and caused no injury. It was related to both vehicles turning to the same direction and colliding.

In summary, all recorded crashes were due to driver error. On this basis, there is nothing which would suggest an inherent road safety issue concerning property access for establishment of new residential activity near the Site.

4.6 Accessibility to Walking and Cycling

There is no footpath or cycling provision existing on either side Horseshoe Bush Road or Kahikatea Flat Road in the vicinity of the Site. A short section of footpath is available on the southern side of Kahikatea Flat Road along the industrial frontage, which is about 400 metres east of the Site. Short sections of footpath are also available on the western side of Dairy Flat Highway: in front of the Caltex Petrol Station south of Kahikatea Flat Road and to the bus stop north of Kahikatea Flat Road.

4.7 Journey to Work Data

Figure 8 displays the 2023 census data on journeys to work originating from the Dairy Flat West Statistical Area including the Pine Valley area and the Site. The green shaded area is Dairy Flat West.

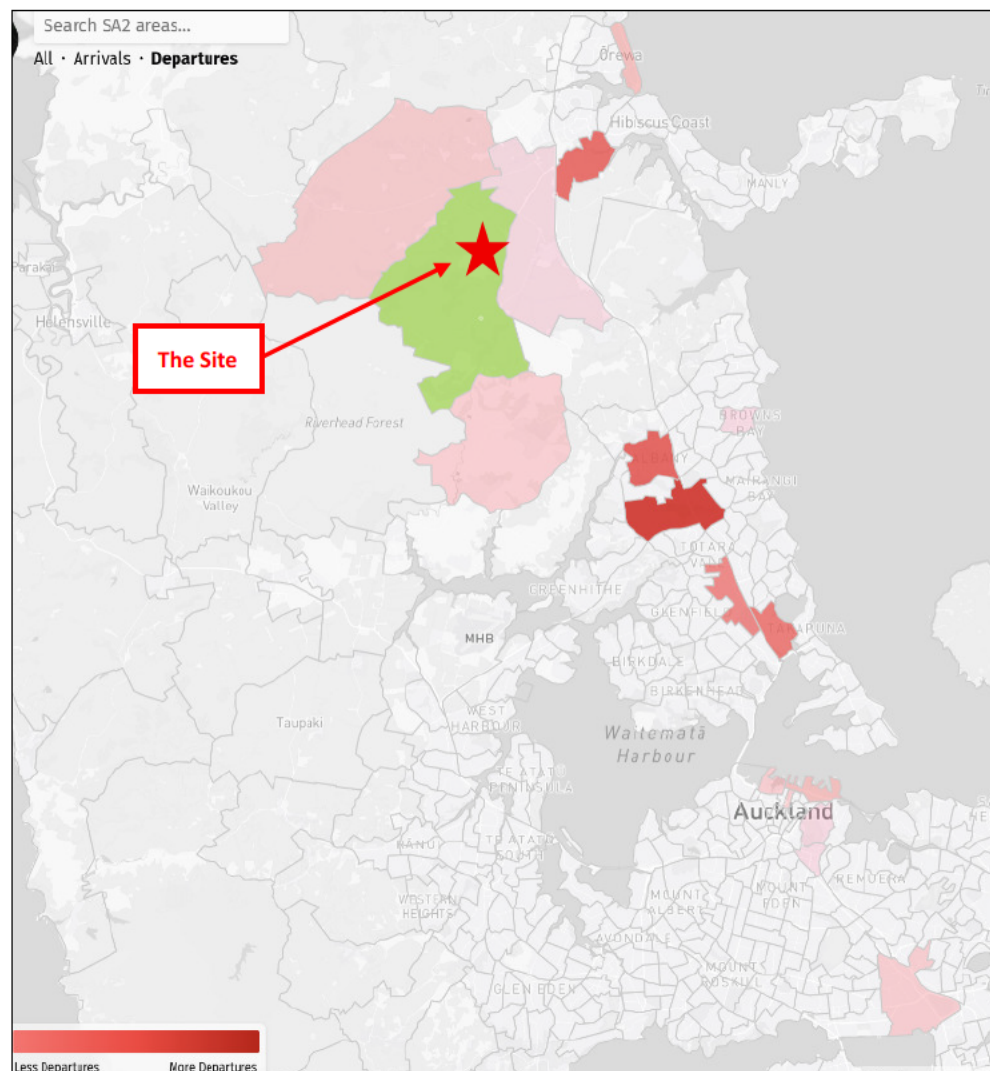


Figure 8: 2023 Journey to Work Destinations

Source: Commuter Waka

Figure 9 presents the destinations for journeys to work. The most frequent destination comprises individuals who remain within the Dairy Flat West area, either working from home or in close

proximity to their residence. This category accounts for 32% of all trips. Other significant work destinations include:

- North Harbour: 10%
- Albany Central: 5%
- Silverdale Central: 4%
- Takapuna West: 3%
- Wairau Valley: 3%

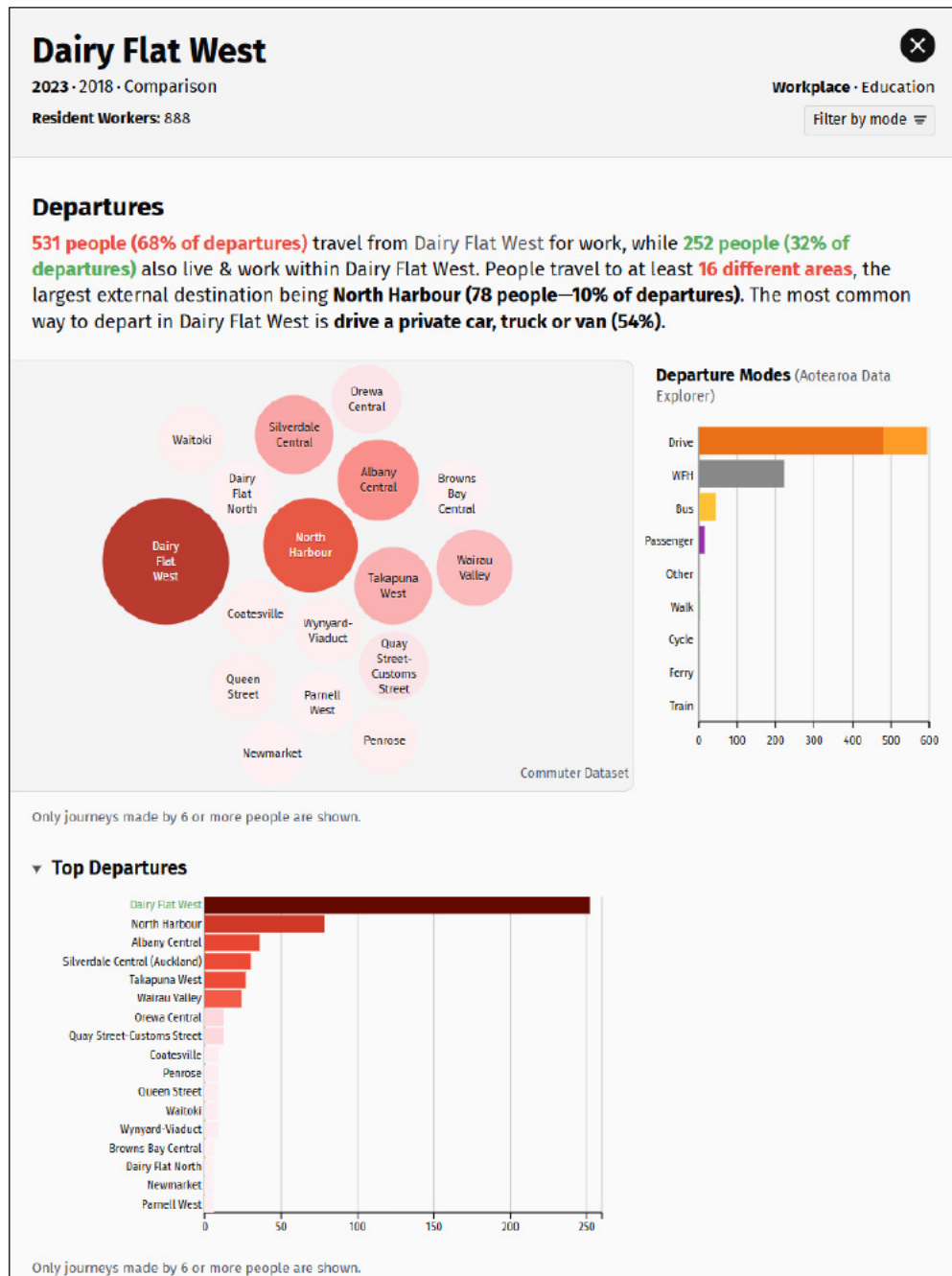


Figure 9: 2023 Journey to Work Destinations and Mode Share

Source: Commuter Waka

4.8 Existing Mode Share

As shown in Figure 9, most workers in Dairy Flat West commute by private car (54%) or company vehicle (13%), while 25% work from home. Bus travellers and car passengers account for 5% and 2% respectively. Walking and cycling use are so minimal that they do not register in the statistics, highlighting the limited public transport and active mode options available in the area.

Out of 531 people employed locally, 252 also reside within the area.

5.0 FUTURE TRANSPORT ENVIRONMENT

5.1 Future Land Use – Pine Valley and Dairy Flat

Although there is no information provided for the future development within the Pine Valley area, Auckland Council's report, "*Spatial Land Use Strategy – Dairy Flat and Silverdale Future Urban Zones*", published in March 2024, provides the Council's strategy for future development near the Site. As shown in Figure 10, the Site is located west of the proposed light industrial activities (light purple), north of the bulk of the future urban residential zone land, and between the future high density residential activities proposed in the north and south of this development area.

It is notable that the Site is located closer to the light industrial activities area than much of the proposed residential land indicated in the land use strategy.

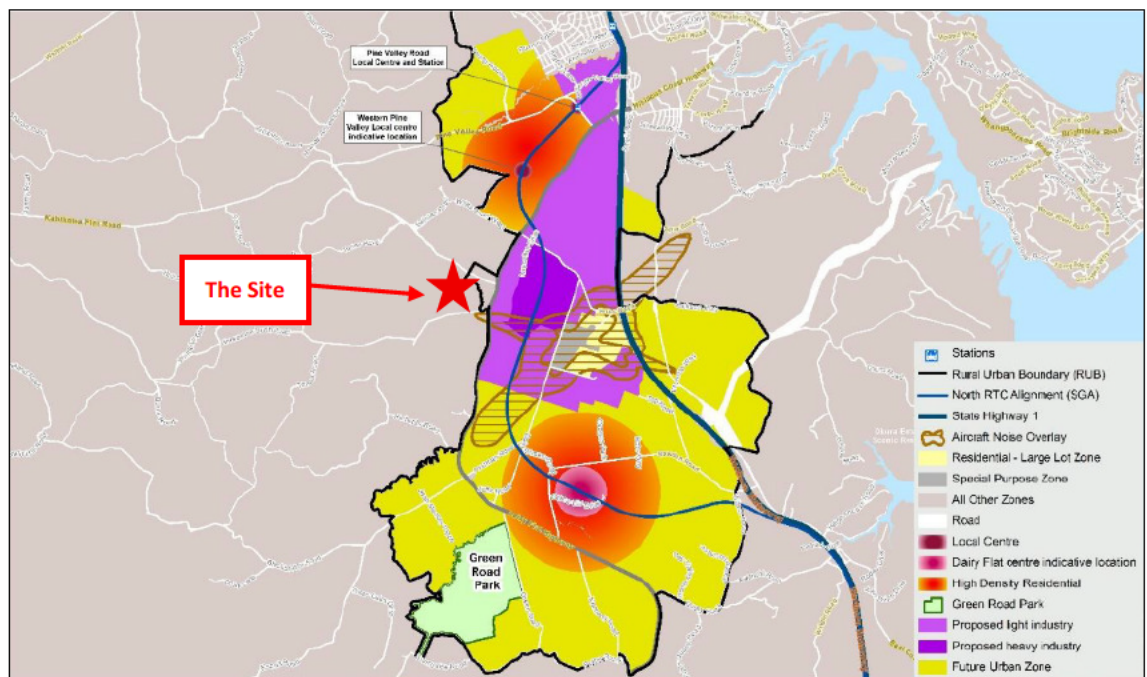


Figure 10: Spatial Land Use Strategy Dairy Flat Silverdale Future Urban Zone

Source: Auckland Council

The report also provides information on the possible timing for development as shown in Figure 11. The industrial activities mentioned above are expected to start development from the year of 2030+ and 2035+, whilst the timing for developing the residential activities mentioned above is expected to take place from the year of 2045+ and 2050+. Thus, the Project can provide a source of employees for, and near, the planned future industrial activities before the rezoning anticipated by the spatial land use strategy does.

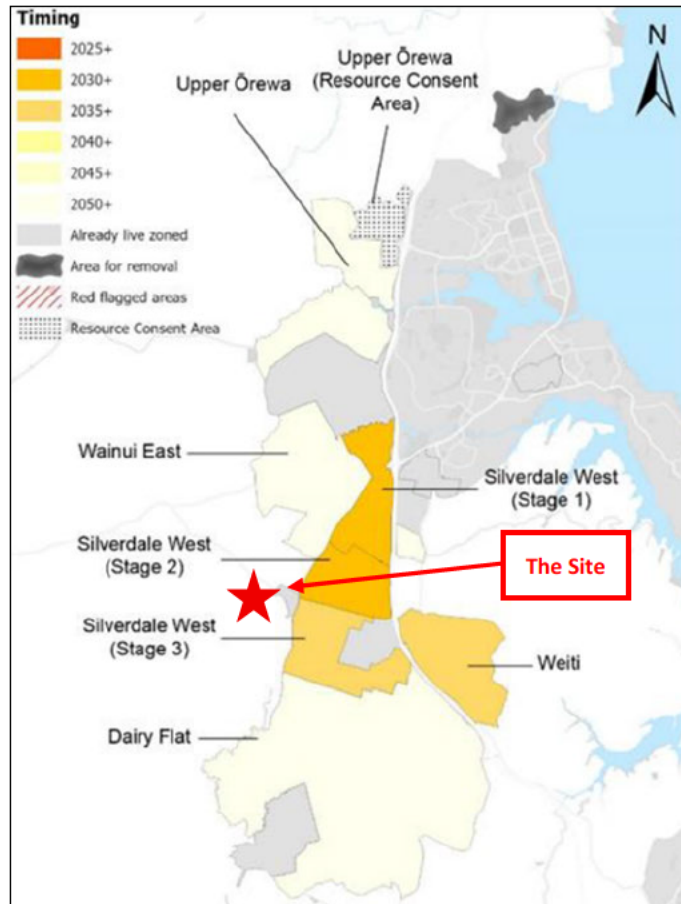


Figure 11: Future Development Strategy

Source: Auckland Council

It is further noted that a recently approved Plan Change (PC103) has rezoned approximately 107 hectares of land at Silverdale West from Future Urban Zone to Business – Light Industry Zone. As illustrated in Figure 12, the PC103 site is located south of the Silverdale motorway interchange between State Highway 1 to the east and Dairy Flat Highway to the west and extends to the south to approximately halfway to Wilks Road.

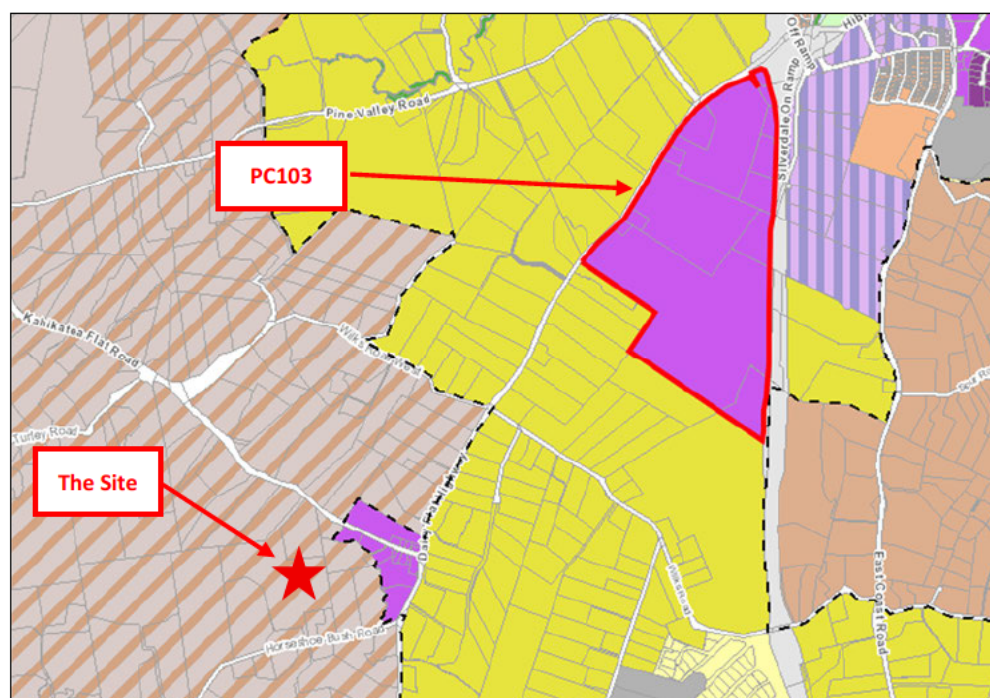


Figure 12: Plan Change 103

Source: Auckland Council

5.2 Future Transport Context – Pine Valley and Dairy Flat

NZTA and Auckland Transport (AT) have proposed several upgrades to the transport environment in the north Auckland region to facilitate the expansion of Dairy Flat and the surrounding areas including the Pine Valley area, as part of the North Supporting Growth programme.

While the programme has been based on specific forecast years from the traffic modelling undertaken by the Council, there is no certainty around the scale or location of land use and development within the area or elsewhere, or on the timing of the construction of uncommitted transport projects.

It is expected that the planned upgrades in the North Supporting Growth programme will assist with future developments in the local area including the Site. Several conceptual networks have been evaluated by the North Supporting Growth Alliance, and the following preferred and indicative projects have been identified. Figure 13 illustrates the location of these projects in relation to the Site.

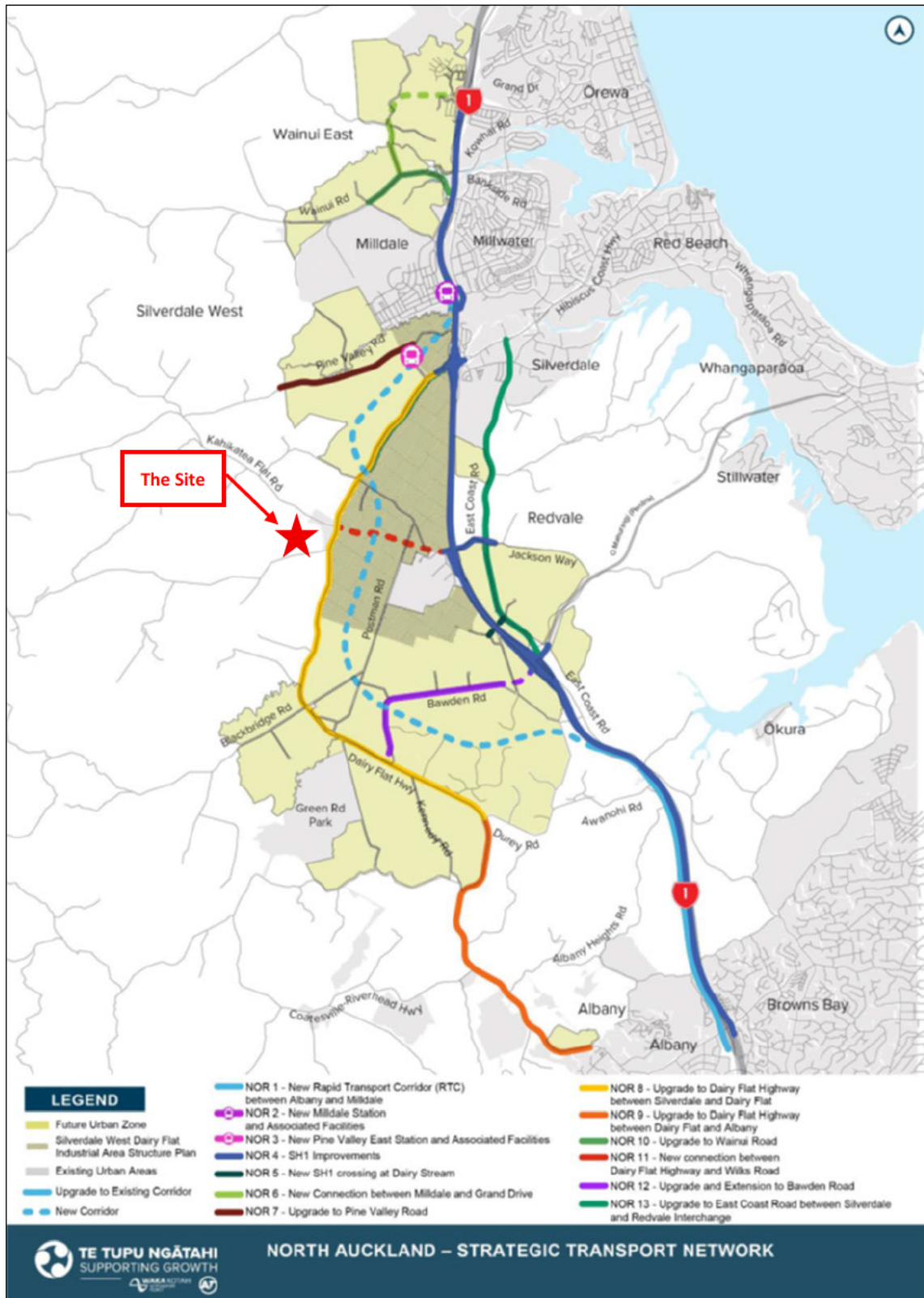


Figure 13: Indicative North Auckland Strategic Transport Network

Source: Supporting Growth

Although it is not critical to the Site's accessibility, the following projects would further enhance the Site's access to both Albany and Silverdale centres for vehicular movement and active modes. There is currently no funding for detailed design or construction of these projects. It is anticipated that these projects will be delivered sometime within the next 30 years in line with Auckland Council's land release strategy. Nonetheless, the Project does not rely on the completion of any of the following:

- **Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat (Notice of Requirement 8 – NoR 8)**, which includes an upgrade of Dairy Flat Highway to a 4-lane urban arterial on sections where Future Urban Zone land is located on both sides of the road (between Silverdale interchange and Wilks Road and between Richards Road and Durey Road), with separated walking and cycling paths on both sides of the corridor. It also upgrades to a 2-lane rural arterial between Wilks Road and Richards Road – with a swale on the west and separated walking and cycling on the east.
- **Upgrade to Dairy Flat Highway between Dairy Flat and Albany (Notice of Requirement 9 – NoR 9)**, which includes an upgrade to Dairy Flat Highway between Dairy Flat and Albany for active mode and safety improvements including a central wire rope barrier and side barriers. The widened road corridor will retain two lanes (one in each direction) and will also retain crawler lanes as currently located. Cycle path will be added on the western side of the carriageway between Durey Road and the Coatesville Riverhead Highway Roundabout and then on the eastern side between the Roundabout and Te Wharau (Albany Village).
- **New connection between Dairy Flat Highway and Wilks Road (Notice of Requirement 11 – NoR 11)**, which includes segment 1 (Kahikatea Flat Road to Postman Road Segment) to feature a 2-lane urban arterial (24-metre-wide corridor) with separated walking and cycling facilities on both sides, and segment 2 (Postman Road to SH1) to feature a 4-lane urban arterial (30-metre-wide corridor) with separated cycling and walking facilities, two lanes of general traffic and two-lanes where priority may be given to freight traffic.

The Supporting Growth report has also indicated the proposed public transport and active mode's provisions.

5.2.1 Future Public Transport Accessibility

The indicative public transport provisions proposed by the North Supporting Growth Alliance are illustrated in **Figure 14**. The key project is the new Rapid Transit Corridor (RTC) between Albany and Milldale, including new walking and cycling path between Bawden Road and Dairy Flat Highway. A new Pine Valley East Station and associated facility is also proposed north of the Site. The Dairy Flat Highway past the Site is proposed to operate as part of the Frequent Transit Network (FTN), indicating bus services running at least every 10 minutes, 7am-7pm (peak hours), 7 days a week, with proposed details from the North Supporting Growth as below:

- **Upgrade to Dairy Flat Highway between Silverdale and Dairy Flat (Notice of Requirement 8 – NoR 8)**: For future public transport services, there are three core proposed frequent bus services. This includes the:
 - 985, which is forecast to operate every 10 minutes during the peak and every 20 minutes outside of the peak period;
 - 983, which is forecast to operate every 10 minutes during the peak and every 20 minutes outside of the peak period; and

- o 89, which is forecast to operate every 5 minutes during the peak and every 10 minutes outside of the peak period.

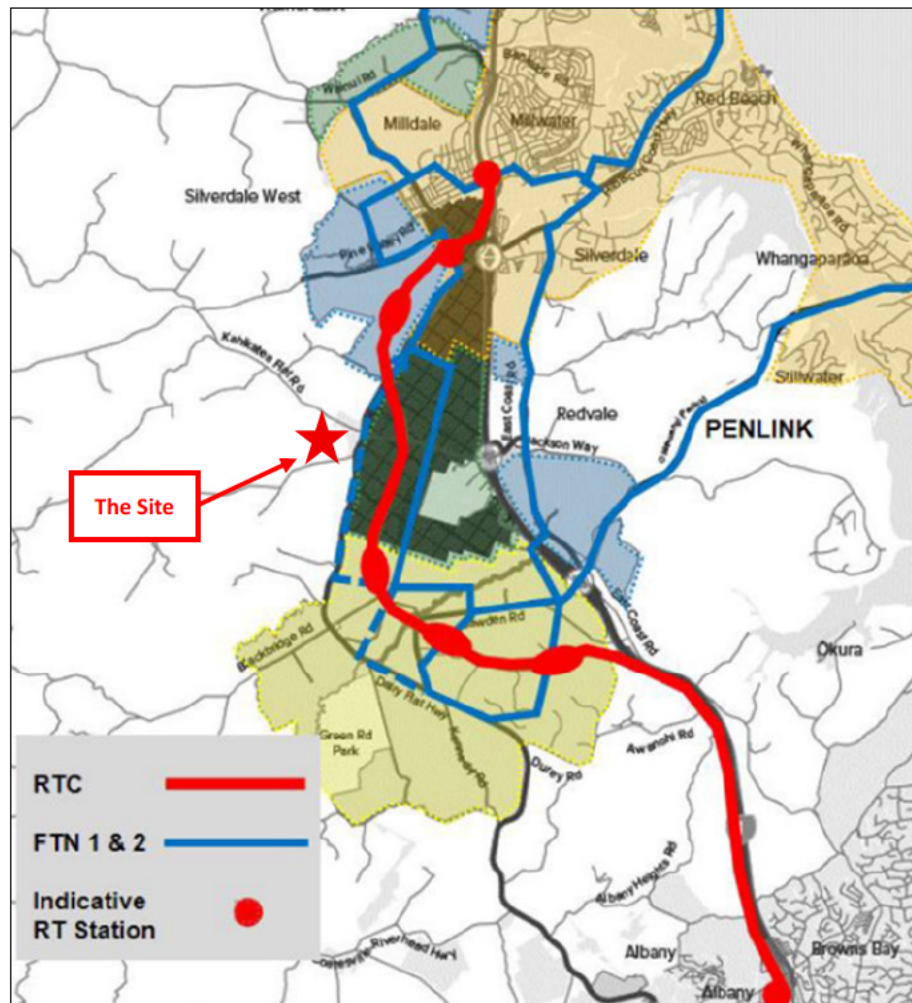


Figure 14: Indicative North Public Transport Map

Source: Supporting Growth

5.2.2 Future Pedestrian and Cyclist Accessibility

The indicative provisions for active modes are illustrated in Figure 15. As mentioned above, Dairy Flat Highway in this general location will have bi-directional cycle paths plus a footpath. A cycleway and footpath will be provided on each side of the proposed new road connecting the Dairy Flat Highway / Kahikatea Flat Road intersection to the new RTC.

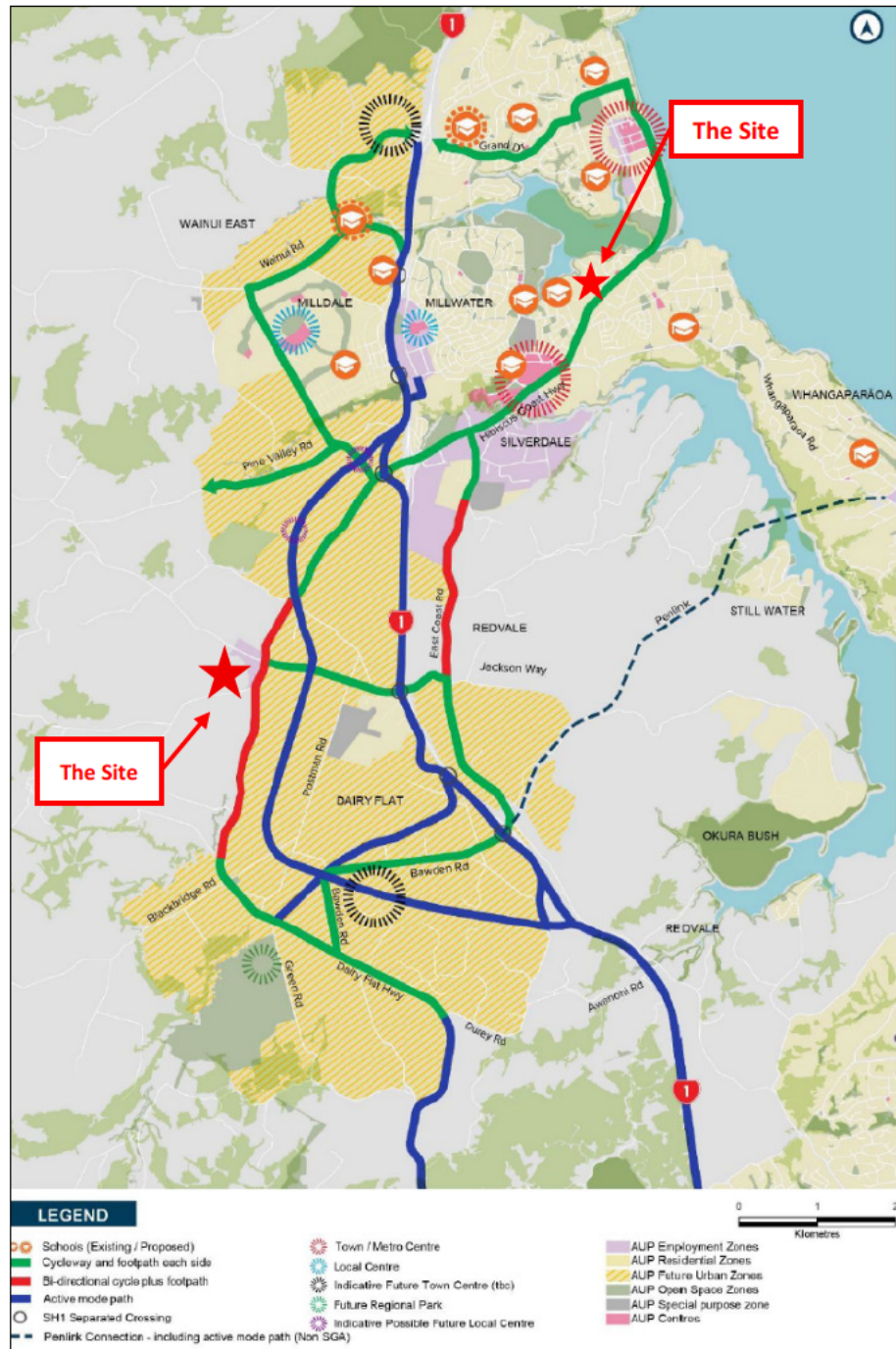


Figure 15: Indicative North Walking, Cycling and Micro-Mobility Network

Source: Supporting Growth

5.3 Future Road Improvement for Dairy Flat Highway

Dairy Flat Highway is a key north-south connection through Dairy Flat, also providing access to the Pine Valley area via side roads, and providing access to the North Motorway with Silverdale Centre to the north and Albany Centre to the south. The North Supporting Growth Alliance has proposed a new designation for the upgrade of the Dairy Flat Highway corridor to an urban arterial corridor. The Project includes upgrade of the road from an existing rural two-lane road to an urban four-lane arterial. The urban arterial cross-section is expected to provide separated active

mode facilities on both sides of the corridor. An indicative cross section for Dairy Flat Highway between Silverdale and Dairy Flat is indicated in **Figure 16** below.

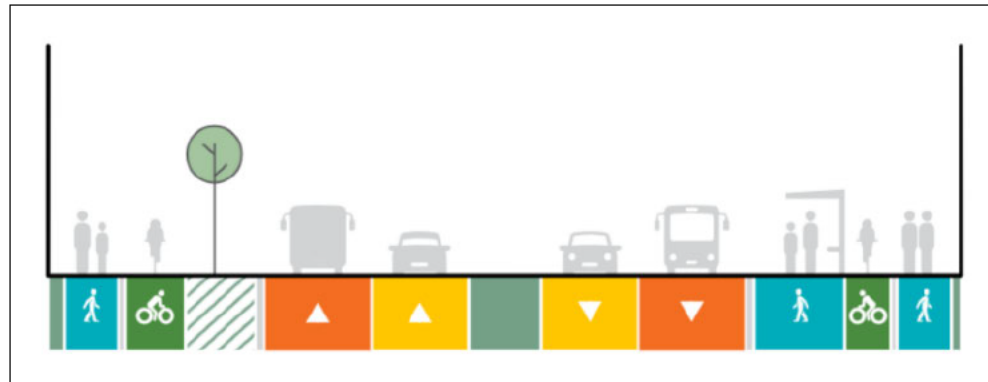


Figure 16: Indicative Future Dairy Flat Highway Corridor Design

Source: Supporting Growth

A conceptual design for the corridor near the intersections with Horseshoe Bush Road and Kahikatea Flat Road is also provided by Supporting Growth and is indicated in **Figure 17**. The following changes are noted:

- The intersection with Kahikatea Flat Road will be signalised with two lane approaches on Dairy Flat Highway and Kahikatea Flat Road, and a three-lane approach on the new road (NoR 11).
- A central physical barrier is proposed on Dairy Flat Highway at the intersection with Horseshoe Bush Road which prevents any right-turn movements from the intersection.



Figure 17: Indicative Conceptual Dairy Flat Highway Corridor Design

Source: Supporting Growth

Nonetheless, the Project does not rely on the completion of road upgrade on Dairy Flat Highway mentioned above.

6.0 ANTICIPATED TRANSPORT EFFECTS

6.1 Walking and Cycling

Although the predicted walking and cycling numbers are expected to be initially low, any development on the Site will need to manage pedestrian and cycling amenity and safety. As the surrounding area develops with other activities such as employment, it is anticipated that the volume of pedestrians and cyclists will increase.

To cater for new trips associated with the Project and to ensure a safe environment for active modes, any development of the Site will need to include the following:

- Creation of footpaths along both sides of the new streets and the frontage along existing street alignments that meet AT standards;
- Provision of a low-speed local street network within the subdivision that allows cyclists and vehicles to share the same carriageway on an equal basis.
- Connection of new footpaths with the existing public footpath network immediately outside the Site, with upgraded pedestrian infrastructure along the frontages on both Horseshoe Bush Road and Kahikatea Flat Road; and
- Pedestrian crossing facilities incorporated into the intersection layouts on Dairy Flat Highway.

The implementation of such measures will ensure that pedestrian and cycling amenities in the area will be enhanced and will promote an increase in active travel.

6.2 Public Transport

As mentioned in Section 5.2.1, the new public transport network in the Dairy Flat and Pine Valley areas will be significantly enhanced to help accommodate the anticipated demands associated with growth in the area. With the Frequent Transit Network proposed on the Dairy Flat Highway and provision of the new Rapid Transit Corridor (RTC) between Albany and Milldale, the anticipated future public transport network will cater well for the Dairy Flat and Pine Valley areas, including the subject site. A new Pine Valley East Station and associated facility is also proposed north of the Site.

The exact nature, timing, and routes of future bus services through the Pine Valley and Dairy Flat areas will be finalised and decided upon by AT. When this occurs, accessibility will be significantly improved for the area.

There is the potential for bus services on the Dairy Flat Highway to divert to the new road between Horseshoe Bush Road and Kahikatea Flat Road to better serve the Site. However, during the very early stages of development in the immediate area, the public transport system will likely be unchanged from the existing until such time as the RTC is established and further development occurs and potential patronage increases.

As mentioned above at Section 4.5, a pair of bus stops are present on Dairy Flat Highway near the intersection with Kahikatea Flat Road, which serves bus route 986 connecting Albany Station and Hibiscus Coast Station via Dairy Flat. The Northern Express and other public transport services can then be taken from both major stations.

The key outcome of the redevelopment of this Site will therefore be to ensure that high quality walking connections are provided to nearby bus stops to promote a greater use of public transport and reduce private car travel.

6.3 Private Car

The ability for roads to accommodate two-way flow and the performance of the intersections are both key considerations when assessing traffic generation effects. The two intersections where most vehicle demand is expected to occur are as follows:

- Dairy Flat Highway / Kahikatea Flat Road – Traffic Signals; and
- Dairy Flat Highway / Horseshoe Bush Road – Traffic Signals.

Level of service (LOS) and average delays provide a robust measure of an intersection's performance and resilience to accommodate added traffic demand and when it may need upgrading. Once an intersection reaches LOS D, it is considered close to reaching its capacity and unreasonable delays can be expected. The signalisation of these two intersections will need to be designed to operate at LOS D or better. There is sufficient road reserve to accommodate traffic signals at each intersection, and they will be consistent with AT requirements.

7.0 CONCLUSIONS

The following conclusions can be made in respect of the proposal for a residential subdivision for up to 1,100 households at a combined site in Pine Valley.

The traffic associated with the Project can be accommodated on the nearby road network with upgrades to existing infrastructure as follows:

- active mode connections throughout the Site and to Dairy Flat Highway.
- enabling public transport to connect with the Site.
- signalisation of the Dairy Flat Highway intersections with Horseshoe Bush Road and Kahikatea Flat Road.

The Project will support and integrate well with future nearby employment areas and the planned future upgrades to Dairy Flat Highway and public transport network. The additional population would enable improvements to be made to bus frequencies and new routes to be provided. This would benefit both the new and existing residents as well as those already living along the bus routes.

Based on our experience and information reviewed to date, it is our opinion that there are no transport related reasons why the proposed development could not proceed under a fast-track application process.

Prepared by



Elmit Fu

Traffic Engineer