flow
TRANSPORTATION SPECIALISTS

27 March 2026

Richard Mora
Generus Living
539a Mount Albert Road
Three Kings
AUCKLAND 1010

Dear Richard

THE POINT MISSION BAY FAST-TRACK CONSENT – PC79 CONSENT ORDER VERSION ASSESSMENT

Flow Transportation Specialists Limited (Flow) has prepared this letter responding to Auckland Council's request to assess the The Point Mission Bay Fast-Track consent against E27 of the Auckland Unitary Plan – Operative Plan (AUP(OP)), that the Environment Court released by way of a Consent Order [NZEnvC 038] dated 6 March 2026. We understand that these amendments are now operative.

We have undertaken an assessment against the provisions of the Unitary Plan's Chapter E27 Transport (Consent Order version) , with a detailed assessment attached to this letter.

We note that there is no change to the compliances as outlined in our ITA report dated 10 November 2025.

Yours sincerely,

Gerhard van der Westhuizen
PRINCIPAL TRANSPORTATION ENGINEER

Reference: P:\GENU\017 The Point Mission Bay -ITA\4.0 Reporting\L1A260327 PC79 Assessment Transport draft.docx – Charyne Sundgren

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TRANSPORTATION SPECIALISTS

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:
(a) a new development in Table E27.6.1.1
(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
(c) a proposed subdivision of land which has capacity under this Plan to accommodate more than 100 dwellings
resource consent for a restricted discretionary activity is required.</td><td>Does not apply
(a) The Proposal is identified in Table E27.6.1.1 as an integrated residential development
(b) The Proposal does not generate more than 100 v/hr
(c) The Proposal is not for more than 500 units</td></tr>
<tr><td>PC79 – E27.6.1. Trip generation
(1) Where a proposal (except where excluded in Standard E27.6.1(2)) exceeds one of the following thresholds:
(a) a new development or subdivision in Table E27.6.1.1; or
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>Residential</td><td>Dwellings – threshold 1</td><td>40 dwellings</td></tr>
<tr><td>(T1)</td><td></td><td>Dwellings – threshold 2</td><td>~~100~~ ~~60~~ 100 dwellings</td></tr>
<tr><td>(T1A)</td><td></td><td>Integrated residential development – threshold 1</td><td>100 units</td></tr>
<tr><td>(T2)</td><td></td><td>Integrated residential development – threshold 2</td><td>~~500~~ ~~100~~ 500 units</td></tr>
<tr><td>(T2A)</td><td></td><td>Visitor accommodation – threshold 1</td><td>60 units</td></tr>
<tr><td>(T3)</td><td></td><td>Visitor accommodation – threshold 2</td><td>~~100~~ ~~60~~ 100 units</td></tr>
<tr><td>(T3A)</td><td></td><td>Residential subdivision – threshold 1</td><td>Capacity to accommodate more than 40 dwellings</td></tr>
<tr><td>(T3B)</td><td></td><td>Residential subdivision – threshold 2</td><td>Capacity to accommodate more than 100 dwellings</td></tr>
<tr><td>(T4)</td><td>Education facilities</td><td>Primary</td><td>167 students</td></tr>
<tr><td>(T5)</td><td></td><td>Secondary</td><td>333 students</td></tr>
<tr><td>(T6)</td><td></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>Retail</td><td>Drive through</td><td>333 m² GFA</td></tr>
<tr><td>(T8A)</td><td></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></td><td>Applies
a) The Proposal exceeds the threshold 1 of an integrated residential development of 100 units
b) The proposal does not generate more than 100 vehicles per hour in the peak hour.

As such, resource consent for a restricted discretionary activity is required</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 resource consent for a restricted discretionary activity is required.	
E27.6.2. Number of parking and loading spaces	
(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 ***(T32) Residential: Retirement villages*** ◆ No maximum	**Not applicable** No minimum nor maximum rates apply.
(6) Bicycle parking (a) the activities specified in Table E27.6.2.5 must provide the minimum number of bicycle parking spaces specified; and (b) the following bicycle parking requirements apply to new buildings and developments ***(T83) Residential: retirement village and residential care*** ◆ For visitors: 1 space plus 1 space per 30 units/apartments ◆ Secure spaces: 1 per 10 full-time equivalent (FTE) employees	**Complies** 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. 10 visitor bike parks are proposed next to the porte-cochere, and at least 3 secure bike spaces are proposed in the basement.
(7) End-of-trip facilities: (a) the activities specified in Table E27.6.2.6 must provide end-of-trip facilities as listed below; and (b) the following end-of-trip facilities requirements apply to new buildings and development	**Not Relevant** Retirement villages are not specified in Table E27.6.2.6
(8) Number of loading spaces: (a) all activities must provide loading spaces as specified in Table E27.6.2.7 ***(T112) All other activities: Greater than 5000m2 up to 20,000m2*** ◆ 1 loading space required	**Complies** The Proposal is between 5,000 m^2 and 20,000 m^2 GFA and provides 2 loading spaces.
Note: Accessible parking (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)	**Complies** 6 accessible parking spaces are proposed to be provided
PC79 - (8) Number of loading spaces: (b) In addition, where the only vehicle access for residential activities is from ~~where part of the site has frontage to~~ an arterial road as identified on the planning maps, a small loading space must be provided in accordance with ~~must provide loading as specified in T~~Table E27.6.2.7A.	**Not Relevant** The proposal does not have frontage on an Arterial Road.

Add New Table E27.6.2.7A Minimum small loading space requirements

Activity	GFA/Number of dwellings	Minimum rate
(T111B)	Developments where all dwellings have individual pedestrian access directly from a public road	No loading space required
	Up to 9 dwellings without individual pedestrian access directly from a public road	No loading space required
	Greater than 9 dwellings up to 5,000m² without individual pedestrian access directly from a public road	1*
	Greater than 5,000m²	NA

Activity	GFA/Number of dwellings	Minimum rate
(T111B)	Developments where all dwellings have individual pedestrian access directly from a public road	No loading space required
	Up to 9 dwellings without individual pedestrian access directly from a public road	No loading space required
	10 or more ~~Greater than 9~~ dwellings up to 5,000m² without individual pedestrian access directly from a public road	1*
	Greater than 5,000m²	NA

* Refer to T137A of Table E27.6.3.2.1 Minimum loading space dimensions

E27.6.3.1. Size and location of parking spaces	
(1) Every parking space must (a) comply with the minimum dimensions given in Table E27.6.3.1.1 and Figure E27.6.3.1.1; and (b) be located on the same site as the activity to which it relates unless one of the following criteria is met (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 (ii) resource consent is granted to an alternative arrangement, such as shared parking, offsite parking, or non-accessory parking (c) [deleted] (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 (e) be located outside any area designated for road widening; and (f) parking located in part of any yard on the site (where it is permitted in the zone) must not: (i) impede vehicular access and movement on the site; and (ii) infringe any open space and landscape requirements for the relevant zone; and (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** (a) There is one car park that does not provide the minimum manoeuvring space. (b) all parking spaces are located on the same site as the activity to which it relates (c) are not used for any other purpose (d) all parking spaces will be kept clear and available (e) all parking spaces are located outside any area designated for road widening; (f) Parking does not (i) impede vehicular access and movement on the site; and (ii) infringe any open space and landscape requirements for the relevant zone (g) parking spaces will not to be sold or leased
PC79 - E27.6.3.1. Size and location of parking spaces (1) Every parking space must (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** 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: (a) comply with the minimum dimensions given in Table E27.6.3.2.1; and (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; (c) be located outside any area designated for road widening; and (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): (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	**Complies** The loading space areas are a minimum of 8 m long and 3.5 m wide.

<table>
<tr><td>(ii) the use of the loading space does not create a traffic hazard on the road at any time.</td><td></td></tr>
<tr><td>PC79 - E27.6.3.2. Size and location of loading spaces
(1) Every loading space must:
(e) have a maximum crossfall of 1:50 (2%) in all directions</td><td>Complies
The loading area off Aotea Street has a maximum crossfall of 1:50</td></tr>
<tr><td colspan="2">PC79 - E27.6.3.2(A). Number and Design of Accessible Parking</td></tr>
<tr><td>~~(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):~~
~~(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:~~
~~Business Zones:~~
~~a) Business – City Centre Zone;~~
~~b) Business – Metropolitan Centre Zone;~~
~~c) Business – Town Centre Zone;~~
~~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**~~
<table><tr><td>~~**Total number of parking spaces provided or theoretical parking spaces, whichever is the higher**~~</td><td>~~**Number of accessible parking spaces**~~</td></tr><tr><td>~~1 – 20~~</td><td>~~Not less than 1~~</td></tr><tr><td>~~21 – 50~~</td><td>~~Not less than 2~~</td></tr><tr><td>~~For every additional 50 parking spaces or part of a parking space~~</td><td>~~Not less than 1~~</td></tr></table>~~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**~~</td><td>Complies

6 accessible parking spaces are required.

6 accessible parking spaces are provided within the Site.</td></tr>
</table>

~~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~~

(1) Accessible parking must be provided for all new buildings, extension to existing buildings and changes of activity from non-residential to residential land uses, in accordance with E27.6.3.2(A)(2) to (5) below:

(2) For residential developments where car parking is provided on site, accessible parking spaces must be provided for developments of 10 or more dwellings.

(3) For all non-residential developments, accessible parking must be provided when car parking is provided on-site.

(4) Accessible parking is not required to be provided where no car parking is provided on site, except for the following activities in the following zones where accessible parking must be provided even when there is no car parking on-site:

Column A Zones where activities listed in column B must provide accessible car parks	**Column B** Activities that must provide accessible car parks where located in any of the zones listed in column A
Business - General Business Business - Business Park Business - Heavy Industry Business - Light Industry Zone Future Urban Zone Residential - Large Lot Residential - Rural and Coastal Settlement Residential – Mixed Housing Urban Residential – Mixed Housing Suburban Residential – Single House Zone All Special Purpose Zones	Care centres Cemeteries Community facilities Educational facilities including Tertiary Educational facilities Hospital and Healthcare facilities Organised sport and recreation Recreation facilities

(5) Where accessible parking is required to be provided on-site in accordance with E27.6.3.2 (A) (1) to (4) above, the required number of accessible parking spaces must be calculated as set out in E27.6.3.2(A) (6) and (7).

(6) For non-residential land uses, the required number of accessible parking spaces is to be determined using Steps 1 to 3 below:

Step 1 - For non-residential land uses in the following Business Zones:

(i) Business – City Centre Zone;

(ii) Business – Metropolitan Centre Zone;

(iii) Business – Town Centre Zone;

(iv) Business – Local Centre Zone;

(v) Business – Mixed Use Zone;

(vi) Business – Neighbourhood Centre Zone.

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Use Table E27.6.2.1 (maximum parking rates for the Business – City Centre), Table E27.6.2.2 (maximum parking rates for the Centre Fringe Office Control area) or Table E27.6.2.3 (maximum parking rates area 1) to determine theoretical demand where a maximum parking rate is stipulated that results in a lesser parking requirement to that based on the Parking Demand Guidelines in Appendix 23.

For other non-residential land uses in the above Business zones and in all other Zones - 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 for non-residential land uses based on either the number of parking spaces that are existing or proposed to be provided or the theoretical parking demand for non-residential land uses 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

Step 3 – Provided that the number of accessible car parks calculated using Table 1 shall not be less than presently exist on the site.

(7) For dwellings in all zones (including dwellings in the residential component of mixed use developments) which provide car parking, the required number of accessible parking spaces provided must be in accordance with Table 2 below:

Table 2 – Number of accessible parking spaces – Dwellings

Number of dwellings	Number of accessible parking spaces
10 – 20	Not less than 1
21-50	Not less than 2
For every additional 50 dwellings	Not less than 1

(8) 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 (6) applies.

(9) Accessible car parks must be marked as accessible and connected by an accessible route to the building, unit(s) or facility they serve, except that:

(a) for residential developments where an accessible car park is located within a garage, carport or parking pad that directly adjoins the dwelling it serves, the space may be, but is not required to be, marked as accessible; and

(b) for accessible parking spaces in grouped or communal areas of residential developments that do not directly adjoin the dwellings they serve, such spaces must be marked as accessible, and may include additional signage indicating private allocation to specific dwellings. The marking for these residential parking spaces may be supplemented beyond standard accessible parking markings to clearly indicate their residential and private/allocated nature.

For all non-residential developments, or non-residential components of mixed-use developments, standard accessible parking markings must be used.

Note 1: Refer to NZS 4121:2001 – Design for Access and Mobility - Buildings and Associated Facilities for information on marking / signage of accessible car parks.

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Note 2: For accessible parking dimensions and accessible route requirements, see standard E27.6.3.1(1)(a). Note 3: Accessible parking spaces provided in communal parking areas must be marked, however for the avoidance of doubt can be allocated to individual units and do not need to be held in common. (10) The requirements of this standard E27.6.3.2(A) do not apply to activities within I208 Port Precinct. Note: Accessible parking requirements are further controlled by the Building Code. Plan users should refer to the Building Code to ensure compliance can be achieved at building consent stage. Granting of a resource consent does not imply that waivers of Building Code requirements will be granted	
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** 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** Refer to tracking assessments attached to this report
PC79 - (2A) For every small 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** 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** 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: (a) Four or more parking spaces are served by a single access; (b) there is more than 30m between the parking space and the road boundary of the site; or (c) access would be from an arterial road or otherwise within a Vehicle Access Restriction covered in Standard E27.6.4.1.	**Complies** Vehicles are not required to reverse onto the public road.
~~**PC79 - E27.6.3.4A. Heavy vehicle access**~~	
(2) Where E27.6.3.4(1)(a), (b) or (c) requires a heavy vehicle to turn around within a site in a residential zone, to avoid reversing off the site or onto or off the road, sufficient space must be provided on the site so an 8m heavy vehicle can turn around with a maximum reverse manoeuvring distance of 12m. a. Heavy vehicle access and manoeuvring areas associated with access required by the above 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). ~~(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~~ ~~(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** 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	**Does not comply**

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(a) 2.1m where access and/or parking for cars is provided for residential activities (b) 2.3m where access and/or parking for cars is provided for all other activities (c) 2.5m where access and/or accessible parking for people with disabilities is provided; or (d) 3.8m where loading is required	The basement level's vertical clearance that accommodates a loading bay is less than 3.8 m (it is 2.7 m). The accessible parking's vertical clearance on level 2 basement is only 2.2 m
PC79 – 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: … (c) 2.5m where access and/or accessible parking is provided and/or required; (ca) 2.8m where loading is required for residential activities denoted with an asterisk (*) in Table E27.6.2.7A; (cb) 3.8m where heavy vehicle access in Standard E27.6.3(2) ~~4A~~ is provided; or	**Does not comply** The basement level's vertical clearance that accommodates a loading bay is less than 3.8 m (it is 2.7 m). 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** 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: (a) 1 in 25 in any direction for accessible spaces for people with disabilities; or (b) 1 in 20 (five per cent) in any direction for other spaces.	**Complies** **a)** The gradient does not exceed 1 in 25 in any direction for an accessible parking space 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** The gradient for the manoeuvring areas does not exceed 1 in 8
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** 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 (2) Lighting is required, in residential zones to primary pedestrian access, vehicle access, parking and manoeuvring areas, where any of the following apply: (a) There are four ~~or more~~to nine dwellings accessible from a primary pedestrian access which is not adjacent to a vehicle access; (b) There are 10 or more parking spaces; or (c) There are 10 or more dwellings. ~~Adequate l~~Lighting must be provided during the hours of darkness in a manner that complies with the rules in Section E24 Lighting.	**Can Comply** 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: (a) a Vehicle Access Restriction – General Control as shown on the planning maps in the Business – City Centre Zone; or	**Not Relevant** The site is not subject to the specified Control

(b) a Key Retail Frontage Control as shown on the planning maps	
(2) Standard E27.6.4.1(3) below applies in any of the following circumstances (a) a new vehicle crossing is proposed; (b) a new activity is established on a site; (c) there is a change of type of activity	**E27.6.4.1(3) applies** (a) A new crossing is proposed (b) A new activity is established on site **(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: (a) is located within 10m of any intersection as measured from the property boundary, illustrated in Figure E27.6.4.1.1; (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; (c) has frontage to an arterial road as identified on the planning maps; or (d) is located closer than 30m from a railway level crossing limit line	**Complies** The vehicle crossings: (a) Is located more than 10 m of any intersection as measured from the property boundary (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; (c) Doesn't have frontage to an arterial road as identified on the planning maps; (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. **(T146) All other sites** ◆ One crossing per 25m of site frontage ◆ 2m separation from adjacent vehicle crossings, or combined with adjacent vehicle crossings and not exceeding 6m width ◆ Minimum of 6m separation between crossing serving the same site	**Complies** The Site has ◆ 70 m of road frontage on Aotea Street, and 2 vehicle crossings are proposed ◆ 100 m of road frontage on Rukutai Street, and 3 vehicle crossings are proposed All vehicle crossings have at least a 2 m separation from adjacent sites. 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. **(T149) Residential zone serving 1 or 2 parking spaces** ◆ Minimum width of crossing at site boundary of 2.75m ◆ Maximum width of crossing at site boundary of 3.0m **(T150) Residential zone serving 3 to 9 parking spaces** ◆ Minimum width of crossing at site boundary of 3.0m ◆ Maximum width of crossing at site boundary of 3.5m **(T151) Residential zone serving 10 or more parking spaces** ◆ Minimum width of crossing at site boundary of 5.5m ◆ Maximum width of crossing at site boundary of 6.0m	**Complies in part** T4 of the 5 proposed vehicle crossings complies with the minimum widths and does not exceed the maximums. 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** 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** The Applicant will reinstate the berm, footpath and kerb at their cost

<table>
<tr><th colspan="2">E27.6.4.3. Width of vehicle access and queuing requirements</th></tr>
<tr><td>(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:
(a) passing bays are provided in accordance with Table E27.6.4.3.1;
(T148) All other zones
◆ 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
◆ Passing bays should be at least 5.5m wide over 7m with 45 deg tapers
(b) meeting the minimum formed access width specified in Table E27.6.4.3.2.
(T149) Residential zone serving 1 or 2 parking spaces
◆ Minimum formed access width of 2.5m contained in a clear corridor with a minimum width of 3.0m
(T150) Residential zone serving 3 to 9 parking spaces
◆ Minimum formed access width of 3.0m contained in a clear corridor with a minimum width of 3.5m
(T151) Residential zone serving 10 or more parking spaces
◆ 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
◆ A 1.0m pedestrian access for rear sites which may be located within the formed driveway</td><td>Complies in part
All accessway lengths, but one, comply with these lengths.
All accessway formed widths comply.
The accessway between Buildings 2 and 3 is 60 m in length and does not provide a formal passing bay.</td></tr>
<tr><td>PC79 - 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:
~~b)~~a)meeting the minimum formed access width specified in Table E27.6.4.3.2. and

Table E27.6.4.3.2 Vehicle crossing and vehicle access widths
<table><tr><th colspan="2">Location of site frontage</th><th>Number of parking spaces served</th><th>Minimum width of crossing at site boundary[1]</th><th>Maximum width of crossing at site boundary[1]</th><th>Minimum formed access width</th></tr><tr><td>…</td><td>…</td><td>…</td><td>…</td><td>…</td><td>…</td></tr><tr><td>(T151)</td><td>Residential zones</td><td>Serves 10 or more parking spaces</td><td>5.5m (two-way)</td><td>6.0m (two-way)</td><td>5.5m (providing for two-way movements)
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.
~~1.0m pedestrian access for rear sites which may be located within the formed driveway~~</td></tr><tr><td>…</td><td>…</td><td>…</td><td>…</td><td>…</td><td>…</td></tr></table>~~c)~~b)meeting the minimum speed management measure spacing specified in Table E27.6.4.3.3
Table E27.6.4.3.3 Speed management requirements</td><td>Complies
The accessway widths allows for a two-way movement throughout its length (where applicable).

The accessways exceed 30 m and therefore speed management is required and provided.
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.</td></tr>
</table>

<table><tr><th>Activity</th><th>Length of vehicle access</th><th>Location of minimum speed management measures</th></tr><tr><td>(T156A) Vehicle access serving four or more dwellings in Residential zones~~Residential zones~~</td><td>Exceeds 30m</td><td>Within ~~Not more than~~ 10m ~~from~~ of the site's boundary with the legal road; and thereafter not more than 30m spacing between speed management measures.</td></tr></table> Note: Where heavy vehicle access and speed management measures are required, the design of speed management measures should include consideration of heavy vehicle requirements.	
(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,** 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: **(T1567) vehicle access serving any other residential activities** ◆ Maximum gradient of 1:5 **(T158) vehicle access used by heavy vehicles** ◆ Maximum gradient of 1:8	**Complies:** The section of accessway that will be used by heavy vehicles will have a maximum gradient of 1:8. 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** 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** A 4 m long platform with a gradient of 1:20 is provided at 4 of the 5 vehicle crossings. The gradient of the vehicle crossing off Aotea Street is 1:12.
E27.6.5. Design and location of off-road pedestrian and cycling facilities	
(1) The design and location of the proposed facility shall provide connections to existing pedestrian and cycling routes and facilities.	**Complies** The proposed public footpaths have been design with the type of users in mind.
(2) The width of the path is designed to accommodate the anticipated number and type of users.	
(3) The surface of the path is designed to safely provide for the anticipated number and type of users.	
PC79 - E27.6.6. Design and location of pedestrian access in residential zones	
(1) This standard applies to development of two or more dwellings in residential zones. (2) For the purposes of this standard and standard E38.8.1.2 (Access to rear sites), and the associated provisions and related assessment criteria, "physically separated" means separation of primary pedestrian access from vehicle access, parking and manoeuvring areas by way of: a) 150mm high, non-mountable vertical kerbs to primary pedestrian access; b) Minimum 1 m wide landscape buffer between primary pedestrian access and vehicle access, manoeuvring or parking areas; or c) wheel stops or similar barriers positioned to avoid vehicle access onto or over an adjacent primary pedestrian access. (3) Primary pedestrian access must be provided to each dwelling. The primary pedestrian access requirements specified in Table E27.6.6.1 apply for the full length of the pedestrian access: ~~(1) Where two or more dwellings are proposed in residential zones, primary pedestrian access must be provided which meets the following:~~	**Complies** Separated footpath connections to the buildings that is at least 1.8 m wide from Te Arawa Street and Aotea Street will be provided. Sufficient clear width for emergency services is provided .

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~~(a) have the minimum pedestrian access width and separation specified in Table E27.6.6.1 for its full length;~~

~~Table E27.6.6.1. Primary Pedestrian Access width and separation requirements~~

~~Location of site~~		~~The total number of parking spaces or dwellings served by a vehicle and/or Primary Pedestrian Access~~	~~Minimum formed Primary Pedestrian Access width where not adjacent to vehicle access~~	~~Minimum formed Primary Pedestrian Access width and separation where adjacent to vehicle access~~
~~(T156A)~~	~~Residential zones~~	~~Serves 2 – 3 dwellings~~	~~1.8m~~	~~No requirement under E27.6.6(1) to (3)~~
~~(T156B)~~		~~Serves 4 to 19 parking spaces or 4 to 19 dwellings, whichever is the greater.~~	~~1.8m~~	~~1.4m (including the kerb), which must be vertically separated from trafficable areas as shown in Figure E27.6.4.3.1.~~
~~(T156B)~~		~~Serves 20 or more parking spaces or 20 or more dwellings, whichever is the greater.~~	~~1.8m~~	~~1.8m (including the kerb), which must be vertically separated from trafficable areas as shown in Figure E27.6.4.3.1.~~

	Number of Dwellings (excluding dwellings that directly front and have direct pedestrian access from a road)	**Primary Pedestrian Access Adjacent to Vehicle Access and Parking Area**	**Primary Pedestrian Access Not Adjacent to Vehicle Access or Parking Area or Pedestrian Only Access**

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	(T160)	**2-5 dwellings**	(i) No requirement. Pedestrian access may share the vehicle access space.	(i) Minimum formed width of 1.8m. (ii) Free of permanent obstructions with minimum clear height of 2.1m. (iii) A gradient no greater than 1 in 12. (iv) A surface treatment which is firm, stable and slip resistant in any weather condition.		
	(T161)	**6-19 dwellings**	(i) Primary pedestrian access is physically separated from vehicle access and parking areas. (ii) Minimum formed width of 1.4m. (iii) Free of permanent obstructions with minimum clear height of 2.1m.	(i) Minimum formed width of 1.8m. (ii) Free of permanent obstructions with minimum clear height of 2.1m. (iii) A gradient no greater than 1 in 12. (iv) A surface treatment which is firm, stable and slip		

(4) Clear Width / Height Requirements for emergency responders

a. Where primary pedestrian access is adjacent to a vehicle access on the same site, no additional clear width/height requirement applies beyond the primary pedestrian access requirements in E27.6.6(3).

b. Where primary pedestrian access is not adjacent to a vehicle access as described in (a), the following further requirements apply in addition to those in E27.6.6(3):

i. Minimum clear width of 3m;

ii. Minimum clear height of 2.1m;

iii. The clear width may include the minimum formed primary pedestrian access width of 1.8m required in E27.6.6(3), but shall be free of permanent obstructions and spaces within which vehicles may park with the exception of:

- Soft/frangible landscape treatment with a maximum mature height of 600mm;
- Wall-mounted, fence-mounted or building-mounted lighting infrastructure. ~~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.~~
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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. Note 2: E27.6.6(4) is intended to provide access for emergency responders. Emergency responder access requirements are further controlled by the Building Code. Plan users should refer to the Building Code to ensure compliance can be achieved at building consent stage. Granting of a resource consent does not imply that waivers of Building Code requirements will be granted. Fire and Emergency New Zealand publishes guidance in the context of Building Code requirements. ~~(c) have a gradient no greater than:~~ ~~(i) 1 in 12 for pedestrian access which is not adjacent to vehicle access;~~ ~~(ii) the maximum vehicle access gradient as specified in Table E27.6.4.4.1 where the pedestrian access is adjacent to vehicle access;~~ ~~(e) have a surface treatment which is firm, stable and slip resistant in any weather conditions;~~ ~~(f) provide direct and continuous access to the dwellings from a public footpath;~~ ~~(g) be free from permanent obstructions and have a clear height of at least 2.1m for its full length.~~ ~~(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:~~ ~~(a) up to three dwellings and has a length greater than 50m; or~~ ~~(b) four or more dwellings~~ ~~(3) For the purposes of (2) above, the clear width may include:~~ ~~(a) the minimum 1.8m formed primary pedestrian access width;~~ ~~(b) landscape treatment with a maximum mature height of 600mm;~~ ~~(c) lighting infrastructure.~~ ~~(4) Standards E27.6.6(1), (2) and (3) above do not apply where:~~ ~~(a) up to three dwellings are proposed on a site and vehicle access is provided to each dwelling; or~~ ~~(b) a dwelling directly fronts and has direct access to a street.~~ ~~(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:~~ ~~(a) have a minimum width of 1.2m;~~ ~~(b) be vertically separated from trafficable areas as shown in Figure E27.6.4.3.1;~~ ~~(c) connect to the primary pedestrian access or the dwellings associated with those parking spaces;~~ ~~(d) have a surface treatment which is firm, stable and slip resistant in any weather condition; and~~ ~~(e) be free from permanent obstructions and have a clear height of 2.1m for its full length.~~ ~~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	
(1) Any new dwellings with undercover 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 sufficient space for the necessary conduit, circuit and metering between the	**Complies** The parking spaces proposed in the basement will have the capability to install Electric Vehicle Supply Equipment.

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car park and an electrical distribution board on the same building storey, or ground level if the undercover car parking space is at ground level. (2) For developments requiring resource consent, compliance with this standard may be through one of the following: a. Resource consent drawings showing schematically the space identified for future Electric Vehicle Supply Equipment as required by (1); or b. An appropriate condition of resource consent (offered by the applicant and agreed by the Council) requiring that a detailed plan or plans be provided and certified by Council prior to the lodgement of any building consent application, showing the space identified for future Electric Vehicle Supply Equipment as required by (1). For developments not requiring resource consent, compliance with this standard must be demonstrated at building consent stage through building consent drawings showing the space identified for future Electric Vehicle Supply Equipment as required by (1).~~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.~~ ~~(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.~~ ~~(a) This standard does not apply to any car parking permanently allocated to visitors.~~	

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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	
Assessment Criteria	**Comment**
(3A) any activity or subdivision which exceeds the thresholds (TA1), (T1A), (T2A) and (T3A) in Table E27.6.1.1: *(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* *(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* *(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.* ** Note: this does not alter the meaning of 'local transport network' in any other context.*	• 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 • 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 • 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.	

(a) effects on the safe and efficient operation of the adjacent transport network having regard to: (i) the effect of the modification on visibility and safe sight distances; (ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring; (iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or (iv) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways. ~~(b)~~(a) effects on pedestrian amenity or the amenity of the streetscape, having regard to: (i) the effect of additional crossings or crossings which exceed the maximum width; or (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. ~~(c)~~(b) the practicality and adequacy of parking, loading and access arrangements having regard to: (i) site limitations, configuration of buildings and activities, user requirements and operational requirements; (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: • comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly; • accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes; - the desirability of separating truck movements accessing a site from customer vehicle movements; - 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; (iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or (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 (b) Not relevant. (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: (i) the effect of the modification on visibility and safe sight distances; (ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring; (iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or (iv) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways. ~~(v) the extent to which the management plan for the development identifies and mitigates risk to all site and road users~~ (b) effects on pedestrian amenity or the amenity of the streetscape, having regard to: (i) the effect of additional crossings or crossings which exceed the maximum width; or (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. (c) the practicality and adequacy of parking, loading and access arrangements having regard to: (i) site limitations, configuration of buildings and activities, user requirements and operational requirements; (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: • comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly; • accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes; - the desirability of separating truck movements accessing a site from customer vehicle movements; - 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; (iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or (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. **PC79**	(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. (b) Not relevant. (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. ~~(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)~~ (e) No emergency access is needed at this vehicle crossing

~~(d) the safety and practicality of pedestrian access, in residential zones, having regard to:~~ ~~(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;~~ ~~(ii) the number of dwellings / future occupants that a primary pedestrian access is serving;~~ ~~(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;~~ ~~(iv) space limitations and constraints within basement parking areas;~~ ~~(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;~~ ~~(vi) the extent to which the design incorporates Crime Prevention Through Environmental Design principles;~~ ~~(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;~~ ~~(viii) the need to separate pedestrian areas from vehicle access, parking, manoeuvring and reversing areas; and~~ ~~(ix) the avoidance of conflict between users.~~ (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: (i) the effect of the modification on visibility and safe sight distances; (ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring; (iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or (iv) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways. ~~(v) the extent to which the management plan for the development identifies and mitigates risk to all site and road users~~ (b) effects on pedestrian amenity or the amenity of the streetscape, having regard to: (i) the effect of additional crossings or crossings which exceed the maximum width; or (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. (c) the practicality and adequacy of parking, loading and access arrangements having regard to: (i) site limitations, configuration of buildings and activities, user requirements and operational requirements; (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: • comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly; • accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes; - the desirability of separating truck movements accessing a site from customer vehicle movements; - 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; (iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or (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. **PC79** ~~(d) the safety and practicality of pedestrian access, in residential zones, having regard to:~~ ~~(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;~~ ~~(ii) the number of dwellings / future occupants that a primary pedestrian access is serving;~~	(a) Not relevant (b) Not relevant. (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. ~~(d) Not relevant. Vertical clearance of 2.2 m minimum is sufficient for pedestrian access~~ (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;~~ ~~(iv) space limitations and constraints within basement parking areas;~~ ~~(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;~~ ~~(vi) the extent to which the design incorporates Crime Prevention Through Environmental Design principles;~~ ~~(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;~~ ~~(viii) the need to separate pedestrian areas from vehicle access, parking, manoeuvring and reversing areas; and~~ ~~(ix) the avoidance of conflict between users.~~ (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: (i) the effect of the modification on visibility and safe sight distances; (ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring; (iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or (iv) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways. ~~(v) the extent to which the management plan for the development identifies and mitigates risk to all site and road users~~ (b) effects on pedestrian amenity or the amenity of the streetscape, having regard to: (i) the effect of additional crossings or crossings which exceed the maximum width; or (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. (c) the practicality and adequacy of parking, loading and access arrangements having regard to: (i) site limitations, configuration of buildings and activities, user requirements and operational requirements; (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: • comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly; • accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes; - the desirability of separating truck movements accessing a site from customer vehicle movements; - 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; (iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or (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. **PC79** ~~(d) the safety and practicality of pedestrian access, in residential zones, having regard to:~~ ~~(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;~~ ~~(ii) the number of dwellings / future occupants that a primary pedestrian access is serving;~~ ~~(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;~~ ~~(iv) space limitations and constraints within basement parking areas;~~ ~~(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;~~	◆ 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 ◆ 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.

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~~(vi) the extent to which the design incorporates Crime Prevention Through Environmental Design principles;~~ ~~(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;~~ ~~(viii) the need to separate pedestrian areas from vehicle access, parking, manoeuvring and reversing areas; and~~ ~~(ix) the avoidance of conflict between users.~~ ~~(e)~~ (e)The safety and functionality of emergency responder access. ~~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: (i) the effect of the modification on visibility and safe sight distances; (ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring; (iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or (iv) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways. ~~(v) the extent to which the management plan for the development identifies and mitigates risk to all site and road users~~ (b) effects on pedestrian amenity or the amenity of the streetscape, having regard to: (i) the effect of additional crossings or crossings which exceed the maximum width; or (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. (c) the practicality and adequacy of parking, loading and access arrangements having regard to: (i) site limitations, configuration of buildings and activities, user requirements and operational requirements; (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: • comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly; • accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes; - the desirability of separating truck movements accessing a site from customer vehicle movements; - 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; (iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or (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. **PC79** ~~(d) the safety and practicality of pedestrian access, in residential zones, having regard to:~~ ~~(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;~~ ~~(ii) the number of dwellings / future occupants that a primary pedestrian access is serving;~~ ~~(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;~~ ~~(iv) space limitations and constraints within basement parking areas;~~ ~~(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;~~ ~~(vi) the extent to which the design incorporates Crime Prevention Through Environmental Design principles;~~ ~~(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;~~ ~~(viii) the need to separate pedestrian areas from vehicle access, parking, manoeuvring and reversing areas; and~~	◆ 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.

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~~(ix) the avoidance of conflict between users.~~ ~~(e)~~(d) The safety and functionality of emergency responder access. ~~(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: (i) the effect of the modification on visibility and safe sight distances; (ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring; (iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or (iv) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways. ~~(v) the extent to which the management plan for the development identifies and mitigates risk to all site and road users~~ (b) effects on pedestrian amenity or the amenity of the streetscape, having regard to: (i) the effect of additional crossings or crossings which exceed the maximum width; or (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. (c) the practicality and adequacy of parking, loading and access arrangements having regard to: (i) site limitations, configuration of buildings and activities, user requirements and operational requirements; (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: • comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly; • accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes; - the desirability of separating truck movements accessing a site from customer vehicle movements; - 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; (iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or (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. **PC79** ~~(d) the safety and practicality of pedestrian access, in residential zones, having regard to:~~ ~~(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;~~ ~~(ii) the number of dwellings / future occupants that a primary pedestrian access is serving;~~ ~~(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;~~ ~~(iv) space limitations and constraints within basement parking areas;~~ ~~(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;~~ ~~(vi) the extent to which the design incorporates Crime Prevention Through Environmental Design principles;~~ ~~(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;~~ ~~(viii) the need to separate pedestrian areas from vehicle access, parking, manoeuvring and reversing areas; and~~ ~~(ix) the avoidance of conflict between users.~~ ~~(e)~~(d) The safety and functionality of emergency responder access. ~~(f)~~	◆ 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.

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