

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

1.0 APPLICATION DESCRIPTION

Application and property details

Fast-Track project name:

The Point Mission Bay

Fast-Track application number:

FTAA-2511-1133

Council application number:

BUN60459442 (LUC60459443, WAT60459444)

2.0 Technical Specialist Memo – Auckland Transport

To:

Angelika Vaze – Planner & Warwick Pascoe – Principal Project Lead, Auckland Council (AC)

From:

Vignesh Divakar – Senior Development Planner, Auckland Transport (AT)

Qualifications & Relevant Experience:

I hold the qualifications of: Bachelor of Civil Engineering (Anna University, India, 2018), Master of Urban Planning, and have 5 years of experience in land use and transport planning, which includes 3.5 years of working for AT reviewing resource consent and fast-track applications. I am an intermediate member of New Zealand Planning Institute.

Preparation in Accordance with the Code of Conduct:

I confirm that I have read the Environment Court Practice Note 2023 – Code of Conduct for Expert Witnesses ([Code](#)), and have complied with it in the preparation of this memorandum. I also agree to follow the Code when participating in any subsequent processes, as directed by the Panel. I confirm that the opinions I have expressed are within my area of expertise but are supported by PTM Consultants, Weir Consulting and a range of internal AT specialists.

Signature:



Date:

4 March 2026

3.0 Documents Reviewed

The following documents have been reviewed in preparing this memorandum:

- Assessment of Environmental Effects – The Point Mission Bay
- Attachment 006 - Integrated Transportation Assessment
- Attachment 007A-007D - Infrastructure Assessment
- Attachment 017A-017D - Architectural Drawings
- Attachment 019A-019C - Landscape Concept Plans
- Attachment 024 - Draft Construction Traffic Management Plan
- Attachment 026 - Flood Risk Assessment

4.0 Specialist Assessment

Construction traffic

1. The Draft Construction Traffic Management Plan (CTMP) (Section 4 of Attachment 024) indicates that the primary access routes for construction heavy vehicles will be Kapa Road and Kupe Street, as these roads feature a 7.5m wide carriageway suitable for two-way vehicle movement. Additionally, the Integrated Transportation Assessment (ITA) (Section 10 of Attachment 006) states that a finalised Construction Traffic Management Plan (CTMP) will be submitted to AC for approval prior to the commencement of construction activities. As part of the finalised CTMP, the applicant is requested to provide detailed tracking plans to demonstrate that there is sufficient carriageway width and turning radius for heavy vehicles along the proposed routes. This measure is intended to ensure that trucks can safely navigate the designated routes without causing damage to pavements or road infrastructure.
2. Section 6 of the CTMP states that approximately 32 to 48 trucks will access the site each day over an estimated period of 55 to 105 days. The CTMP provisions outlined in section 10.1 of the ITA do not specify timing restrictions for heavy vehicle site access. AT recommends that construction heavy vehicles avoid accessing the site during network peak hours (7:00–9:00 am and 4:00–6:00 pm) and that this should form part of the CTMP as a condition of consent. This measure is advised to minimise disruption to road network operations and reduce potential conflicts with existing multimodal traffic surrounding the site.

Road safety and works within the road reserve

3. Section 7 of the ITA indicates that the proposed development is estimated to generate a peak hourly trip rate of 46 vehicles. AT notes that retirement villages typically generate lower traffic volumes compared to standard residential developments, with the majority of trips occurring outside traditional network peak periods. Given the characteristics of the proposed development, AT considers the estimated trip generation to be appropriate and anticipates minimal adverse impacts on the operation of the road network. Additionally, the intersection at Kupe Street and Kapa Road has recently been signalised, which will accommodate the anticipated increase in traffic from Kupe Street.
4. Bus stops 7869 and 7862 are situated approximately 200 meters southeast of the site, at the intersection of Aotea Street and Nihill Crescent. These stops serve the 783-bus route, which connects Mission Bay and Orakei. It is anticipated that residents of this development will make use of this service, and the nature of the proposal suggests a proportion may be vulnerable road users. During the pre-application meeting with

the applicant held on - the 19th of September 2025, AT recommended consideration for installing a pram crossing at the south-western corner of the Aotea Street/Nihill Crescent intersection, as the crossing distance exceeds 22m. Section 3.7 of AT's Transport Design Manual (TDM) - Footpaths and the Public Realm guidelines recommend the provision of a kerb crossing to allow pedestrians to move safely from a footpath and cross the carriageway. Given the nature of the proposed development, AT considers that the provision of crossing facilities would ensure pedestrian amenity and safety is maintained within the road reserve. The applicant confirmed that this matter would be investigated during the Engineering Approval stage, which falls outside the scope of the current application. AT agreed with this approach; however, there has been no indication in the application documents regarding the investigation. Consequently, AT recommends an advice note be included to ensure adequate pedestrian crossing opportunities are provided.

5. Appendix D of the ITA outlines the proposed No Stopping at All Times (NSAAT) markings for the cul-de-sac heads of Te Arawa Street, Rukutai Street, and Aotea Street. These measures are intended to facilitate the safe turnaround of public rubbish collection vehicles. AT considers the implementation of NSAAT markings appropriate and recommends their installation prior to the occupation of the proposed units. It should be noted that these NSAAT markings require resolution approval from AT, as noted in Section 10.4 of the ITA.

Stormwater and road flooding

6. Section 5.3 of the Flood Risk Assessment (Attachment 026) summarises the comparison between pre- and post-development flooding levels on the road reserve. The findings indicate that the proposed development is expected to have a negligible impact on flooding for the road reserve. AT has reviewed the assessment, concurs with the applicant's conclusions, and considers that any adverse flooding effects resulting from the proposed development are unlikely to be significant.

5.0 Recommendation

AT considers that any potential adverse effects to road user safety and network operation due to the proposed development shouldn't be significant, subject to compliance with the recommended additions to consent conditions and advice note.

6.0 Proposed Conditions

AT agrees with the proposed consent conditions provided in section 10 of the ITA but recommends the following inclusion to the CTMP condition and addition of an advice note.

Finalized CTMP

- × *Construction heavy vehicles are prohibited from accessing the site from 7am-9am and 4pm-6pm on weekdays.*

The final CTMP must include:

- × *Tracking plans for heavy vehicles along the intended routes, and any potential mitigation measures if the carriageway isn't adequate to accommodate the vehicle swept path.*

Pram Crossing on Nihill Crescent

Advice Note:

A pram crossing is recommended to be provided on the south-western corner of Aotea Street and Nihill Crescent intersection. This will be subject to detailed review at the Engineering Approval stage and must be provided at the consent holder's expense. This is to ensure that there are safe crossing opportunities for pedestrians adjacent to the bus stops 7869 and 7862.