1.0 APPLICATION DESCRIPTION

Application and property details

Fast-Track project name:	Auckland Surf Park Community Stage 2
Fast-Track application number:	FTAA-2606-1246
Council reference number:	BUN60467823

2.0 Technical Specialist Memo – Traffic Engineering – on behalf of Auckland Council

To:	Brooke Dales, Consultant Planner Warwick Pascoe – Principal Project Lead
From:	Bruno Royce (Traffic Engineering Solutions Ltd on behalf of Auckland Council) Yunjian Shi (Traffic Engineering Solutions Ltd on behalf of Auckland Council)
Qualifications & Relevant Experience:	Bruno is a Principal Traffic and Transportation Engineer / Director and holds the qualifications of: • Bachelor of Civil Engineering (Honours) from Natal (South Africa); • Master of Business Administration from Heriot-Watt University (Scotland). Bruno has more than 35 years of professional experience in traffic engineering and transportation planning, transport modelling and civil engineering in New Zealand. He is a chartered transportation engineer registered with Engineering New Zealand. He has prepared expert evidence and technical assessments for resource consent applications and has appeared as an expert witness before consent authorities on multiple occasions. He has an extensive understanding of RMA and consent processing/monitoring. Yunjian is a Senior Transportation Engineer and holds the qualification of: • Bachelor of Engineering (Civil) (Honours) from University of Auckland. He has 8 years of professional experience in traffic engineering and transportation planning in New Zealand. He is a member of Engineering New Zealand. He has prepared expert evidence and technical assessments for resource consent applications and has appeared as an expert witness before consent authorities in the past. He is also a qualified Safe Systems Auditor and has been involved in both the design and auditing of roading infrastructure.
Preparation in Accordance	We, Bruno Royce and Yunjian Shi, confirm that we have read the Environment Court Practice Note 2023 – Code of Conduct for Expert Witnesses and have complied with it in the

with the Code of Conduct:	preparation of this memorandum. We also agree to follow the Code when participating in any subsequent processes, such as expert conferencing directed by the Panel. We confirm that the opinions we have expressed are within our areas of expertise and are our own, except where we have stated that we are relying on the work or evidence of others, which we have specified.
Signatures:	Bruno Royce:  Yunjian Shi: 
Date:	2 October 2026

3.0 Executive Summary

TES has undertaken an E27 AUP transport/traffic standards review at a concept level (only) on behalf of Auckland Council for the proposed transport arrangements for Stage 2 of the Auckland Surf Park development. This assessment has not included traffic modelling, nor a review of the adjacent road network and any potential traffic impacts on the wider transport network.

It should be noted that the plans provided to the specialist team were concept (only); therefore, the suitability of the designs and compliance with technical standards could not be reviewed in detail. Scheme/detailed design-level plans should be provided at the Engineering Approval stage, and road safety audits should be undertaken at later stages of design to confirm the adequacy of the proposals.

AW Holdings 2021 Limited are seeking approval for this project under the Fast-Track Approvals Act 2024 (FTAA). This is Stage 2 of the Auckland Surf Park development.

Stage 1 was previously approved under the COVID-19 Recovery (Fast-track Consenting) Act 2020. The Stage 1 proposal involved the construction of a Surf Park, visitor accommodation, supporting retail, food and beverage activities, a data centre and a solar farm. Stage 1 also involved the provision of a new collector road that intersects Dairy Flat Highway.

The applicant has secured additional land adjacent to the land used for Stage 1. The Stage 2 application involves adjustments to the previously consented areas and introduces new residential and commercial activities on the adjacent land. The proposal also includes the provision of a second data centre and a vacant lot for potential future development.

The proposal is split into several precincts. The precincts that were approved under the Stage 1 application and to be adjusted are the Surf Lagoon and Amenity precinct, the Accommodation precinct, the Surf Village Centre

precinct, and the Solar Farm precinct. The new precincts in the Stage 2 application are the Live/Work precinct, the North-west precinct, the North-east precinct, the South Precinct, the Data Centre (second) precinct, and the Stage 5A Vacant Lot precinct.

The land at the site is currently zoned as 'Future Urban Zone'. Prior to rezoning, activities at the site would need to meet the objectives for the 'Rural – Rural Production Zone'.

The expected trip generation from the site would exceed thresholds. To manage the increase in trip generation expected as a result of the development, the applicant has proposed to design and construct a new roundabout to link the proposed collector road within the site into Postman Road. The construction of this will be undertaken once 90% of the expected traffic volume threshold is met. Traffic volumes will be measured at regular intervals to ensure that the construction is undertaken prior to the expected threshold being exceeded.

Overall, we have reviewed the proposed traffic arrangements, and based on the information provided, we generally support the proposal. Where minor issues or missing details have been identified, it has been determined that they can be addressed through the volunteered and recommended conditions of consent or refined during the Detail Design / Engineering Approval stages.

4.0 Documents Reviewed

The following documents have been reviewed in preparing this memorandum:

- Assessment of Environmental Effects. Prepared for AW Holdings 2021 Limited. Date: 8 June 2026. Prepared by Barker & Associates.
- Appendix 9 – Masterplan Parts 1-3. Prepared for AW Holdings 2021 Limited. Date: 5 June 2026. Prepared by Studio Pacific Architecture.
- Appendix 12 – Data Centre Architectural Plans. Prepared for AW Holdings 2021 Limited. Date: 5 June 2026. Prepared by Studio Pacific Architecture.
- Appendix 13 – Northeastern Residential Precinct Architectural Plans. Prepared for Gibbons Co. Date: 21 January 2026. Prepared by Novak + Middleton.
- Appendix 14 – Northeastern Residential Precinct Design Statement. Prepared for Gibbons Co. Date: 21 January 2026. Prepared by Novak + Middleton.
- Appendix 15 – Northeastern Residential Precinct Landscape Drawings. Prepared for Gibbons Co. Date: 16 February 2026. Prepared by Greenwood Associates Landscape Architecture.
- Appendix 16 – Northwestern Residential Precinct Architectural Plans. Prepared for AW Holdings 2021 Limited. Date: 5 June 2026. Prepared by Studio Pacific Architecture.
- Appendix 17 – Northwestern Residential Precinct Design Controls. Prepared for AW Holdings 2021 Limited. Date: 5 June 2026. Prepared by Studio Pacific Architecture.

- Appendix 18 – Southern Residential Precinct Architectural Plans. Prepared for AW Holdings 2021 Limited. Date: 5 June 2026. Prepared by Studio Pacific Architecture.
- Appendix 19 – Village Centre Precinct Architectural Plans. Prepared for AW Holdings 2021 Limited. Date: 5 June 2026. Prepared by Studio Pacific Architecture.
- Appendix 20 – Live Work and WWTP Precincts Architectural Plans. Prepared for AW Holdings 2021 Limited. Date: 5 June 2026. Prepared by Studio Pacific Architecture.
- Appendix 21 – Stage 5 Vacant Lot Subdivision Architectural Plans. Prepared for AW Holdings 2021 Limited. Date: 5 June 2026. Prepared by Studio Pacific Architecture.
- Appendix 22 – Accommodation Precinct Architectural Plans. Prepared for AW Holdings 2021 Limited. Date: 5 June 2026. Prepared by Studio Pacific Architecture.
- Appendix 23 – Surf Lagoon and Amenity Precinct Design Report. Prepared for AW Holdings 2021 Limited. Date: 7 October 2025. Prepared by Warren and Mahoney.
- Appendix 24 – Surf Lagoon and Amenity Precinct Architectural Plans. Prepared for AW Holdings 2021 Limited. Date: 25 September 2025. Prepared by Warren and Mahoney.
- Appendix 25 – Surf Lagoon and Amenity Precinct Landscape Drawings. Prepared for AW Holdings 2021 Limited. Date: 23 February 2026. Prepared by Warren and Mahoney.
- Appendix 26 – Civil Drawings Parts 1-2. Prepared for AW Holdings 2021 Limited. Date: 8 June 2026. Prepared by McKenzie & Co.
- Appendix 29 – Infrastructure Assessment. Prepared for AW Holdings 2021 Limited. Date: 8 June 2026. Prepared by McKenzie & Co.
- Appendix 33 – Flood Assessment. Prepared for AW Holdings 2021 Limited. Date: 8 June 2026. Prepared by Woods
- Appendix 43 – Integrated Transport Assessment Parts 1-5. Prepared for AW Holdings 2021 Limited. Date: 3 June 2026. Prepared by Flow Transportation Specialists.
- Appendix 60 – Stage 1 Resource Consent Conditions. Date: 5 June 2026.
- Appendix 61 – Stage 2 Draft Resource Consent Conditions. Date: 5 June 2026.
- Additional information received addressing Section 67 items. Date: 14 September 2026. Prepared by Barker & Associates.

5.0 Additional Reasons for Consent Not included in AEE / Incorrect Reasons for Consent

The applicant has identified the reasons for consent relating to transport under chapter E27 of the Auckland Unitary Plan (AUP). We concur with the majority of those reasons for consent.

The following were listed in the AEE as compliant, but were identified to be incompliant and should be amended:

Standard E27.6.2(6) - Bicycle Parking – Bicycle parking sheds are not provided for some of the dwellings in the north-east precinct;

Standard E27.6.7 - Provision for electric vehicle charging – Electric vehicle charging capabilities are missing from some of the dwellings in the north-east precinct.

6.0 Specialist Assessment

TES has undertaken an E27 AUP transport/traffic standards review at a concept level (only) on behalf of Auckland Council for the proposed transport arrangements for Stage 2 of the Auckland Surf Park development. This assessment has not included traffic modelling, nor a review of the adjacent road network and any potential traffic impacts on the wider transport network.

It should be noted that the plans provided to the specialist team were concept (only); therefore, the suitability of the designs and compliance with technical standards could not be reviewed in detail. Scheme/detailed design-level plans should be provided at the Engineering Approval stage, and road safety audits should be undertaken at later stages of design to confirm the adequacy of the proposals.

6.1 Trip Generation

The proposed trip generation at the site exceeds the trip generation thresholds in Table E27.6.1.1 under T1 (more than 100 dwellings), T3 (more than 100 visitor accommodation units) and T8A (retail area exceeding 1,667m^2 GFA). Due to this, the applicant has provided a trip generation assessment and discussion regarding the potential impacts. This has been reviewed and is considered to be acceptable. When traffic volumes near the site exceed 90% of the expected threshold, the applicant volunteers to install a new roundabout to connect the new collector road to Postman Road to help mitigate the impact of the new development. This will be managed by a condition of consent.

6.2 Parking Space Numbers

AUP E27.6.2.1 specifies requirements in relation to minimum and maximum number of parking spaces. No parking minimums or maximums apply for standard parking spaces for the 'Future Urban Zone'. The applicant's ITA provides a discussion regarding parking space numbers, and upon review, the proposed parking numbers at the development appears satisfactory.

6.3 Bicycle Parking

AUP E27.6.2.6 specifies bicycle parking requirements. The bicycle parking requirements are compliant for all the precincts except for the North-east precinct. The live-work precinct was missing bicycle parking, but this has been added onto the plans as part of the s67 responses.

Most of the dwellings in North-east precinct have a garage and do not require any long-stay parking. The other 29 dwellings in this precinct do not have a garage and would require dedicated bicycle parking spaces. The ITA mentioned that sheds will be provided for these dwellings, but these were missing from the plans. As per the applicant's s67 response, these missing sheds should be added as a condition of consent. Nine visitor parking

spaces are required, and the applicant proposes that visitors can store their bicycles within the dwelling of the resident that they are visiting, which is considered to be acceptable.

6.4 End of Trip Facilities

AUP E27.6.2.7 specifies the requirements for end of trip facilities. Offices are provided within the surf park, but they are all ancillary and under the 500m^2 threshold for requiring end of trip facilities. The development does not include any educational facilities or hospitals. No end of trip facilities are required.

6.5 Loading Spaces

AUP E27.6.2.8 specifies the requirements for loading spaces. The rural zoning of the site means that no loading requirements apply for non-retail and non-industrial activities. The residential, solar farm and live/work precincts do not have any loading requirements.

A compliant 18m by 3.5m loading zone is provided for the Data Centre precinct.

The Stage 1 precincts had 6 loading zones, additional activities are proposed in these precincts, and additional loading areas have been proposed. Upon review, these additional loading areas are considered to be satisfactory and suitable for serving the proposed activities. The applicant volunteers a condition requiring a waste management plan to help manage waste collection for the new apartment blocks in the Village Centre precinct and the new residential precincts.

6.6 Parking Layout

AUP E27.6.3 specifies required dimensions and manoeuvring space for parking spaces. The applicant's ITA and vehicle tracking plans include a summary of these. Upon review the proposed parking layouts generally comply.

It is noted that the provided parking layouts are at a concept level, and could not be checked in detail beyond meeting the AUP minimums. It is recommended that the design of the parking areas be audited and checked in detail during the Engineering Approval stage.

6.7 Accessible Parking

AUP E27.6.3.2A indicates the minimum rate of accessible parking to be provided. The applicant's ITA includes a summary of the provided accessible parking spaces, and the proposed number is compliant.

6.8 Access and Manoeuvring

AUP E27.6.3.3 covers requirements related to access and manouevring. Tracking curves were provided which show compliance with the AUP 85th percentile car and the largest expected heavy vehicles. While the majority of the curves were satisfactory, a few issues were identified with the tracking curves provided by the applicant, and this was raised in the s67 queries. The applicant's s67 response mentions addressing these tracking curve issues during the Detailed Design / Engineering Approval stage of the project, and it should be ensured that vehicle tracking issues are audited and addressed later in the project.

No stacked parking is proposed, which complies.

6.9 Reverse Manoeuvring

AUP E27.6.3.4 specified requirements regarding reverse manoeuvring. Sufficient space is provided within the site for motorists to manoeuvre, such that no reverse manoeuvring is required into or out of the precincts nor onto any of the main roads, which complies.

6.10 Vertical Clearance

AUP E27.6.3.5 specifies requirements for vertical clearance, and the proposal would comply.

The apartment and residential areas have a minimum vertical clearance of 2.1m.

The overhead structures above loading areas are at least 3.8m tall.

A minimum vertical clearance of 2.5m is provided for all the proposed accessible parking spaces.

6.11 Formation and Gradients

AUP E27.6.3.6 specifies requirements for formation and gradients, and the proposal would comply.

As per the civil plans, all parking and manoeuvring areas will be formed, drained and provided with an all-weather surface. It is noted that the Future Urban Zone only needs to meet objectives for the 'Rural – Rural Production Zone', which under E27.6.3.6.2 is not required to have all-weather surface, so the proposal is an improvement over the minimum requirements.

The gradient of all accessible parking spaces are gentler than 4% and the gradient of all standard parking spaces are gentler than 5%.

The gradient for all manoeuvring areas are less than 12.5%.

6.12 Lighting

Lighting design is required as per AUP E27.6.3.7, and a condition of consent was volunteered by the applicant to provide compliant lighting plans.

6.13 Vehicle Access Restrictions

AUP E27.6.4.1.3 states that Vehicle Access Restrictions (VAR) would apply and a vehicle crossing must not be constructed or used to provide vehicle access across that part of a site boundary which has frontage to an Arterial/strategic road or within 10m of an intersection. The proposal would infringe this standard at several locations.

1. Two private roads/vehicle crossings in the North-east precinct create an intersection leg at the roundabout on the road that is to be vested;

2. The private road to the surf lagoon and staff car park area is within 10m of the intersection that is across the road;

3. Several vehicle crossings for corner lots within the North-west precinct are within 10m of an intersection;

4. The JOAL to the Stage 5A vacant lot subdivision area would create an intersection leg onto the Postman Road roundabout;

5. The new northern vehicle crossing on Dairy Flat Highway (an Arterial) is proposed for the surf park car park. This vehicle crossing will generally only be used by emergency and service vehicles;

6. An existing vehicle crossing on Dairy Flat Highway (an Arterial) is proposed to be used as a left-out exit-only access by vehicles associated with the water treatment plant within the site.

The applicant has provided an assessment and discussion regarding the potential effects of these accesses where VARs apply. The applicant uses the justification of providing fencing that maintains visual permeability to help mitigate the risk of some of these incompliances, but does not provide a condition to enforce this. Upon review, the reasoning is considered satisfactory and the use of these accesses are not expected to cause any effects that are more than minor, provided the aforementioned condition is implemented.

6.14 Vehicle Crossing Numbers and Widths

AUP Table E27.6.4.2.1 specifies the maximum number of vehicle crossings and the required separation distances.

One vehicle crossing is permitted per 25m of site frontage. The maximum number of vehicles crossings for each site complies.

A minimum separation of 2m is required between sites and a minimum separation of 6m is required between vehicle crossings within the same site. The minimum separation between vehicle crossings is met for all sites except for the data centre which only has a separation of 3m. The applicant has provided an assessment and discussion regarding the potential effects of the lack of separation. The applicant uses the justification of providing fencing that maintains visual permeability, but does not provide a condition to enforce this. The applicant's s67 response volunteers that this missing consent condition/consent note is added. Upon review the reasoning is considered satisfactory and the lack of separation is not expected to cause any effects that are more than minor, provided the aforementioned condition is implemented.

AUP Table E27.6.4.3.2 specifies the minimum and maximum vehicles crossing widths. The development is within a rural zone, so a minimum crossing width of 3m and a maximum vehicle crossing width of 9m would apply. This is met for all sites except for the connection of the Stage 5A vacant lot into the Postman Road roundabout, which has a width of 10m. This width is required to accommodate two heavy vehicles using the access at the same time. The applicant has provided an assessment and discussion regarding the potential effects of this wider vehicle crossing, and upon review, the proposal is considered to be satisfactory.

6.15 Passing Bays and Speed Management

AUP Table E27.6.4.3.1 specifies passing bay requirements. The development is in a rural zone and passing bays would be required if accessway widths become narrower than a width of 5.5m over a length of more than 100m. The majority of the provided accessways/roads have a minimum width of 5.5m. The development does have a few sections where the width would drop to be less than 5.5m, such as in the north-east precinct where there are sections with a 3.5m wide access and a planted island. However, the length of these narrowed sections are not greater than 100m, so no passing bays are required.

Speed management is only required in residential zones, and the development is in a rural non-residential zone, so speed management standards would not apply. It is noted that the land is listed as 'Future Urban Zone', so it is possible in the future that the residential precincts would be zoned to be urban residential. If this does happen, consideration should be given to implementing speed management measures.

6.16 Vehicle Access Gradient

AUP E27.6.4.4 covers the requirements for the gradient of a vehicle access, and the proposal would comply.

The vehicle accesses within the development will be used by heavy vehicles and must not exceed 12.5%, the maximum proposed gradient is 6%, which complies.

The maximum change in gradient must not exceed 12.5% at a summit or 15% at a sag. The maximum gradient is less than 12.5%, so the maximum change in gradient would not exceed 12.5%, and would be compliant.

A gentle 5% safety platform is provided at the first 4-6m of each vehicle access.

6.17 Pedestrian and Cyclist Safety

AUP E27.6.5 requires good connections into existing facilities. The proposal includes a connected series of off-road shared paths throughout the site that connect to the existing footpaths and cycle paths on the proposed Spine Road and the proposed east-west Collector Road. Access is also provided to Dairy Flat Highway and Postman Road.

6.18 Provision for Electric Vehicle Charging

AUP E27.6.7 requires the provision of electric vehicle charging for non-detached dwellings with garages. The north-east precinct has several dwellings that would fall under this category, however, no electric charging facilities are provided. This was raised as an s67 item, and the applicant has volunteered that this be included as a condition of consent. The ITA also mentions that the parking spaces in the apartment basement will have the capability to install electric vehicle supply equipment. It should be ensured that these are implemented.

6.19 Sight Distances

Sight distances have been assessed in the applicant's ITA, and upon review they are generally compliant. The exception would be the sightline towards the east along the new collector road from the private road for the Live/work precinct, which could be blocked by potential landscaping. This was raised as an s67 item, and the applicant has mentioned that they will keep this area clear of tall landscaping during the Engineering Approval stage. It should be ensured that this is carried out.

7.0 Section 67 Information Gap

The applicant has provided Section 67 responses regarding the proposed transportation arrangements, and there are no information gaps. All raised transportation items were addressed. For some of the responses, the applicant has proposed that the missing details be provided during the Detailed Design / Engineering Approval stage of the project, and it should be ensure that these details are provided.

8.0 Recommendation

Overall, we have reviewed the proposed traffic arrangements, and based on the information provided, we generally support the proposal. Where minor issues or missing details have been identified, it has been determined

that they can be addressed through the volunteered and recommended conditions of consent or refined during the Detail Design / Engineering Approval stages.

It should be noted that the plans provided to the specialist team were concept (only); therefore, the suitability of the designs and compliance with technical standards could not be reviewed in detail. Scheme/detailed design-level plans should be provided at the Engineering Approval stage, and road safety audits should be undertaken at later stages of design to confirm the adequacy of the proposals.

9.0 Proposed Conditions

Table 1 below contains the transport related conditions proposed by the applicant. As per the Draft Conditions Document included with the application documents in Appendix 61, we have followed the numbering of Draft Conditions agreed to date.

The applicant has also amended the conditions for Stage 1 to enforce service vehicle access only into the northernmost vehicle crossing on Dairy Flat Highway, which is satisfactory. An additional line should be added to the ensure that 'any gate installed must be setback appropriately to allow sufficient distance for a vehicle using the driveway to stop clear of traffic lanes while the gate is closed', as discussed in the applicant's ITA recommendations.

In additional to these draft conditions, the following additional conditions are recommended as volunteered by the applicant's s67 response, or missing from the original draft conditions:

1. A condition is required to enforce the provision of electric vehicle charging for the garages in the north-east precinct, as volunteered by the applicant's s67 response;

2. A condition is required to enforce the provision of bicycle sheds for the dwellings in the north-east precinct, as volunteered by the applicant's s67 response;

3. A condition of consent is required to ensure that no heavy vehicles servicing the Village Market exceed a length of 12.6m, as recommended by the applicant's ITA recommendations. Another condition of consent should be included to install signage enforcing this restriction;

4. A condition of consent is required to ensure that a set of signs and markings plans are provided during the Engineering Approval stage, as volunteered by the applicant's s67 response. The signs and markings plan should also be reviewed by a road safety audit to ensure traffic safety.

Also, consent notices need to be placed as per the applicant's ITA and s67 response.

5. A consent notice must be placed on the affected lots in the Southern Neighborhood Precinct, so that any fencing/landscaping are less than 900 mm high, to maintain the required sightlines at the Spine Road/ Collector Road intersection. This was recommended by the applicant's ITA recommendations;

6. A consent notice must be placed on the Data Centre precinct, so that any fencing/landscaping would be less than 900 mm high, to maintain the required sightlines at the vehicle crossing with the Collector Road. This was volunteered by the applicant's s67 response.

7. A consent notice must be placed on the Stage 5A Vacant Lot precinct, so that any fencing/landscaping would be less than 900 mm high, to maintain the required sightlines at the intersections with Postman Road. This was volunteered by the applicant's s67 response.

Table 1 – Applicant's Proposed Consent Conditions.

Condition	Proposed Conditions	Comment or suggestion
9	<u>Construction Management Plans (CMP)</u> For each Project stage (or sub-stage) of construction, the Consent Holder must prepare and submit a CMP, to the Council for certification at least ten (10) working days before commencement of works on the site. The purpose of the CMP is to detail the management procedures and construction methods to be undertaken to avoid, remedy or mitigate potential adverse effects on the environment arising from earthworks and construction works (where they are not already managed by the CNVMP or CTMP). The CMP must include the following as applicable to the Project stage: (a) Details of the project manager, including their contact details; (b) The location of notice boards that clearly identify the name, telephone number and address for service of the site manager or project manager; (c) Construction methodology; (d) An outline construction programme of the works; (e) Measures to be adopted to maintain the land in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities; (f) Location of workers' offices, conveniences and parking; (g) Procedures for avoiding the deposit of soil debris on public roads, and procedures for the removal of soil debris and demolition	We agree with this condition.

	and construction materials from public roads and places; (h) Location and layout of construction yards, including associated buildings, fencing and site access; (i) Means of maintaining safety of the general public; (j) Erosion and sediment control; and (k) The process for amending and recertifying any changes to the CMP.	
10	<u>Construction Traffic Management Plans CTMP</u> For each Project stage (or sub-stage) of construction, the Consent Holder must prepare a CTMP in accordance with the Council's requirements for CTMPs and New Zealand Transport Agency's Code of Practice for Temporary Traffic Management and submit it to the Council for certification at least ten (10) working days before commencement of works on the site. The objective of the CTMP is to ensure that during construction the surrounding road network (including the footpaths) operates safely and efficiently for all road users including existing residents and pedestrians. The CTMP must include specific details relating to avoiding, remedying or mitigating adverse effects on the environment from demolition, construction and management of all works associated with the Project stage (or sub-stage), and setting out procedures to be followed which ensure compliance with the conditions of consent, as follows: (a) Contact details of the appointed contractor or project manager (phone number, email, postal address); (b) An outline of the construction programme; (c) Plans showing areas where stockpiles, equipment (including contractor parking) will occur so that there is no obstruction of public spaces (e.g., roads and shared path); (d) Plans showing the location of any site offices, staff facilities and	We agree with this condition.

	staff car parking required during the construction period; (e) An overview of measures that will be adopted to prevent unauthorised public access during the construction period; (f) The number of vehicle movements to and from the site per day, and the duration of vehicle movements; (g) The routes that trucks / heavy vehicles will take; (h) Location of traffic signs on surrounding streets and proposed signage for traffic management purposes during construction; (i) Temporary protection measures that will be installed to ensure that there must be no damage to public roads, footpaths, berms, kerbs, drains, reserves, or other public assets as a result of the earthworks and construction activities; and (j) The process for amending and recertifying any changes to the CTMP. The above details must be shown on a site plan and supporting documentation as appropriate. Advice Note: To arrange the pre-construction meeting please contact Auckland Council to arrange this meeting on email at monitoring@aucklandcouncil.govt.nz.	
43	<u>Postman Road Connection</u> The Consent Holder must design and construct the connection of the East-West Collector Road between Dairy Flat Highway and Postman Road, including the construction of a roundabout at the intersection, when traffic volumes on the East-West Collector Road, measured immediately to the east of its intersection with Dairy Flat Highway, exceed either of the following thresholds: (a) 300 vehicles per hour (two-way) during the morning peak hour (between 7:00am and 9:00am); or (b) 360 vehicles per hour (two-way) during the evening peak hour	This condition should be amended as per the applicant's s67 response. Additionally, (a) and (b) in 43, may need to be changed to match the thresholds in the amended version of (a) and (b) in 44.

	(between 4:00pm and 6:00pm).	
44	The traffic volumes must be measured every six months with results provided to the Council. The threshold is deemed to be exceeded when the average weekday peak hour traffic volume meets or exceeds either (a) or (b) thresholds as detailed in Condition (43). Advice Note: The traffic volumes must be measured by a qualified traffic engineer by way of a traffic survey, with results reflecting a 5-day weekday average undertaken over a neutral week (outside public or school holiday periods).	This condition should be amended as per the applicant's s67 response.
45	Engineering Approval plans for the design of the roundabout must be submitted within 6 months of a Condition (43) threshold being exceeded (or as otherwise agreed in writing by Council) and must be in accordance with the requirements of Auckland Transport and applicable engineering standards.	This condition should be amended as per the applicant's s67 response.
46	Construction of the approved roundabout design as required by Condition (45) must be commenced within 6 months of the issue of engineering approval (or as otherwise agreed in writing by Council).	This condition should be amended as per the applicant's s67 response.
RESIDENTIAL PRECINCT (NORTH-WEST)		
64	<u>Street/Accessway Lighting Plan</u> The Consent Holder must submit to the Council for certification, a finalised lighting plan(s) for all the commonly owned access lots and private access lots within the Precinct. The lighting design / plan and certification / specifications submitted must: (a) Be prepared by a SQEP; (b) Include the type(s) of lighting and light support structures; (c) Manages light spill and glare at ASPC property boundaries; (d) Have automatic daylight controls such that the lights are on during the hours of darkness;	We agree with this condition.

	(e) Where solar lighting is proposed, include a compliance statement of its effectiveness and durability taking into account anticipated sun exposure; and (f) Demonstrate compliance with AS/NZS1158.3.1:2020 unless otherwise agreed with the Council.	
65	<u>Waste Management Plan</u> The Consent Holder must submit a Waste Management Plan to the Council for certification which must include the following: (a) Type of waste collection proposed, i.e. public, private or a combination of both (b) Proposed waste truck collection route to service the precinct; (c) Identify the location of street / JOAL infrastructure, furniture and landscaping along the collection route and ensure that these do not impede the collection of waste; (d) The location of food waste, refuse and recycling collection point(s) for each residential unit; (e) Confirm how the waste collection point(s) will be identified (i.e. through signage if a communal collection point proposed) and communicated to future residents; and (f) Provide Council appointed waste management contractors with the authority to access private land (JOALs) to collect waste i.e. through a signed waiver.	We agree with this condition.
66	Waste management must be carried out in general accordance with the certified Waste Management Plan as required under Condition (65), and thereafter retained and maintained, to the satisfaction of the Council. Any amendments to the Waste Management Plan must be recertified by Council and communicated to all lot owners.	We agree with this condition.
70	<u>Transport</u> All access, parking and manoeuvring areas within the Residential Precinct (North-West) must be formed, sealed with an all-weather	We agree with this condition.

	surface, marked out, sign posted and drained in accordance with the approved plans referenced in Condition (1). Advice Notes: Parking areas must be marked out in accordance with the approved site plan to ensure appropriate parking supply, access, signage, directions and vehicle manoeuvring. This includes the allocation of specific parking spaces to each unit/dwelling where relevant. Right of ways, Commonly Owned Access Lots and common access ways require a Common Access Way Plan Approval prior to construction. Please contact Auckland Council to obtain the current engineering requirements for the construction of the type of vehicle accessway proposed.	
75	<u>Lighting</u> The Consent Holder must implement the certified lighting design as required by Condition (64) prior to the occupation dwellings unless otherwise agreed in writing by Council. Any subsequent amendments to the certified lighting design must be submitted to the Council for certification. The lighting must be retained and maintained in perpetuity thereafter.	We agree with this condition.
RESIDENTIAL PRECINCT (NORTH-EAST)		
89	<u>Street/Accessway Lighting Plan</u> The Consent Holder must submit to the Council for certification, a finalised lighting plan(s) for all the commonly owned access lots and private access lots within the Precinct. The lighting design / plan and certification / specifications submitted must: (a) Be prepared by a SQEP; (b) Include the type(s) of lighting and light support structures; (c) Manages light spill and glare at ASPC property boundaries; (d) Have automatic daylight controls such that the lights are on during the hours of darkness;	We agree with this condition.

	(e) Where solar lighting is proposed, include a compliance statement of its effectiveness and durability taking into account anticipated sun exposure; and (f) Demonstrate compliance with AS/NZS1158.3.1:2020 unless otherwise agreed with the Council.	
90	<u>Waste Management Plan</u> The Consent Holder must submit a Waste Management Plan to the Council for certification which must include the following: (a) Type of waste collection proposed, i.e. public, private or a combination of both (b) Proposed waste truck collection route to service the precinct; (c) Identify the location of street / JOAL infrastructure, furniture and landscaping along the collection route and ensure that these do not impede the collection of waste; (d) The location of food waste, refuse and recycling collection point(s) for each residential unit; (e) Confirm how the waste collection point(s) will be identified (i.e. through signage if a communal collection point proposed) and communicated to future residents; and (f) Provide Council appointed waste management contractors with the authority to access private land (JOALs) to collect waste i.e. through a signed waiver.	We agree with this condition.
91	Waste management must be carried out in general accordance with the certified Waste Management Plan as required under Condition (90), and thereafter retained and maintained, to the satisfaction of the Council. Any amendments to the Waste Management Plan must be recertified by Council and communicated to all lot owners.	We agree with this condition.
95	<u>Transport</u> All access, parking and manoeuvring areas within the Residential Precinct (North-East) must be formed, sealed with an all-weather	We agree with this condition.

	surface, marked out, sign posted and drained in accordance with the approved plans referenced in Condition (1). Advice Notes: Parking areas must be marked out in accordance with the approved site plan to ensure appropriate parking supply, access, signage, directions and vehicle manoeuvring. This includes the allocation of specific parking spaces to each unit/dwelling where relevant. Right of ways, Commonly Owned Access Lots and common access ways require a Common Access Way Plan Approval prior to construction. Please contact Auckland Council to obtain the current engineering requirements for the construction of the type of vehicle accessway proposed.	
100	<u>Lighting</u> The Consent Holder must implement the certified lighting design as required by Condition (89) prior to the occupation dwellings unless otherwise agreed in writing by Council. Any subsequent amendments to the certified lighting design must be submitted to the Council for certification. The lighting must be retained and maintained in perpetuity thereafter.	We agree with this condition.
RESIDENTIAL PRECINCT (SOUTH)		
113	<u>Street/Accessway Lighting Plan</u> The Consent Holder must submit to the Council for certification, a finalised lighting plan(s) for all the commonly owned access lots and private access lots within the Precinct. The lighting design / plan and certification / specifications submitted must: (a) Be prepared by a SQEP; (b) Include the type(s) of lighting and light support structures; (c) Manages light spill and glare at ASPC property boundaries; (d) Have automatic daylight controls such that the lights are on during the hours of darkness;	We agree with this condition.

	(e) Where solar lighting is proposed, include a compliance statement of its effectiveness and durability taking into account anticipated sun exposure; and (f) Demonstrate compliance with AS/NZS1158.3.1:2020 unless otherwise agreed with the Council.	
114	Waste Management Plan The Consent Holder must submit a Waste Management Plan to the Council for certification which must include the following: (a) Type of waste collection proposed, i.e. public, private or a combination of both (b) Proposed waste truck collection route to service the precinct; (c) Identify the location of street / JOAL infrastructure, furniture and landscaping along the collection route and ensure that these do not impede the collection of waste; (d) The location of food waste, refuse and recycling collection point(s) for each residential unit; (e) Confirm how the waste collection point(s) will be identified (i.e. through signage if a communal collection point proposed) and communicated to future residents; and (f) Provide Council appointed waste management contractors with the authority to access private land (JOALs) to collect waste i.e. through a signed waiver.	We agree with this condition.
115	Waste management must be carried out in general accordance with the certified Waste Management Plan as required under Condition (114), and thereafter retained and maintained, to the satisfaction of the Council. Any amendments to the Waste Management Plan must be recertified by Council and communicated to all lot owners.	We agree with this condition.
119	Transport All access, parking and manoeuvring areas within the Residential Precinct (South) must be formed, sealed with an all-weather	We agree with this condition.

	surface, marked out, sign posted and drained in accordance with the approved plans referenced in Condition (1). Advice Notes: Parking areas must be marked out in accordance with the approved site plan to ensure appropriate parking supply, access, signage, directions and vehicle manoeuvring. This includes the allocation of specific parking spaces to each unit/dwelling where relevant. Right of ways, Commonly Owned Access Lots and common access ways require a Common Access Way Plan Approval prior to construction. Please contact Auckland Council to obtain the current engineering requirements for the construction of the type of vehicle accessway proposed.	
124	<u>Lighting</u> The Consent Holder must implement the certified lighting design as required by Condition (113) prior to the occupation dwellings unless otherwise agreed in writing by Council. Any subsequent amendments to the certified lighting design must be submitted to the Council for certification. The lighting must be retained and maintained in perpetuity thereafter.	We agree with this condition.
VILLAGE CENTRE PRECINCT		
137	<u>Lighting Plan</u> The Consent Holder must submit to the Council for certification, a finalised lighting plan(s) for all the commonly owned areas and private access lot within the Precinct. The lighting design / plan and certification / specifications submitted must: (a) Be prepared by a SQEP; (b) Include the type(s) of lighting and light support structures; (c) Manages light spill and glare at ASPC property boundaries; (d) Have automatic daylight controls such that the lights are on during the hours of darkness;	We agree with this condition.

	(e) Where solar lighting is proposed, include a compliance statement of its effectiveness and durability taking into account anticipated sun exposure; and (f) Demonstrate compliance with AS/NZS1158.3.1:2020 unless otherwise agreed with the Council.	
138	<u>Waste Management Plan</u> The Consent Holder must submit a Waste Management Plan to the Council for certification which must include the following: (a) Type of waste collection proposed, i.e. public, private or a combination of both (b) Proposed waste truck collection route to service the precinct; (c) Identify the location of street / JOAL infrastructure, furniture and landscaping along the collection route and ensure that these do not impede the collection of waste; (d) The location of food waste, refuse and recycling collection point(s) for each commercial and residential unit; (e) Confirm how the waste collection point(s) will be identified (i.e. through signage if a communal collection point proposed) and communicated to future tenants/residents; and (f) Provide Council appointed waste management contractors with the authority to access private land (JOALs) to collect waste i.e. through a signed waiver.	We agree with this condition.
139	Waste management must be carried out in general accordance with the certified Waste Management Plan as required under Condition (138), and thereafter retained and maintained, to the satisfaction of the Council. Any amendments to the Waste Management Plan must be recertified by Council and communicated to all lot owners.	We agree with this condition.
143	<u>Transport</u> All access, parking and manoeuvring areas within the Village Centre Precinct must be formed, sealed with an all-weather surface,	We agree with this condition.

	marked out, sign posted and drained in accordance with the approved plans referenced in Condition (1). Advice Notes: Parking areas must be marked out in accordance with the approved site plan to ensure appropriate parking supply, access, signage, directions and vehicle manoeuvring. This includes the allocation of specific parking spaces to each unit/dwelling where relevant. Right of ways, Commonly Owned Access Lots and common access ways require a Common Access Way Plan Approval prior to construction. Please contact Auckland Council to obtain the current engineering requirements for the construction of the type of vehicle accessway proposed.	
148	<u>Lighting</u> The Consent Holder must implement the certified lighting design as required by Condition (137) prior to the occupation dwellings or operation of commercial activities unless otherwise agreed in writing by Council. Any subsequent amendments to the certified lighting design must be submitted to the Council for certification. The lighting must be retained and maintained in perpetuity thereafter.	We agree with this condition.
ACCOMMODATION PRECINCT		
165	<u>Lighting Plan</u> The Consent Holder must submit to the Council for certification, a finalised lighting plan(s) for all the commonly owned areas and private access lot within the Precinct. The lighting design / plan and certification / specifications submitted must: (a) Be prepared by a SQEP; (b) Include the type(s) of lighting and light support structures; (c) Manages light spill and glare at ASPC property boundaries; (d) Have automatic daylight controls such that the lights are on	We agree with this condition.

	during the hours of darkness; (e) Where solar lighting is proposed, include a compliance statement of its effectiveness and durability taking into account anticipated sun exposure; and (f) Demonstrate compliance with AS/NZS1158.3.1:2020 unless otherwise agreed with the Council.	
166	<u>Waste Management Plan</u> The Consent Holder must submit a Waste Management Plan to the Council for certification which must include the following: (a) Type of waste collection proposed, i.e. public, private or a combination of both (b) Proposed waste truck collection route to service the precinct; (c) Identify the location of street / JOAL infrastructure, furniture and landscaping along the collection route and ensure that these do not impede the collection of waste; (d) The location of food waste, refuse and recycling collection point(s) for each commercial and residential unit; (e) Confirm how the waste collection point(s) will be identified (i.e. through signage if a communal collection point proposed) and communicated to future tenants/residents; and (f) Provide Council appointed waste management contractors with the authority to access private land (JOALs) to collect waste i.e. through a signed waiver.	We agree with this condition.
167	Waste management must be carried out in general accordance with the certified Waste Management Plan as required under Condition (166), and thereafter retained and maintained, to the satisfaction of the Council. Any amendments to the Waste Management Plan must be recertified by Council and communicated to all lot owners.	We agree with this condition.
171	<u>Transport</u> All access, parking and manoeuvring areas within the	We agree with this condition.

	Accommodation Precinct must be formed, sealed with an all-weather surface, marked out, sign posted and drained in accordance with the approved plans referenced in Condition (1). Advice Notes: Parking areas must be marked out in accordance with the approved site plan to ensure appropriate parking supply, access, signage, directions and vehicle manoeuvring. This includes the allocation of specific parking spaces to each unit/dwelling where relevant. Right of ways, Commonly Owned Access Lots and common access ways require a Common Access Way Plan Approval prior to construction. Please contact Auckland Council to obtain the current engineering requirements for the construction of the type of vehicle accessway proposed.	
176	<u>Lighting</u> The Consent Holder must implement the certified lighting design as required by Condition (165) prior to the occupation or operation of buildings within the Accommodation Precinct unless otherwise agreed in writing by Council. Any subsequent amendments to the certified lighting design must be submitted to the Council for certification. The lighting must be retained and maintained in perpetuity thereafter.	We agree with this condition.
LIVE/WORK PRECINCT		
190	<u>Lighting Plan</u> The Consent Holder must submit to the Council for certification, a finalised lighting plan(s) for the private access lot within the Live/Work Precinct. The lighting design / plan and certification / specifications submitted must: (a) Be prepared by a SQEP; (b) Include the type(s) of lighting and light support structures; (c) Manages light spill and glare at ASPC property boundaries;	We agree with this condition.

	(d) Have automatic daylight controls such that the lights are on during the hours of darkness; (e) Where solar lighting is proposed, include a compliance statement of its effectiveness and durability taking into account anticipated sun exposure; and (f) Demonstrate compliance with AS/NZS1158.3.1:2020 unless otherwise agreed with the Council.	
191	<u>Waste Management Plan</u> The Consent Holder must submit a Waste Management Plan to the Council for certification which must include the following: (a) Type of waste collection proposed, i.e. public, private or a combination of both (b) Proposed waste truck collection route to service the precinct; (c) Identify the location of street / JOAL infrastructure, furniture and landscaping along the collection route and ensure that these do not impede the collection of waste; (d) The location of food waste, refuse and recycling collection point(s) for each commercial and residential unit; (e) Confirm how the waste collection point(s) will be identified (i.e. through signage if a communal collection point proposed) and communicated to future tenants/residents; and (f) Provide Council appointed waste management contractors with the authority to access private land (JOALs) to collect waste i.e. through a signed waiver.	We agree with this condition.
192	Waste management must be carried out in general accordance with the certified Waste Management Plan as required under Condition (191), and thereafter retained and maintained, to the satisfaction of the Council. Any amendments to the Waste Management Plan must be recertified by Council and communicated to all lot owners.	We agree with this condition.
196	<u>Transport</u>	We agree with this condition.

	All access, parking and manoeuvring areas within the Live/Work Precinct must be formed, sealed with an all-weather surface, marked out, sign posted and drained in accordance with the approved plans referenced in Condition (1). Advice Notes: Parking areas must be marked out in accordance with the approved site plan to ensure appropriate parking supply, access, signage, directions and vehicle manoeuvring. This includes the allocation of specific parking spaces to each unit/dwelling where relevant. Right of ways, Commonly Owned Access Lots and common access ways require a Common Access Way Plan Approval prior to construction. Please contact Auckland Council to obtain the current engineering requirements for the construction of the type of vehicle accessway proposed.	
201	<u>Lighting</u> The Consent Holder must implement the certified lighting design as required by Condition (190) prior to the occupation dwellings or operation of commercial activities unless otherwise agreed in writing by Council. Any subsequent amendments to the certified lighting design must be submitted to the Council for certification. The lighting must be retained and maintained in perpetuity thereafter.	We agree with this condition.
VACANT LOT PRECINCT		
214	<u>Transport</u> The accessway (JOAL 412) within the Vacant Lot Precinct must be formed, sealed with an all-weather surface, marked out, sign posted and drained in accordance with the approved plans referenced in Condition (1). Advice Notes: Right of ways, Commonly Owned Access Lots and common access ways require a Common Access Way Plan Approval prior to	We agree with this condition.

	construction. Please contact Auckland Council to obtain the current engineering requirements for the construction of the type of vehicle accessway proposed.	
216	Access The northernmost vehicle crossing onto Postmans Road (JOAL 412) must be used for vehicle exit only. No vehicle entry is permitted via this crossing.	We agree with this condition.
217	Access Signage The Consent Holder must install and maintain appropriate signage to give effect to Condition (216) for the duration of the consent to the satisfaction of Council.	We agree with this condition.
DATA CENTRE 2 PRECINCT		
255	Lighting Plan The Consent Holder must submit to the Council for certification, a finalised lighting plan(s) for all accessible outdoor common areas where the movement of people is expected including the car park areas and building entry of the data centre. The lighting design / plan and certification / specifications submitted must: (a) Be prepared by a SQEP; (b) Include the type(s) of lighting and light support structures; (c) Manages light spill and glare at ASPC property boundaries; (d) Have automatic daylight controls such that the lights are on during the hours of darkness; (e) Where solar lighting is proposed, include a compliance statement of its effectiveness and durability taking into account anticipated sun exposure; and (f) Demonstrate compliance with AS/NZS1158.3.1:2020 unless otherwise agreed with the Council.	We agree with this condition.

258	Transport All access, parking and manoeuvring areas within the Data Centre 2 Precinct must be formed, sealed with an all-weather surface, marked out, sign posted and drained in accordance with the approved plans referenced in Condition (1). Advice Notes: Parking areas must be marked out in accordance with the approved site plan to ensure appropriate parking supply, access, signage, directions and vehicle manoeuvring. This includes the allocation of specific parking spaces to each unit/dwelling where relevant. Right of ways, Commonly Owned Access Lots and common access ways require a Common Access Way Plan Approval prior to construction. Please contact Auckland Council to obtain the current engineering requirements for the construction of the type of vehicle accessway proposed.	We agree with this condition.
259	All new vehicle crossings detailed in the civil engineering plans listed in Condition (1) within the Data Centre 2 Precinct must be designed and formed in accordance with ACoP:T.	We agree with this condition.
264	Lighting The Consent Holder must implement the certified lighting design as required by Condition (255) prior to the operation of the data centre unless otherwise agreed in writing by Council. Any subsequent amendments to the certified lighting design must be submitted to the Council for certification. The lighting must be retained and maintained in perpetuity thereafter.	We agree with this condition.
WASTEWATER-WATER TREATMENT PRECINCT AND DISPOSAL FIELDS		
298	Access Vehicular access to/from the WWT Precinct must: (a) Be via the Live/Work Precinct (Lot 527); and	We agree with this condition.

	(b) Be restricted to left turn exit-only movements onto Dairy Flat Highway. No vehicle entry from Dairy Flat Highway is permitted.	
299	<u>Access Signage</u> The Consent Holder must install and maintain appropriate signage to give effect to Condition (298) for the duration of the consent to the satisfaction of Council.	We agree with this condition.