Specialist Response Template – Fast-track Approvals Act 2024
Substantive Application

1.0 APPLICATION DESCRIPTION

Application and property details

Fast-Track project name:	The Point Mission Bay
Fast-Track application number:	FTAA-2511-1133
Council application number:	BUN60459442 (LUC60459443, WAT60459444)

2.0 Technical Specialist Memo - Traffic Engineering - Auckland Council

To:	Angelika Vaze – Planner & Warwick Pascoe – Principal Project Lead
From:	Honwin Shen - Senior Traffic Engineer
Qualifications & Relevant Experience:	I hold the qualification(s) of: • Master of Engineering in Transportation from University of Auckland, which I obtained in 2005. • Bachelor of Engineering from University of Auckland, which I obtained in 2001. I have 23 years of professional experience in local government in New Zealand including traffic engineering, transportation planning, transport modelling and civil engineering. I am a member of Engineering New Zealand and the Engineering New Zealand Transportation Group (a technical interest group of Engineering New Zealand). I have prepared expert evidence and technical assessments for resource consent applications, plan changes, and fast-track applications and have appeared as an expert witness before consent authorities on multiple occasions.
Preparation in Accordance with the Code of Conduct:	I confirm that I have read the Environment Court Practice Note 2023 – Code of Conduct for Expert Witnesses (**Code**), and have complied with it in the preparation of this memorandum. I also agree to follow the Code when participating in any subsequent processes, such as expert conferencing, directed by the Panel. I confirm

	that the opinions I have expressed are within my area of expertise and are my own, except where I have stated that I am relying on the work or evidence of others, which I have specified.
Signature:	
Date:	19 February 2026

3.0 Executive Summary / Principal Issues

Consent is being sought for a proposed retirement village 'The Point', located at 217 Kupe Street Orakei, 106 Rukutai Street and 95 Aotea Street. The proposal includes the following traffic elements:

- 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.

4.0 Documents Reviewed

The following documents have been reviewed in preparing this memorandum:

- AEE by Bentley & Co dated November 2025
- Integrated Transportation Assessment by Flow Transportation Specialists dated November 2025.
- Architecture Plans dated 08 November 2025.
- Landscape Plans
- Construction Traffic Management Plan by Flow Transportation Specialists dated October 2025
- Waste Management Plan
- Proposed Conditions of Consent

5.0 Traffic Engineering Assessment

5.1 Car Parking

a) Parking Numbers

The development is primarily located in the Residential – Terrace Housing and Apartment Zone and has no minimum parking rate and no maximum parking rate per dwelling.

The proposed site plan shows a total of 274 car parking spaces will be provided on the site. I have reviewed the proposed number of parking spaces and concur that they comply with the requirements of Table E27.6.2.3.

b) Parking Layout

I have reviewed the proposed parking space dimensions, maneuvering dimensions, vertical clearance and associated gradients.

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 T118 of 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 distance of 4.4m , however given the position of the car park in relation to the building walls it can be accessed sufficiently, I have reviewed the 85th percentile car tracking curves for that parking space and concur that they are workable.

I concur that all parking spaces have onsite manoeuvring and that they comply with E27.6.3.4(1)(a).

I noted that there are stacked parking spaces, the provision of stacking parkings are considered acceptable on the basis that these spaces are managed by staff or assigned to per unit and a driver is available to move the vehicle if required.

c) Gradients

The report shows the proposed parking space gradients and manoeuvring gradients on the site comply with E27.6.3.6(3)(b) and E27.6.3.6(4).

5.2 Traffic Generation

The development is located in the Residential – Terrace Housing and Apartment Buildings (THAB) Zone and is permitted in accordance with Table E27.6.1(2)(a). Therefore, there is no requirement to assess the traffic generating impact of the proposal.

Nevertheless, it is important to understand the potential traffic generation to consider its effects on the surrounding road network.

The applicant estimates that the development may generate approximately 46 vehicle movements per peak hour. However, the existing aged-care facility currently generates approximately 12 vehicle

movements per hour, and the retirement village on Aotea Street generates a further 3 vehicle movements per hour. Therefore, the net increase associated with the proposal is approximately 31 vehicle movements per hour.

I have reviewed the additional vehicle movements generated by the site and concur that this will have a less than minor effect on the surrounding streets.

5.3 Bicycle Parking

In accordance with T83 of Table E27.6.2.5, the development has 260 units and 30 FTE staff anticipated and is required to provide 10 visitor bicycle spaces and 3 secure bicycle spaces.

There are 10 visitor bicycle parking spaces 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.

5.4 Accessible Parking

The proposed parking layout plan shows six accessible parking spaces on the site. The number of accessible parking spaces complies with the Plan Change 79 (PC79) requirements. However, the car parking space in the basement provides only 2.2 m of vertical clearance, which infringes PC79 standard E27.6.3.5(c), where a minimum clearance of 2.5 m is required.

I recommend that a clearance height bar be installed at the entrance to the basement to advise drivers of the vertical height limit.

5.5 Loading Space

In accordance with Table E27.6.2.7, the development is a retirement village and residential care with a GFA approx. 50,000m2 , thus there is a requirement to provide two loading spaces.

There are two loading spaces provided; however, the loading space in the basement car park has a vertical clearance of 2.7 m, which is less than the required 3.8 m. I have reviewed the proposed heavy vehicles and confirm that they can enter the loading space.

The loading space next to Building 1, a vehicle is required to reverse into this space from Aotea Street, the loading activity is expected to be infrequent, I considered acceptable from a traffic safety perspective.

5.6 Vehicle Crossing and Access Width

Three vehicle crossings will be created on Rukutai Street; the existing vehicle crossing on the eastern side will be widened to 5.5m for two-way movement and to provide an internal link to Aotea Street and access to 70 parking spaces at the basement of building 2. A new 3.5m wide vehicle crossing on the western side will serve 5 visitor parking spaces between building 4 and 5. In addition, a new vehicle crossing of 6m wide at the northern end to access the basement level at Building 3 and 4 containing 116 parking spaces. I concur these vehicle crossings comply with E27.6.4.2.

Two vehicle crossings will be created on Aotea Street; the northern end vehicle crossing is 9.1m wide, which will serve the main entrance to the retirement village, porte cochere and 74 basement car parking spaces under building 1, a new 3m wide vehicle crossing is proposed to serve the loading space south of building 1.

The northern end vehicle crossing of 9.1m wide does not comply with T151 of E27.6.4.3.2. This vehicle crossing has a median to accommodate a swipe card reader plinth, and there is a gate to restrict vehicle speed. It is also to cater for fire emergency access. I've considered acceptable from a traffic engineering perspective.

The 3m wide vehicle crossing complies with the AUP requirement.

The accesses comply with the AUP requirements.

I also note that all redundant vehicle crossings will be removed and reinstated to berm, kerb and channel.

5.7 Vehicle Access Gradients

I have reviewed the vehicle access gradients including a 1in20 access platform over 4m length at the road boundary and concur that they comply with the requirements of the Unitary Plan, except the gradient of Aotea Street at the boundary is 1in12. I've considered acceptable from a traffic safety perspective.

5.8 Number of Vehicle Crossing and Separation Distance

I have reviewed the proposed number of vehicle crossings along the site frontage, the separation distance and concur that they comply with T146 of Table E27.6.4.2.1.

5.9 Sight Distance

I have reviewed the sight distances from both sides of the vehicle crossing and concur that they comply with the requirements of the RTS6 Guidelines for Visibility at Driveways.

5.10 Lighting

In accordance with E27.6.3.7, the development has 10 or more car parking spaces and is required to provide lighting on the site.

I recommend that suitable lighting is provided in the car parking area in compliance with E27.6.3.7 and E24 of the Unitary Plan.

5.11 Pedestrian Safety

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.

5.12 Plan Change 79

The applicant provided a PC79 assessment and comply with all PC79 requirements.

6.0 Recommendation

In general, I am satisfied with the development from a traffic perspective.

7.0 Proposed Conditions

I support this proposal subject to the following conditions of consent:

a) Prior to the occupation of residential units, all access, parking and manoeuvring areas must be formed, sealed with an all-weather surface, marked out, sign posted and drained in accordance with the approved plans. The surface finish of the vehicle access, parking areas and pedestrian paths must be in accordance with the approved plans.
b) Prior to the occupation of residential units, the required residential/visitor and accessible car parking spaces and loading spaces must be marked and/or identified through signage in accordance with the approved plans.

c) The consent holder must install 10 secure and 3 visitor bicycle spaces in accordance with the minimum requirements of the Auckland Transport TDM cycling infrastructure.

d) Prior to the occupation of residential units, the consent holder must provide suitable lighting on the site in compliance with Section E24 of the Unitary Plan.

e) All new vehicle crossings must be designed and formed in accordance with the Auckland Transport – Transport Design Manual. The new crossing must maintain an at-grade (level) pedestrian footpath across the length of the crossing, using the same materials, kerbing, pavings, patterns and finish as the footpath on each side of the crossing.

f) All redundant vehicle crossings along the site frontage must be removed and reinstated as kerbing and verge/footpath to Auckland Transport – Transport Design Manual. This must be undertaken at the consent holder's expense.

g) The consent holder must install a clearance height bar at the entrance of the basement car park to inform driver of the basement height.

h) Prior to the commencement of the construction of the dwellings, the consent holder must submit to the Council, certification by a licensed electrician, that the proposed undercover car park has the capability to install Electric Vehicle Supply Equipment with designated space provided for the necessary conduit, circuit and metering between the car park and an available electrical distribution board on the same building storey, or ground level if the car parking space is at ground level.

i) Prior to the commencement of construction or demolition works, the consent holder must submit a detailed Construction Traffic Management Plan (CTMP) to Auckland Council for approval. The CTMP must include the following aspects of the construction process:

   a. Estimation on number of heavy vehicle movements per hour and per day during the construction period
   b. Hours of work, staging of the development and construction period.
   c. Parking management plan for visitors and construction traffic. Parking must be contained within the site.
   d. Location of loading / working areas.
   e. Construction loading or unloading from the street is to be permitted only with the approval of Auckland Transport.
   f. Truck and trailer operation shall be prohibited between the hours of 7am-9am and 4pm-6pm, Monday to Friday.
   g. Provide cleaning facilities within the site to thoroughly clean all vehicles prior to exit to prevent mud or other excavated material from being dropped on the road. In the event that material is dropped on the road resources should be on hand to clean-up as soon as possible.
   h. The CTMP needs to address the transportation and parking of oversize vehicles such as cranes.
   i. Provide traffic management plans in compliance with the latest edition of the NZTA "Code of Practice for Temporary Traffic Management" (COPTTM) document.
   j. Provide pedestrian management plan including temporary pedestrian routes which must be easily traversable, well-marked and safely separated from moving vehicles.
   k. The site access point must be clearly signposted and ensuring that access to neighbouring properties is not compromised.