MEMORANDUM – S67 FURTHER INFORMATION

To: Helen Atkins, Associate Panel Convenor, via June Cahill, Application Lead, Environmental Protection Authority

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Subject: Fast-Track Approvals Act 2024 (**FTAA**) – FTA-2502-1019 Drury Metropolitan Centre – section 67 Matters

Date: 23 June 2025

This memorandum has been prepared by Auckland Council to assist the Expert Panel and the Applicant in relation to the Fast-track application for the **Drury Metropolitan Centre (Stages 1 and 2), referenced by the EPA as FTA-2502-1019**. Its primary purpose is to support the Expert Panel in its consideration of whether any formal requests for further information or reports under section 67 of the Fast-track Approvals Act 2024 (FTAA) are warranted.

While acknowledging that only the Panel may issue a formal request under section 67, the Council has identified specific matters where our technical specialists believe additional information is necessary to inform the Panel's assessment of the application and proposal. These matters are raised for the Panel's consideration in determining whether a direction under section 67(1)(a) or (b) should be made for the Drury proposal.

Council officers are available to engage directly with the applicant team to discuss any of the matters raised in this memorandum. Should the Applicant wish to meet to clarify or work through specific issues, we welcome the opportunity to facilitate further discussion.

Healthy Waters (HW)

1. List of Information Requests

   (a) A copy of the Applicant's flood model for the Fitzgerald Stream including all of the modelled pre-development model and post-development scenarios. This should include:

i. Additional modelling and associated assessment of effects for the Fitzgerald Stream relative to existing land use and no climate change.

ii. Additional modelling and associated assessment of effects for the Fitzgerald Stream considering 3.8-degree climate change.

iii. Provide the modelling and associated assessment of effects for the flow attenuation scenario.

(b) Justification of how the effects of the proposed development can be accurately assessed with the modelled post-development scenario land use and landform assumptions/conditions that include the consented developments of Drury Centre Stage 1 and Fulton Hogan Stage 2 & 3, but exclude the consented development of Fulton Hogan Stage 1.

(c) Overland flow path assessment including catchment plans and representative cross-sections of the overland flow conveyance corridors, with supporting calculations assuming Maximum Probable Development (MPD) and 3.8-degree climate change.

2. Reasoning Provided by Healthy Waters

(a) Healthy Waters requires the missing information to carry out a review of the supporting hydraulic model in order to confirm the modelling assumptions, verify the model performance and outputs, and confirm that the model is 'fit for purpose' to support the associated flood hazard and risk assessment.

(b) Due to the receiving environment being subject to flooding at present (i.e. considering existing land use and no climate change) the modelling of additional scenarios relative to existing land use and no climate change is required to assess the potential effects of the proposed development in the immediate future (i.e. in the short-term).

(c) Auckland Council requires flood assessment to be carried out considering the effects of 3.8-degree climate change projections which is now considered standard practice. This is in accordance with the Auckland Council Guideline Document GD15 (Climate Change Scenarios, March 2024) and consistent with the Auckland Unitary Plan Chapter E36 provisions.

(d) The assessment of effects of the proposed development on flooding cannot be accurately assessed without the missing information identified above due to inconsistency in the post-development scenario land use and landform assumptions (i.e. these include all of the consented developments within the catchment but exclude the consented land use within Fulton Hogan Stage 1). Healthy Waters are concerned that the proposed development is relying on the temporary flood storage areas constructed within Fulton Hogan Stage 1 to support the proposed approach of not providing additional flood attenuation for the Drury Centre Development. The temporary flood storage areas are located within land controlled by Fulton Hogan, and is not within land owned or controlled by the Applicant.

(e) Road corridors are proposed to convey the overland flows to the receiving environment. Details of the overland flow path conveyance design including peak flow, depth, velocity and hazard (depth x velocity) is required so that it can be

verified that the flows within the proposed development can be conveyed in a way that does not present hazard and risk to people, property and infrastructure.

(f) The applicant has proposed to discharge flows to Fitzgerald Stream. The downstream existing culverts underneath the railway and Great South Road have limited capacity and do not have capacity to convey post development flows. The Applicant has stated (Section 12.3.1 of the Stormwater Assessment Report) that attenuation of flows discharging to the Fitzgerald Stream results in higher water levels, however no evidence of this has been provided in the reporting and Healthy Waters cannot review this assertion (e.g. modelling assumption including whether attenuation is over 24, 48 hours, or longer). The applicant needs to provide the model so that Healthy Waters can review and confirm that the model is 'fit for purpose'.

Parks and Community Facilities (PCF)

3. List of Information Requests

(a) **Non-delivery of Indicative Open Space (Homestead Park)**: The indicative park identified in the Auckland Unitary Plan's Drury Centre Precinct Plan has not been proposed. The proposed substitution (Valley Park) lacks sufficient justification and assessment in terms of spatial distribution, service provision, functional equivalency, and enhancing primary recreation close to a civic pace. The provision of at least 3,000 m² should be allocated to the formalised park provision. Further analysis and assessment outlining the reasons for the non-provision is requested.

(b) **Clarification of Reserve Classification and Updated Scheme Plans**: A clear distinction is required between land proposed to vest as a recreation reserve and land proposed as a local purpose (drainage) reserve. Updated scheme plans should reflect this delineation to enable accurate assessment of recreational function, amenity provision, and acquisition suitability. Further clarification is also needed to distinguish the respective scopes of Healthy Waters and Parks, particularly where recreational assets are proposed on land primarily functioning as stormwater infrastructure. It must be confirmed whether such land is suitable for recreational purposes, particularly if a park is not formally proposed in accordance with Council standards.

(c) **Land Suitability for Recreational Use**: Confirmation is required that the proposed open space areas, particularly those with secondary drainage functions, can support a primary recreational purpose, in line with neighbourhood park provision standards. Currently, a conflict exists between the proposed recreational function and the underlying stormwater management needs of the land. As currently proposed, Valley Park does not meet Auckland Council's criteria for recreational open space provision. Further assessment is requested from the applicant on how recreational values would be provided.

(d) **Amenity Development Commitment**: The extent of the proposed open space falls short of what was initially anticipated. Further detail is required from the applicant to confirm a commitment to fully fund, construct, and maintain all open space assets and service provisions, prior to vesting, and in accordance with Council-approved standards. The current draft conditions only secure the delivery of stormwater, transport infrastructure, and landscaping of roads and reserves,

with no clear obligations relating to the development of recreational or amenity assets.

(e) Maintenance and Asset Handover Strategy: An interim open space maintenance plan is requested, outlining the proposed approach to maintenance during the period between asset establishment, after asset establishment and formal handover. Accordingly, no capital (CAPEX) or operational (OPEX) funding has been allocated for its acquisition, development, or maintenance within this period. Advancing acquisition and development ahead of the planned sequencing presents both funding and operational risks.

(f) Revised Landscaping and Planting Schedules: There is a gap in the proposed planting schedules regarding species selection within the streetscape and civic spaces that would support medium to large tree canopy closure within the street environment and thrive in these conditions. The following matters should be addressed:

i. Removal of Karaka (*Corynocarpus laevigatus*) due to toxicity concerns for dogs.

ii. Greater tree species diversity to enhance ecological resilience; the currently proposed species have demonstrated limited survival in similar streetscape environments and contribute minimally to long-term canopy outcomes (Excluding the Pohutukawa trees).

Note: Council considers this matter may be suitably addressed by condition and encourages early engagement on wording ahead of the Panel's section 70 invitation to comment on draft conditions.

(g) **Active Mode Connectivity:** The proposal lacks confirmation of a fully integrated active mode network. Key structuring links, such as the original Station Road east-west connection, have been altered, and it remains unclear whether alternative alignments will deliver equivalent connectivity outcomes across reserves, civic spaces, and the transport network, especially where civic spaces and primary recreation areas have been altered.

(h) **Implementation and Maintenance of Open Space:** While draft consent conditions include some landscaping and maintenance provisions in accordance with the Councils practise (2 year minimum maintenance obligation for street landscaping and 5 years minimum for Reserve), the enforceability, scope, and alignment of these measures with Auckland Council's standards and operational expectations require further detail, particularly for vested assets.

Note: Council considers this matter may be suitably addressed by condition and encourages early engagement on wording ahead of the Panel's section 70 invitation to comment on draft conditions.

Reasoning Provided by Parks and Community Facilities

(a) This information is essential for assessing alignment with Manaaki Tāmaki Makaurau – Auckland's Open Space, Sport, and Recreation Strategy, and for determining whether the proposed open space network, particularly areas with

drainage and flood management, can provide **safe, accessible, and functional recreational use under typical conditions**.

(b) The application lacks sufficient detail to confirm whether the proposed open space network can deliver the outcomes expected for a Metropolitan Centre.

(c) The proposed civic space does not meet the expected size or functional requirements to support placemaking, social gathering, or event-hosting outcomes typically associated with a Metropolitan Centre. Its triangular shape, location adjacent to a car park, and interface with surrounding buildings limit its ability to serve as a primary civic space.

(d) The non-delivery of Homestead Park, as identified in the Drury Centre Precinct Plan, disrupts the intended open space network and reduces the opportunity to provide primary recreation close to civic and transport infrastructure. The proposed substitution (Valley Park) does not demonstrate functional or spatial equivalence and is primarily configured for stormwater management.

(e) There is insufficient clarity on the classification and function of reserves. Updated scheme plans and a clear delineation between land intended for a recreation reserve and a local purpose (drainage) reserve are required to enable an accurate assessment. Where stormwater assets dominate land use, it is unclear whether recreational outcomes are achievable, and the overlapping responsibilities between Parks and Healthy Waters have not been addressed.

(f) The proposal falls short of the anticipated extent of open space provision. No clear commitment has been provided to fund and deliver recreational and amenity infrastructure, including service provision to Council-approved standards prior to vesting. Draft consent conditions primarily secure stormwater and transport-related assets, leaving the delivery of recreation assets and service delivery components uncertain.

(g) There is no interim maintenance and handover strategy to address the period between asset establishment and formal transfer to Council. As the land is zoned Future Urban or Rural, no CAPEX or OPEX funding is allocated under the current Long-term Plan (LTP). Early delivery of assets outside planned sequencing presents significant funding and operational risks.

(h) The landscaping and planting schedules lack sufficient species diversity and fail to demonstrate how medium to large tree canopy targets (12–15%) will be achieved. Specific species proposed (e.g., Karaka) raise toxicity concerns, and others have low survival rates under similar street conditions.

(i) The application lacks confirmation of an integrated active mode network. The removal of the previously identified east-west ‘Station Road’ connection raises uncertainty about whether equivalent connectivity will be achieved across civic and open space assets. The current layout does not fully support walkability and accessibility to public transport, libraries, and civic amenities.

(j) While some landscaping and maintenance requirements are addressed in draft consent conditions, further detail is required to confirm enforceability, timing, and alignment with Council asset handover expectations. This includes clarity on responsibilities for reserves, streetscapes, and civic spaces.

Conclusion

Without this information, it is not possible to fully assess the proposal's consistency with Auckland Council's strategic planning frameworks or to determine the long-term viability and functionality of the open space network. The identified gaps limit the ability to assess the effects of the proposal on recreational provision, operational responsibilities, and the integration of parks and public realm infrastructure into the wider urban environment.

Auckland Transport (AT)

4. List of Information Requests

(a) There is insufficient evidence provided by the Applicant on the trip generation calculations relating to the work from home (WFH) rates. AT is unsure if the WFH rates may allow for a certain level of development to occur but not trigger the associated transport upgrades required to support the development. The Applicant should provide further information in the form sensitivity/scenario testing of the WFH assumption as AT cannot be certain of the WFH adjustments potential extent of adverse effects on the transport network.

(b) The Applicant should confirm whether this 1.5% reduction has been applied to retail trips, and if so, provide further information on the calculations and methodology used to derive this figure. Without this information, AT cannot be certain how the WFH adjustment affects retail trip generation or fully understand the potential extent of adverse effects on the transport network.

(c) The Applicant should provide further information demonstrating that no WFH rate adjustment has been made for either visitor accommodation or the commercial activities. Without confirmation, AT cannot be certain of the baseline trip generation from these sources and therefore cannot fully assess the potential extent of adverse effects on the transport network.

(d) The Applicant should provide further information to demonstrate for each activity type and on each row of the proposed Table 11, the trip generation rate used (specifying the rate per activity type and for each relevant year of stage), and clearly reference these rates back to the specific rates in the Southern Growth Program (SGP) report. Without this information, AT cannot fully assess the potential extent of adverse effects on the transport network.

(e) Table 11 proposed to re-sequence some required infrastructure delivery across different development threshold (rows). The Applicant should provide further information to demonstrate the effects of allowing for an additional 49,000m^2 of retail GFA be built before the State Highway 1 (SH1) six-lane works is complete in 2030. The Applicant has relied on previous modelling undertaken as part of the plan change, but this proposed change in the thresholds has not been modelled.

(f) The Applicant should provide further information to demonstrate what calculations go into the Table 11 Row F 'assessment of public transport uptake', what uptake expectations are needed to be met in order to determine that public transport is actually being effective in reducing private vehicle trip generation, and what planning mechanism is proposed to ensure this level of assessment is provided at the relevant time.

(g) The interim bus route (and potentially permanent if Road 25 is not provided) will use Road 3 and Road 6 to access the Drury Train Station. These are private roads. The Applicant should provide further information to demonstrate how bus circulation will be operative at all times on the proposed private roads as the buses are subject to potential road closures.

(h) The Applicant should provide further information to demonstrate how Road 6, Road 3 and Flanagan Road have been designed to have correct geometry dimensions and pavement capabilities to accommodate buses.

(i) Relying on a large portion of privately owned roads can create severance between the public road connections and limit the efficient movement of vehicles and public transport. The Applicant should provide further information to demonstrate how the vehicles will circulate the road network when there are closures on private roads.

(j) The Applicant should provide further information to demonstrate how they intend to maintain public access on private roads for emergency services, bus infrastructure and active modes. AT recommends the Applicant demonstrates how an easement can be provided.

(k) It is not clear if Flanagan Road will be fully upgraded to an urban standard and connected to the Drury Train Station. If this is not done, then it leaves a gap in the road network that will remain as its current standard being an unsealed road which is not suitable for bus operation. The Applicant should provide further information to demonstrate when this upgrade will occur and if there is enough width for the relevant road elements.

(l) On the typical cross-section drawings, none of the roads have a back berm. In centres, the AT Engineering Design Code for Footpaths and The Public Realm requires the replacement of such berm with a 1m wide paved frontage strip alongside a 2.4m wide footpath. While many of the proposed footpaths are 2.7m wide, this width is insufficient to account for the missing required 1m paved frontage strip, effectively falling short of the combined 3.4m width required by the standard overall. The Applicant needs to provide further information demonstrating how the required road elements can be accommodated within the road reserve.

(m) On Engineering drawing P24-447-01-2501-RD, at the location of Road 25, the road has narrow through lanes, and some road sections features wider right turn and flush medians than are wider than the adjacent through lanes. The Applicant needs to provide further information to demonstrate there is adequate lane space for all appropriate vehicles.

(n) Lot F and H have frontage to Flanagan Road but don’t appear to be getting upgraded. The Applicant should provide further information demonstrating when and how they will provide the necessary frontage upgrades. This should be supported by detailed cross-sections.

(o) The Applicant should provide further information demonstrating who will own, operate and maintain the signalised intersections.

(p) The plans provided demonstrate that there will be a shared user path on Road 2, however, detailed information is lacking regarding the design of this path as it continues north, particularly past the Road 2 / Road 13 / SH1 off ramp intersection towards the Drury Train Station via Flanagan Road. The Applicant needs to

provide further information to demonstrate how the future shared user path will connect back into Flanagan Road.

(q) The vehicle crossing at Lot C that connects to Road 25 is proposed to be 21m wide and form part of a future signalised intersection, acting as fourth leg. The Applicant should provide further information to demonstrate how the vehicle crossing accommodates for a safe crossing point for active modes.

(r) There is a vehicle crossing coming out directly into the signalised intersection of Roads 6 / Road 25 on the eastern side. This is not considered an acceptable outcome from a safety perspective. The Applicant needs to provide further information demonstrating how this arrangement will operate safely and efficiently.

(s) A Flood Hazard Risk Assessment Report was prepared against AUP Chapter E36.9 Section a, which included flood frequency, duration and scale. The assessment prepared by the Applicant speaks to the scale of flooding (i.e., peak flows and peak depths/extents) but does not assess scale or duration. Can the Applicant provide further information to demonstrate that flooding does not occur more frequently or for a longer duration as this could have significant adverse safety effects on future transport network users.

(t) It appears that none of the 292 vacant residential lots under Stage 1 will seek access off Brookfield Road or Fitzgerald Road. The Applicant should provide further information to demonstrate what planning mechanism they will use to ensure access onto these roads directly does not occur.

Note: Council considers this matter may be suitably addressed by condition and encourages early engagement on wording ahead of the Panel's section 70 invitation to comment on draft conditions.

Reasoning Provided by Auckland Transport:

The absence of this information significantly limits Auckland Transport's ability to assess the full extent of adverse effects on the transport network.

Traffic Engineering

5. Stage 1 subdivision

(a) Stage 1 Lot 500 (JOAL for superlot R10) is proposed to gain access to Road 1. The vehicle crossing location does not comply with E27.6.4.1.(3)(a) as it has less than 10m separation 10m from Road 1/Road 23 intersection. Further, Road 1 is identified as a collector road in I450.10.3 Drury Centre: Precinct plan 3. We recommend that the applicant provide further assessment of the potential safety and efficiency effects for users of the JOAL and road users for the adjacent road network and consider whether these effects could be avoided by gaining access vehicle access to Lot 500 via Road 22 instead of Road 1.

Why is this Information Essential? The absence of this information does not allow us to understand the rationale for the proposed infringements of E27.6.4.1.(3)(a), nor the potential adverse transport safety and efficiency effects.

(b) Stage 1 Lot 511 and Lot 512 do not comply with E27.6.4.1.(3)(a) as they have less than 10m separation 10m from Road 10/Ro2 23 and Road 21/Road 22 intersections respectively. We recommend that the applicant provide further assessment of the potential safety and efficiency effects for users of the JOAL and road users for the adjacent road network.

Why is this Information Essential? The absence of this information does not allow us to understand the rationale for the proposed infringements of E27.6.4.1.(3)(a), nor the potential adverse transport safety and efficiency effects.

6. Stage 2 – general

(a) Some of the Lots appear to have no pedestrian facilities connecting to and within the carparking area. It is likely that some pedestrians will enter the sites via the vehicle crossings and people who park will be walking through the carpark area. We recommend that the applicant provide further detail on how the carparks will provide safe pedestrian access and circulation. This should include trolley bays and paths should accommodate trolley widths.

Why is this Information Essential? This information is required to understand whether the western car park can operate safely for pedestrians.

Note: Council considers this matter may be suitably addressed by condition and encourages early engagement on wording ahead of the Panel's section 70 invitation to comment on draft conditions.

(b) Only limited vehicle tracking assessments are provided for proposed private roads and within sites, and the assessments that are provided lack sufficient detail to allow suitable review. We recommend that the applicant provide detailed vehicle tracking assessments for the expected types of vehicles that will use these roads and access sites.

Why is this Information Essential? This information is required to understand whether the design of the private roads, site accesses, parking, loading and circulation areas are appropriate for the anticipated types of vehicles.

(c) Section 6.2.1 of the AEE and Appendix 6 to the AEE provide details on Comprehensive development signage, and draft Condition 30 requires that detailed information must be provided to Council before installation. The ITA has not assessed the potential traffic and pedestrian safety effects of the proposed signage. We recommend that the applicant provide an assessment against E23.8.2.(2)(b) and (c).

Why is this Information Essential? The absence of this information does not allow us to understand the potential adverse transport safety and efficiency effects of the proposed signage.

(d) Figure 36 of the ITA shows bicycle parking at key locations throughout Stage 2. However, no bicycle parking is shown on the Architectural Drawings or Engineering Drawings. We recommend that the applicant confirm how bicycle parking will be provided.

Why is this Information Essential? This information is required to understand whether sufficient bicycle parking can be provided.

Note: Council considers this matter may be suitably addressed by condition and encourages early engagement on wording ahead of the Panel's section 70 invitation to comment on draft conditions.

(e) Lots with multiple tenancies have one or more loading areas near the major tenancies. It is unclear if the minor retail tenancies will have access to the loading areas. We recommend that the applicant provide further detail on how minor retail tenancies will conduct loading operations

Why is the Information Essential? This information is required to understand whether loading areas the proposed loading is sufficient to support land use activities.

(f) Some lots have multiple levels of car parking, accessed by a mix of straight and curved ramps. Vehicle tracking and ramp gradients (along the inside curve for curved ramps) do not appear to be included in the application documents. Further, it is unclear how driver interaction at the toe/head of the ramp will be managed – i.e. whether give way markings are required and how the ramp will be physically separated from the adjacent parking aisle. We recommend that the applicant provide further assessment of these matters.

Why is this Information Essential? This information is required to understand whether the design of the vehicle ramp is appropriate for the anticipated types of vehicles.

7. Stage 2 – roading network

(a) Road 3, Road 6, and Road 11 will form an integral part of the transport network, providing access and permeability within the Drury Metropolitan Centre. However, these roads are proposed to be privately owned. It is unclear whether easements to allow public access over these roads is proposed, or whether access could be restricted. We recommend that the applicant confirm if public access will be restricted at any time and, if so, how this could affect access and permeability of the transport network for all transport users, including pedestrians, cyclists, public transport users and public transport services, emergency services, heavy vehicles, and general traffic. Further, we recommend that the applicant provide confirmation of how maintenance will be committed to ensure an appropriate level of asset quality is provided.

Why is this Information Essential? This information is required to understand whether the private roads within Stage 2 will be publicly accessible and

maintained, and how this might affect accessibility and permeability within the site and maintain a safe and efficient transport network.

Note: Council considers this matter may be suitably addressed by condition and encourages early engagement on wording ahead of the Panel's section 70 invitation to comment on draft conditions.

(b) Architectural Drawing A -1301 shows a footpath on Road 13 and Road 2, along the site frontage of Lot A. However, Woods Drawing 2001-DR shows the footpath on Road 13 terminating halfway along the Lot A frontage, and no footpath on Road 2. We recommend that the applicant consider how pedestrians will access Lot A, including people who may park in the Lot A carpark and seek to access the footpath on Road 13 and/or Road 2.

Why is this Information Essential? This information is required to understand whether Road 13 and Road 2 provide adequate pedestrian facilities to support the development of Lot A.

(c) Architectural Drawing F1-1301, H1-1310, and H2-1301 show a footpath on Flannagan Road, along the site frontage of Lots F1, H1 and H2. However, Woods Drawing 2004-DR shows that only street trees are proposed on Flanagan Road, with no other urbanisation (including the absence of a footpath). We recommend that the applicant consider how pedestrians will access Lot F1, and who will undertake urbanisation of Flanagan Road along the site frontages.

Why is this Information Essential? This information is required to understand whether Road 13 and Road 2 provide adequate pedestrian facilities to support the development of Lot F1, H1 and H2.

Note: Council considers this matter may be suitably addressed by condition and encourages early engagement on wording ahead of the Panel's section 70 invitation to comment on draft conditions.

(d) Woods Drawing 2003-DR shows Road 11, west of Road 3, as "FUTURE ACCESSWAY". However, the Architectural Drawings show that this road is required to access Lot D and Lot F. We recommend that the applicant include the design of this road within the civil engineering drawing package.

Why is this Information Essential? This information is required to understand whether the design of Road 11 is appropriate, and that access to Lot D and Lot F can be provided.

Note: Council considers this matter may be suitably addressed by condition and encourages early engagement on wording ahead of the Panel's section 70 invitation to comment on draft conditions.

(e) Woods Drawing 2053-RD shows the intersection of Road 3 and Flanagan Road, although it is acknowledged this lies just outside of the boundary of the Drury Stage 2 extents. There is no detail of intersection treatment or consideration of any requirement for turning bays. We recommend more work be undertaken to determine the intersection control and layout.

Why is this Information Essential? This information is required to establish that suitable land is set aside for the intersection to operate satisfactorily.

(f) The new signalised intersections on private roads will need to be managed by the Auckland Transport Operations Centre (ATOC). This is essential to ensure the SCATS systems that control signal timings are appropriately managed and integrate with the wider network management. Confirmation is required of the signal design to ensure they will work safely and efficiently as a system. This will include:

i. integration with neighbouring signals in terms of timings;

ii. testing lane configurations and lengths are sufficient to manage queuing;

iii. providing full protection for pedestrian and (where cycle crossings are available) cycle movements.

Why is this Information Essential? This information is required to whether the proposed signals can integrate with the management of public traffic signals.

(g) Woods drawing 2830-DR show an example of an in-lane (floating) bus box. This takes up the majority of but not all of the lane (noting there is no marked centreline). We recommend an assessment be undertaken to demonstrate that two-way movement of traffic past stationary buses can be managed safely and there is no ambiguity with respect to decision making for vehicles in the same lane as stationary buses. Alternately it is recommended that the bus bays are indented to allow for two-way movement of general traffic.

Why is this Information Essential? This information is required to ensure that the corridors in the vicinity of bus stops will operate safely in the event a bus is stationary.

8. Stage 2 – Lot A

(a) The vehicle crossing serving the carpark and the western loading dock access (inbound) are combined at the kerb, creating a crossing width of approximately 19m as shown on Architectural Drawing A -1301 and Figure 33 of the ITA. Further, heavy vehicle tracking when turning left into the site may conflict with outbound cars as shown in Figure 43 of the ITA. It is unclear whether there is suitable intervisibility between pedestrians and turning vehicles and if appropriate mechanisms are proposed to manage vehicle speeds using these vehicle crossings. We recommend that the applicant provide further assessment of the potential conflict between vehicles at this combined crossing and assess pedestrian safety and amenity due to the over-width vehicle crossing.

Why is this Information Essential? This information is required to understand whether the western vehicle crossings onto Road 1 can operate safely.

9. Stage 2 – Lot B

(a) There are two vehicle crossings on Road 1 serving the loading dock. Architectural Drawing B-1301 and ITA Figure 44 show these crossings spaced approximately 40m apart, however Engineering Drawing 2001-DR shows less than 10m spacing. We recommend that the applicant confirm the proposed spacing of vehicle crossings.

Why is this Information Essential? This information is required to understand whether the loading bay vehicle crossings onto Road 1 can operate effectively.

Note: Council considers this matter may be suitably addressed by condition and encourages early engagement on wording ahead of the Panel's section 70 invitation to comment on draft conditions.

(b) There is one vehicle crossing on Road 1 serving the car parking area. This vehicle crossing is close to the Road 1/Road 25 signalised intersection. Vehicles turning right into the vehicle crossing may cause queuing into the Road 1/Road 25 signalised intersection, and vehicles turning right out of the site may have limited visibility. We recommend that the applicant provide further assessment of delays and queuing.

Why is this Information Essential? This information is required to understand whether the car park vehicle crossing onto Road 1 can operate acceptably without causing safety and efficiency effects on the Road 1/Road 25 intersection.

10. Stage 2 – Lot C

(a) Lot C proposes a vehicle access as the eastern arm of the Road 25/Road 13 signalised intersection. The vehicle crossing location does not comply with the intent of E27.6.4.1.(3)(a) as it has less than 10m separation 10m from Road 25/Road 13 intersection – noting that Road 13 is a private road therefore E27.6.4.1.(3)(a) may not technically apply. The Lot C access does not appear to be signalised, which could make access unsafe for drivers and crossing unsafe for pedestrians. We recommend that the applicant provide an assessment of how Lot C will be provided with safe and efficient access, and how pedestrian movement across the vehicle accesses to Lot C will be managed safely.

Why is this Information Essential? This information is required to understand whether the proposed Lot C vehicle access into the Road 25/Road 13 can be safely accommodated while maintaining the efficient operation of the transport network.

11. Stage 2 – Lot D

(a) Woods Drawing 2003-DR and 2509-DR show lengthy vehicle crossings on the north side of Road 13 which allow for the swept path of trucks across the shared path into and out of the loading dock. It is unclear whether there is suitable intervisibility between pedestrians and turning vehicles and if appropriate mechanisms are proposed to manage vehicle speeds using these vehicle crossings. We recommend that the applicant provide further assessment of pedestrian safety and amenity due to the over-width vehicle crossing.

Why is this Information Essential? This information is required to understand whether the loading bay vehicle crossings onto Road 13 can operate effectively.

(b) Queuing could occur on Road 13 where the vehicle crossings for the shopper carpark and loading area entry are located close to each other and close to the Road 2/Road 13/SH1 off ramp intersection. We recommend that the applicant provides an assessment of the potential for queuing at the Lot D vehicle crossings onto Road 13.

Why is this Information Essential? This information is required to understand whether the vehicle crossings onto Road 13 can operate effectively, without causing queuing within the Road 2/Road 13/SH1 off ramp intersection.

12. Stage 2 – Lot E

(a) Table 7 of the ITA states that informal loading is anticipated to occur in the eastern car park, and that a formal loading space is provided in the western car park. Figure 48 of the ITA an 8m truck entering the eastern car park, however vehicle tracking is not provided for the western car park. The vehicle tracking for the eastern car park shows potential conflict with columns and informal loading may conflict with other vehicle movements, and it is unclear whether the truck can safely access the loading space in the western car park. We consider this may affect the safe and efficient operation of the site and adjacent transport network. We recommend that the applicant confirm how practical loading and servicing can be provided.

Why is this Information Essential? This information is required to understand whether loading and servicing can be provided to the site without affecting the safe and efficient operation of the adjacent transport network.

13. Stage 2 – Lot F1

(a) The northern vehicle crossing onto Flanagan Road is not at right angles to the road. This can encourage high vehicle speeds across the footpath and limit driver visibility of pedestrians. We recommend that the applicant amend the design.

Why is this Information Essential? This information is required to understand whether the vehicle crossings onto Flanagan Road can operate safely.

Note: This matter could be potentially addressed through amending the proposed consent conditions.

Stage 2 – Lot G2

(b) Figure 54 of the ITA an 8m truck entering the parking level, and Table 7 of the ITA states that loading is anticipated to occur parking level. The vehicle tracking shows conflict with opposing vehicle movements, and it is unclear whether the truck can safely access the loading space shown on Ignite Drawing GS-1302. We consider this may affect the safe and efficient operation of the site and adjacent transport network. We recommend that the applicant confirm how practical loading and servicing can be provided.

Why is this Information Essential? This information is required to understand whether loading and servicing can be provided to the site without affecting the safe and efficient operation of the adjacent transport network.

14. Stage 2 – Lot H1

(a) Figure 55 of the ITA shows a loading space will be provided on Road 3 adjacent to Lot H1; however, this loading space is not shown on Woods Drawing 2004-DR. We recommend that the applicant confirm how practical loading and servicing can be provided.

Why is this Information Essential? This information is required to understand whether loading and servicing can be provided to the site without affecting the safe and efficient operation of the adjacent transport network.

Note: Council considers this matter may be suitably addressed by condition and encourages early engagement on wording ahead of the Panel's section 70 invitation to comment on draft conditions.

15. Stage 2 – Lot H2

(a) Figure 55 of the ITA shows loading is anticipated to occur within the vehicle accessway to the basement of Lot H2, with the heavy vehicle blocking the accessway and requiring a reverse manoeuvre onto/off the site. We consider this may affect the safe and efficient operation of the site and adjacent transport network. We recommend that the applicant confirm how practical loading and servicing can be provided.

Why is this Information Essential? This information is required to understand whether loading and servicing can be provided to the site without affecting the safe and efficient operation of the adjacent transport network.

16. Stage 2 – Lot K

(a) Stage 2 Lot 508 (JOAL for Lot K) is proposed to gain access to the Road 25/Road 6 intersection. The vehicle crossing location does not comply with the intent of E27.6.4.1.(3)(a) as it has less than 10m separation 10m from the Road 25/Road 6 intersection – noting that Road 6 is a private road therefore E27.6.4.1.(3)(a) may not technically apply. The Lot C access does not appear to be signalised, which could make access unsafe for drivers. We recommend that the applicant provide further assessment of the potential safety and efficiency effects for users of Lot 508 and road users for the adjacent road network.

Why is this Information Essential? The absence of this information does not allow us to understand the rationale for the proposed infringements of E27.6.4.1.(3)(a), nor the potential adverse transport safety and efficiency effects.

(b) Block 1 and Block 2 dwellings may have insufficient parking space depth. It appears that dwellings are intended to provide parking pads in front of garages, however some of these are less than 5m deep. This could result in obstruction of the JOAL. We recommend that the application provide further detail on parking provision for these dwellings.

Why is this Information Essential? This information is required to understand whether the parking can be accommodated without obstructing the JOAL.

Note: Council considers this matter may be suitably addressed by condition and encourages early engagement on wording ahead of the Panel's section 70 invitation to comment on draft conditions.

Regional Earthworks

17. Please provide the final page of the Adaptive Management Plan which appears to be missing.

Ecology

18. Information requested:

a) The Stream Ecological Valuation (**SEV**) calculator in excel format.

b) A map of the wetland delineation assessment points.

c) Clarify and confirm the mechanism that ensures Stream A will be daylighted as proposed, noting that reach of Stream A envisioned to be daylighted is not within the applicant's control.

d) The Ecological Impact Assessment (**EcIA**) identifies that the area of the catchment contributing surface water to Wetland 1 will be reduced by approximately 50%. The EcIA assesses that the magnitude of the effect could range from moderate to negligible. The Applicant should provide further information to qualify what the change in surface flow inputs would mean for the wetland extent, in terms of area, and duration (the length of time the wetland will continue to display wetland characteristics across the year).

e) The Applicant should provide an updated assessment that includes the effects management hierarchy of the National Policy Statement: Freshwater Management which has not been applied to the proposed reclamation of the Stream A Wetland.

f) It is not clear what is the proposed action is if the Stream Ecological Report (**SER**) required by proposed Streamworks condition 34 does not meet the predicted or is not on-track to meet the reported ecological outcomes.

g) Stream A is reported in the EcIA as having an average width of 1.2 m at present. The realigned channel is reported as having a low-flow channel width of 1.4 m (page 28 of the EcIA). No effect of the increase in width on the water depth is given, and whether sufficient water depth is retained, throughout the year, to provide aquatic habitat.

Reasons for Information Request

- The SEV calculators are required to be reviewed to confirm that the SEV scores have been calculated and interpreted correctly. The concern being that the proposed enhancements may be overstating, or double counting, the benefits and therefore not reporting the correct level of effect.

- Without the wetland delineation assessment the extent of the wetland / natural inland wetlands cannot be confirmed. Specific concern is raised that only one assessment location has been identified as non-wetland, and so it is questioned how the ‘edge’ around the Stream A Wetland has been derived. The application could be under-reporting on the wetland extent and environmental effects.

- The reach of Stream A that is proposed to be daylighted is reported as being outside of the applicant’s control (see figure 2 from the AEE). This daylighting provides the majority of the freshwater ecological enhancements proposed. Accordingly, it is recommended that further information be sought for a mechanism that would provide surety that this daylighting can be delivered as envisioned in the Ecological Impact Assessment. The removal of this culvert would be required under the applicant’s proposed condition 76 and required to fulfil proposed conditions 33(a) and 34.

- The EcIA identifies that as a result of the reduction in catchment to Wetland 1 could result in a loss of a moderate proportion of Wetland 1. Without qualifying what this change is, in terms of both area and duration, it is unclear what the level of effect is.

- No effects management is proposed for the reclamation of the Stream A Wetland. The EcIA identifies that the residual adverse effects, when accounting for potential values, is ‘moderate’. The EcIAG framework, which has been used by the applicant’s ecologists and is recognised as industry best practice, provides an interpretation of moderate adverse effects as:

- *Options in the 'High and Moderate adverse' category represent a level of effect that requires careful assessment and analysis of the individual case. Such an effect could be managed through avoidance, design, or extensive offset or compensation actions. Wherever adverse effects cannot be avoided, no net loss of biodiversity values would be appropriate.*

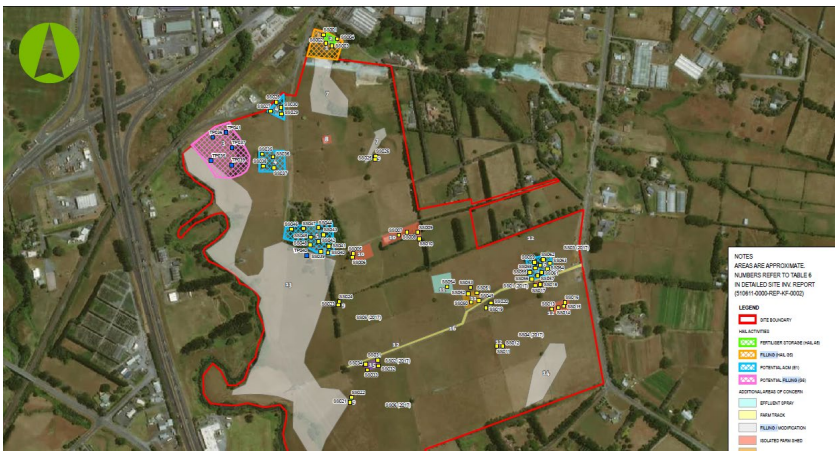
- There is no mechanism linked to the ecological reporting that would require the applicant to undertake remedial measures/actions if the reported ecological outcomes were not realised. If the proposed ecological enhancements did not reach the reported values, then the residual adverse effects would be greater than what has been reported.

- Stream A is reported in the EcIA as having an average width of 1.2 m at present. The realigned channel is reported as having a low-flow channel width of 1.4 m (page 28 of the EcIA). No effect of the increase in width on the water depth is given, and if sufficient water depth is retained throughout the year to provide aquatic habitat. This concern is raised alongside the lack of any detail provided for any measures proposed in the stream bed to protect against scour (i.e. riprap) which could further take away from water depth and prevent fish passage or reduce the length of stream that constitutes viable aquatic habitat.

Contamination

19. The application documents confirm that planned earthworks are not anticipated in areas where contaminants of concern have previously been identified above remedial criteria. It is understood that while some of these areas have undergone remediation and validation, they may still require soil management. A final site validation report is yet to be prepared, and as such, the contamination status of these areas remains uncertain for the purposes of this application.

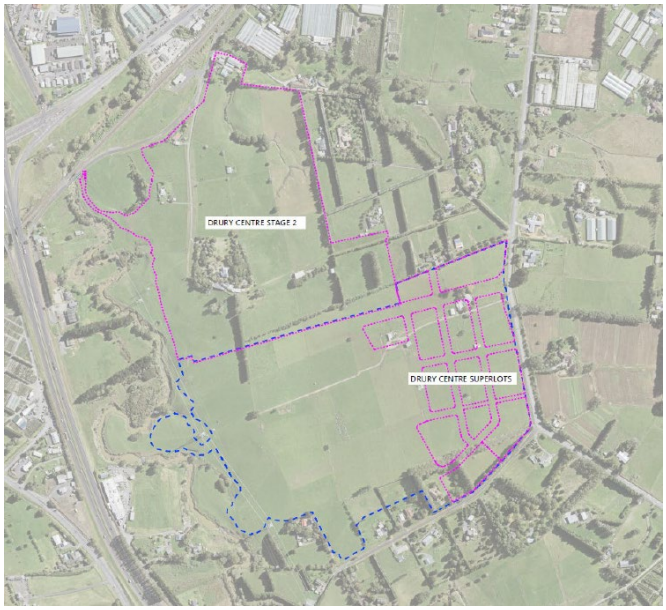
    Accordingly, a restricted discretionary activity land-use consent under the NES:CS and a controlled activity contaminant discharge consent are being sought, based on the findings of the DSI, Aurecon, 2021), which confirmed the presence of contamination. Soil testing undertaken across various project stages had identified localised areas of surface soil that exceed the permitted activity soil acceptance criteria under the Chapter E30 of the AUP(OP) and/or human health criteria for commercial and/or residential land use (as shown in figure from the DSI depicted below).



While most of the areas of concern related to the rural residential dwellings and their outbuildings including offal and/or burn pits, and the storage and usage of super-phosphate fertiliser, the DSI confirmed the presence of a landfill at 108 Flanagan Road, which was identified to be more significant than typical farming practices (identified in pink in the figure above).

Although this landfill area has now been excluded from the Stage 2 area (as per Figure 12 in the AEE, and shown below), the extent, depth, and volume of the landfill remains undetermined, with preliminary estimates suggesting it may cover approximately 1 hectare. The DSI had recommended that further investigation be undertaken to assess potential impacts of the landfill on the proposed development.

Given the localised and shallow nature of other identified contamination, this former landfill represents a potential ongoing concern, including to the current proposed earthworks in Stage 2. While this has not addressed in detail in the current application until the landfills characteristics and risks are fully understood, a development buffer zone should be established around the landfill perimeter to ensure safe working conditions and mitigate any risk to future site occupants. Its presence and potential risk in terms of 'HAIL H' under the NES:CS needs to be assessed as part of this current application.



Information requests:

a) Clarify whether a development buffer zone is proposed around the former landfill area to ensure safe working conditions and mitigate potential risk to site occupants. If so, please provide a plan showing the extent of this buffer and rationale for its size.

b) Confirm whether the presence of the landfill has been assessed in accordance with the HAIL H classification under the NES:CS, and provide a clear assessment of its implications for the activity status of the proposal and relevant consent requirements.

<u>Reasons for Information Request</u>

It is necessary to assess whether HAIL H under the NES:CS applies to the application site—specifically, whether there is potential for the migration of contaminants from offsite sources in quantities that could pose a risk to human health or the environment, either during proposed earthworks or to future site occupants.

Should you have any queries on any of the matters raised above, please feel free to contact me on 021 301 968 or via email at russell.butchers@aucklandcouncil.govt.nz.

Russell Butchers
Principal Project Lead
Auckland Council