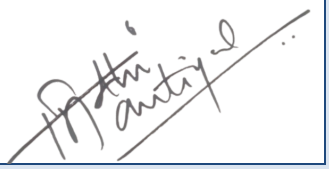
1.0 APPLICATION DESCRIPTION

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 – Universal Design Specialist -Nidhi Nautiyal

To:	Brooke Dales, Consultant Planner Warwick Pascoe – Principal Project Lead
From:	Nidhi Nautiyal – Principal Universal Design Specialist, Auckland Council
Qualifications & Relevant Experience:	I hold a Bachelor of Architecture, a Master in Sustainable Architecture, and a doctorate in Architecture (Community facilities focused multi-residential developments) and have 18 years of combined work experience in architecture & planning (TODs and walkable catchments), 6 years of specialisation in Universal Design and 5 years of teaching experience (UoA). I have been at the Council as a Specialist Universal Designer for the past 4.5 years. I am an affiliated member of NZIA. I have offered universal design-related advice for resource consent applications, universal design audits for mixed-use developments within plan changes, and notices of requirement for designation applications, including CRL. I also liaise with AT as part of an advisory group that deals with all matters of public access and safety on public transport, comprising disabled advocates from various organisations.
Preparation in Accordance with the Code of Conduct:	I confirm that I have read the Environment Court Practice Note 2023 – Code of Conduct. While not appearing as an expert witness in any proceedings, I assure you that I have compiled responses based on my experience in my role as a universal design SME at the Council. I confirm that the opinions I have expressed are within my area of expertise and are my own, except where I have stated that I am relying on the work or evidence of others.

	I also agree to follow the Code when participating in any subsequent processes, such as an expert conference, if directed by the Panel.
Signature:	Nidhi Nautiyal (PhD), Principal Specialist Universal Design, Auckland Council 
Date:	02.10.26

3.0 Executive Summary

This memorandum reviews the Fast-track substantive application – Stage 2 of the Auckland Surf Park Community (ASPC) for the construction and operation of an artificial intelligence data centre, integrated residential development comprising ~500 residential units, including visitor accommodation, a village centre, work-live precinct, subdivision and associated activities over 54 hectares of land at approximately 1350 Dairy Flat Highway, Dairy Flat.

It is noted in the s67 feedback provided by B & A in response to all queries raised within the universal design component, which suggests resolution at the detailed design stage, although the design can be seen as resolved to a detailed level in the updated version of the architectural set provided. My feedback in this memo has taken into account the updated drawings, with the expectation that the missing details will be resolved and will be provided before lodging building consent.

However, in response to the B & A referring to the universal design as a 'non-statutory' somewhat implying, the universal design assessment of minor significance or of low priority in effect, I must reiterate that catering to universal design considerations are embedded within overall site planning thereby affecting issues of access and pedestrian safety, wayfinding and orientation, CPTED design aspects tied to good urban design principles in general and not seen as a separate layer.

Also, as noted in the urban design assessment report, the objectives and policies of the NPS-UD are highly relevant to the urban design assessment of this proposal. Relevant policies, such as P1a & c, as follows, reiterate the importance of well-functioning urban environments.

Policy 1: *Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum,*

a) have or enable a variety of homes that: (i) meet the needs, in terms of type, price, and location, of different households; and ….

(c) have good accessibility for all people across housing, jobs, community services, natural spaces, and open spaces, including through public or active transport.

My assessment in this memorandum addresses some unanswered matters raised in the s67 RFIs and provides feedback on the amended information and the updated version of the architectural plans.

4.0 Documents Reviewed

The following documents have been reviewed in preparing this memorandum:

- Appendix 10 _ASF – Community Open spaces strategy (updated version)
- Appendix 13 to 19 _Residential precinct arch plans (updated version)
- Appendix 20 _Live work precinct arch plans (updated version)
- Appendix 22 _Accommodation precinct arch plans (updated version)
- Appendix 20 _Live work precinct arch plans (updated version)
- Appendix 22 _Accommodation precinct with clubhouse arch plans
- Appendix 24 _Surf lagoon and amenity precinct arch plans (updated version)
- Appendix 23_Surf lagoon and amenity precinct report (updated version)
- Appendix 28_Unit title plans (updated version)
- Appendix 29_Infrastucture report (updated version)
- Appendix 43_Integrated Transport response
- Appendix 50 _ Transportation report
- Appendix 55 _Urban Design Assessment
- Section 67 Matters – Response tracking table B & A
- AEE Stage 2 _B & A

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

None

6.0 Specialist Assessment

This section covers previously answered universal design-related queries and new assessments. I understand that all issues related to vehicular movement that affect decisions on safe crossing paths for pedestrians may be addressed by other experts, such as transportation consultants and/or AT.

6.1 Wider connections impacting pedestrian safety:

It is noted in Appx 55 UD assessment that future onward connection for pedestrians and cyclists at the North-western end may be secured after the northern end properties are developed eventually, a north-south collector road is proposed providing access to the village centre and residential neighborhoods, and, wider connectivity and access to properties immediately to the south of the facility would be facilitated by the addition of a proposed collector road.

Adequate signage, refuge crossings and speed limits are required to complement the design and calculate walking distances from bus drop-off points to the main entrance for visitors taking public transport. The above information is requested to be made available before lodging the building consent.

6.2 Open space strategies

A variety of landscape palettes have been noted along pedestrian pathways in the open space strategy details, including furniture with back and handrests for support and other outdoor picnic furniture.

I concur with the design team's strategy to conclude a vast range in the landscape palette, catering to all age groups.

A further suggestion to maintain a continuous, accessible path of travel is to keep the lead-to-ride boardwalks free of obstructions, such as rubbish bins and BBQs, to facilitate bidirectional pedestrian and cycle movement.

6.3 Shared path details: The proposed collector road joining Dairy Flat Highway to the eastern side of the development indicates a 4m shared pathway. The applicant's response to s67 RFI indicated resolution at a detailed design stage.

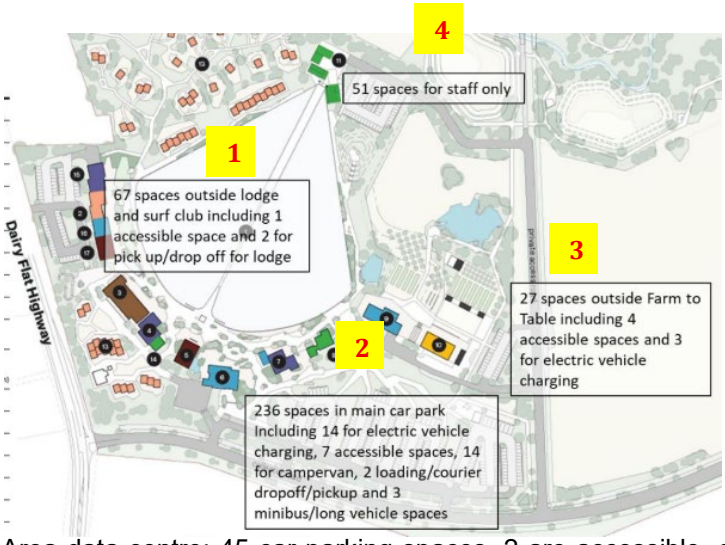
The details of the design, including street elements, rest spots, and landscaping, must be shared with the universal design team for review and approval prior to lodging the building consent.

6.3 Micromobility (MM) devices: B & A'S response to s67 RFI indicated resolution at a detailed design stage.

I advise designated parking areas for MMs, in case communally shared devices are being proposed around the village precinct or the shared path, which must be incorporated before lodging the building consent. The footpath widths must then respond and allow pedestrian movement, cyclists, and MM device users accordingly.

6.4 On-site accessible car parking provision: A redistribution of accessible car parks was suggested in the s67 initial assessment, with the design team's response indicating a pending decision to be delivered later at the detailed design stage. I reiterate my suggestion as follows.

Provision noted: Accessible carparks (14 total provided) for a total of 426 car parks, indicating an excess (9 required as per NZS412). A redistribution is suggested as follows.



Area 1: 67 car parking spaces for the lodge with I accessible car park, 2 spaces drop off = 1.5% of the total. Allow 3-5%

Area 2: 236 car parking spaces with 7 accessible parks = 3% of total. Allow up to 5%

Area 3: 27 car parking spaces from the private road for customers of the Farm to Table restaurant and market = 15%. Reduce to10%

Area 4: 51 car parking spaces for staff only. Does this area cater for any accessible car parks? Allow min 1.

Area data centre: 45 car parking spaces, 2 are accessible, and 4 are for electric vehicle charging = 4%, adequate

6.5 CPTED Assessment: The applicant's response to s67 RFI indicated resolution at a detailed design stage.

I request an independent CPTED assessment and an Active Surveillance Plan for each area for enhanced pedestrian safety before the building consent is lodged. The proposed lighting plan has been noted.

6.6 Residential accommodation

It is noted that a wide range of housing typologies and varying apartment sizes have been proposed for the development.

I concur with and support the design team's approach of introducing multiple housing typologies, including live-work units, their consideration of accommodating different household types, and the choices offered across various tenures.

However, it is not evident from the information what percentage of studios and apartments in each apartment complex are accessible units and/or based on universal design spatial parameters.

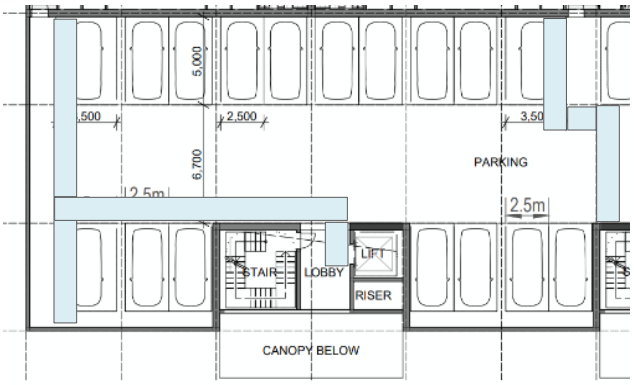
Affordability and accessibility are complementary in ways that affordable housing introduces choices that can allow financial access to some of the 'local labour force that may help meet the needs of emerging local businesses', as mentioned in section 6.2.4 of the UD assessment report. Such an approach, in turn, requires providing accessible parking facilities within the apartment blocks.

An assessment of each residential block with some easily adoptable suggestions to introduce accessible units and enhance accessible parking is as follows.

1. **Eco cabins:** It is noted that Zone A and C eco cabins have been removed.
2. **Northwest accommodation precinct (Appx 22)**
   General and accessible parking provision unclear.

3. **Village centre precinct (Appx 19)**
   a) Access from the car park & building entrances

It is not clear from the site plan whether the building entrance thresholds for A, B, and C are step-free, as R.Ls are missing from the provided plan. There is no provision for accessible parking visible in buildings A and B.



Pls note this will be required per PC79, as the general car parking provision triggers accessible parking.

Building C shows 3.5m wide bays at 3 locations. Assuming this is the accessible parking provision, note that there will be a safe, accessible route leading to the lifts. The blue strip in the attached drawing indicates one possible suggestion.

Similarly, Building D1 & E1 indicate two sets of stairs with no ramp; apartment blocks D2 & E2 indicate one set of stairs with no ramp.

The level difference and 'step' free access of the Food beverage & Market block are unclear due to missing R.L.s. The Childhood centre indicates both ramp and stairs, offering universal access.

Also, a ramp is noted in the Wellness centre; however, accessible toilets are missing from wellness centre.

It is strongly advised to provide a ramp entry for all apartment blocks and make the thresholds level-access to allow accessibility and ease of movement for all in the vibrant village hub and residential areas surrounding it. A provision for accessible toilets must be included in all publicly accessed buildings.

b) Universal design units with accessible toilets

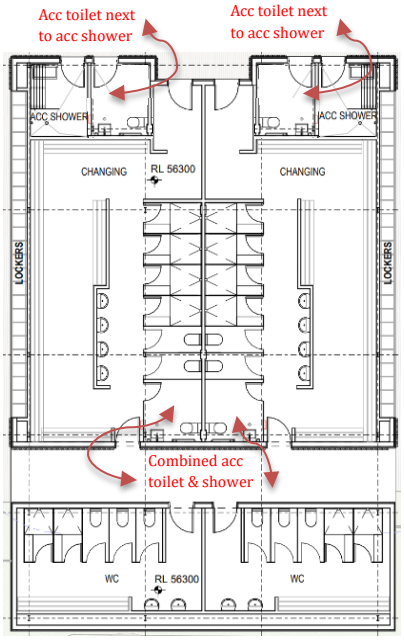


Consider some units close to the lift bank in apartments A and B to be fitted in accordance with universal design standards, including reversing the swings and the design of the one toilet.

Mobility impairments that require wheelchair use can occur at any stage, making post-occupancy modifications to the apartment layout challenging.

4. **<u>Surf Lagoon & Amenity Precinct (Appx 24)</u>**

a) Access from the car park & building entrances



The R.L.s have not been provided for the amenity precinct, so there is insufficient information to comment on level access. Pedestrian crossing noted on the site plan to access building clusters. Building G is incorrectly marked on the site plan.

b) Accessible toilets (Buildings A to G)

Accessible toilets have been noted in all buildings except building A. The accessible toilet door swings are incorrectly marked in building B.

It is noted that access to the showers is from outside and therefore is segregated from the WC provision. It is recommended to reconsider the placement of the WC and showers for ease of use. One possibility is that the outside acc shower cubicle and toilet can be adjacent to each other, and the internal area can be converted to a combined shower and toilet space.

Please note that the door swings of accessible units must be outward-opening (such as in building C, accessible toilet) to allow easy access for emergency staff or caregivers should the user be found collapsed on the ground inside due to an

emergency, with the possibility of blocking access with a wheelchair, and hence causing a delay in providing medical attention. Refer NZS 4121 for detailed guidance.

5. **Hotel accommodation:**

Typical floor plans do not indicate any units as universal design access, dimensions for adequate wheel clearances or accessible toilets. It is advised to convert 1 or 2 dwellings into accessible units at every level.

The attached suggestion includes relocating the toilet door to an outward-opening configuration and reconfiguring the internal arrangement in accordance with NZS4121. It is noted that all eco cabins in zones A, B and C have stepped entrances.

6.7 Adult Changing Facility (ACF) provision: The applicant's response to s67 RFI indicated resolution at a detailed design stage. It is highly recommended that the design team explore incorporating an adult changing facility at the entrance hub to make this facility truly universally accessible. The space requirements would be in the vicinity of a 12 sq m room, with a disabled car park in close proximity.

Considering the location of the proposed facility and the possible visitors it may attract annually, including overseas visitors, an ACF facility would be a distinct advantage.

Overall Conclusion – Revised information is required to understand the impact on safe access and overall quality of universal design for this proposal. I believe the potential effects associated with movement will be managed before the building consent stage to maximise pedestrian safety and improve level access to the dwellings, allowing equitable opportunities for all users and visitors alike.

7.0 Section 67 Information Gap

No critical gaps identified.

8.0 Recommendation

Based on the information available regarding the linkages, open spaces, communal hub, and the residential segment of the proposal, and the general universal design aspects considered in my assessment of this proposal, I do not identify any reasons to withhold consent. I consider the consent could be granted subject to the following information and possible additions to existing consent conditions, to be provided before lodging building consent.

9.0 Proposed Conditions

Condition	Proposed additions to conditions	Advice note/ suggestion
Signage & Wayfinding: Adequate signage, refuge crossings and speed limits are required to complement the design and calculate walking distances from bus drop-off points to the main entrance for visitors taking public transport.	Before the erection or installation of any signs, the consent holder must provide to Council a comprehensive Signage and Wayfinding Design Plan for written certification containing details of all signs to be erected on the Site, including: a. All exterior building signs, including identification and building naming signs. b. All exterior directional, wayfinding, including location of public lifts, amenities, locker rooms, accessible toilets and rest rooms, and traffic and parking signs associated with the management of vehicle access to and from the Site that is not on land controlled by Auckland Transport. c. To ensure that proposed signage is cohesive and does not detract from the architectural quality of the building and immediate surrounding area, and avoids visual clutter and/or obstruction, this information is to include the location, dimensions, placement, materiality, colour, and method of attachment or placement of each sign. d. All signage must be universal in nature – intuitive, legible and accessible for all carrying fonts, heights, colour contrast approved by low blind vision, and raised tactile lettering and braille for floor-mounted signs, and interactive NZSL panels at information counters/ plinths at critical junctions. e. All signage must be bilingual (Maori and English)	Engage focus group members of the disabled community to review the wayfinding and signage package in close consultation with the universal design specialists within Tamaki Makaurau Design Ope (TMDO) to maximise efficiency and ensure palette consistency.

Shared path details:	The details of the design, including street elements, rest spots, and landscaping, must be shared with the Auckland council universal design team for review and approval prior to lodging building consent.	Further recommended references catering to parameters of paving sizes, texture and visual contrast to support the blind and low vision and wheelchair movement include 'Parks Accessibility and Inclusivity checklist available at Auckland Design Manual (ADM) https://www.aucklanddesignmanual.co.nz/content/dam/adm/adm-website/design-guidance/universal-design/checklists/8._UD_Parks-accessibility-inclusivity-checklist.pdf, RTS 14 guidelines for facilities for blind and vision impaired pedestrians, and consultation with CCS disability's Access Advisory services. Design compliance with NZS 4121 disability standards is mandatory.
Accessible car parking	**On Site:** Redistribution of on-site accessible parking provision **Within apartment buildings:** Accessible car parking within the apartment buildings, relative to the general car parking provision, complete with safe accessible travel paths.	Refer to the ADM apartment guide for universal design https://www.aucklanddesignmanual.co.nz/en/urban-design-guidance-and-processes.html The Consent Holder may engage an independent assessor, such as Lifemark (or equivalent) work with the primary goal of maximising accessibility, mobility, and adaptability.
CPTED Assessment	CPTED assessment and an Active Surveillance Plan in conjunction with the lighting plan for each area to ensure enhanced pedestrian safety before lodging building consent.	
Level access to buildings Level thresholds for all publicly accessed buildings, including apartments,		

and/or the inclusion of a ramp along stairs.		
Universal design for residential dwellings	Prior to the lodgement of the Architectural Building Consent, a finalised Apartment Schedule and apartment drawings must be submitted to the Council for written certification. The information must include the following: a.An analysis demonstrating efforts to consider Universal design parameters in apartments closest to vertical circulation hubs and an updated Apartment Schedule identifying at least 5% of the residential dwellings (or a minimum of five) designed as accessible to suit design and access requirements. c.Updated floor plans for each of the Apartments updated to meet the above parameters d.A statement prepared by the engaged Universal Design specialist or accessibility consultant confirming all considerations for Universal Design undertaken in general, and how design parameters for the accessible apartments have been met. e. The certified Universal Design Apartment Schedule under relevant Condition must have all physical measures installed and fully operational prior to the development being first occupied and thereafter retained and maintained for the duration of the consented development. Any changes proposed to the certified Universal Design Apartment Schedule must also be certified in writing by the Council prior to implementation.	
Adult Changing Facility Consider a provision for an Adult Changing Facility near the Surf Lagoon common amenities.		Some ACF providers currently identified in Auckland are: 1. Active Healthcare 2. CCS disability 3. Changing Place 4. Exeloo