

Delmore Fast-Track

04/05/2026 – Auckland Council Response

Annexure 22:

Traffic Engineer

Delmore Fast Track Application

To: Auckland Council – Traffic Engineering

From: Leo Hills – Commute

Date: 15 April 2026

Re: Traffic Engineering Response Memorandum

1.0 Technical Specialist Memo - Traffic Engineering- Philips Augustine- Auckland Council Senior Traffic Engineer

From:

Philips Augustine

Qualifications
& Relevant
Experience:

I hold the qualification of a Master's in Transportation Engineering and have 10 Years of experience in traffic engineering and assessments.
I am full member of Engineering New Zealand & Institution of Engineers (India).
I have prepared expert evidence and technical assessments for resource consent applications, notices of requirements for designation and fast-track applications and have appeared as an expert witness before consent on multiple occasions.

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, such as expert conferencing, directed by the Panel. 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, which I have specified.

Signature:



Date:

23-04-2026

2.0 Original Specialist Review Memo

Major points referred to in the previously submitted draft memo are as follows:

1. AUP_E27.6.2(8) Loading Bay (T113-115) & AUP_PC79DV_E27.6.2.(8) Mini Loading Bay (T111B)
Non-compliance is not in a position to support.
2. AUP_E27.6.3.3 Access and Manoeuvring (heavy vehicle tracking)
Non-compliance is not in a position to support.
3. AUP_E27.6.3.7 Lighting
Non-compliance needs further clarification.

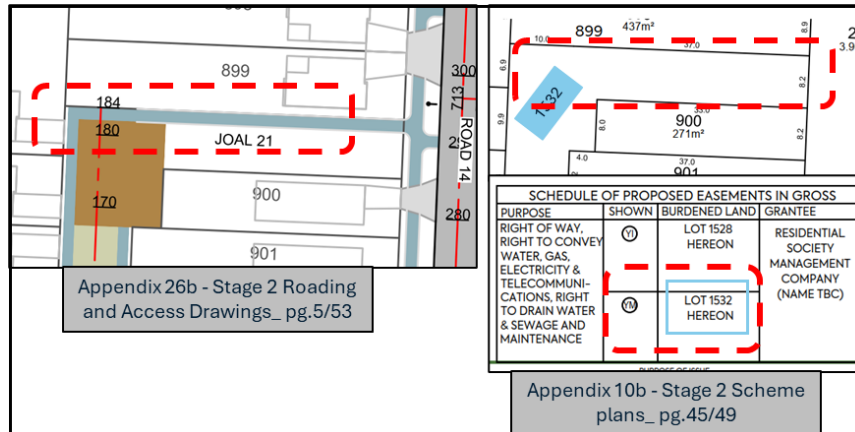
4. AUP_E27.6.4.3 Passing Bay
Non-compliance is not in a position to support.
5. AUP_E27.6.4.3 Speed Management
Non-compliance needs further clarification.
6. SISD for lots 183-186 and similar
Non-compliance is not in a position to support.
7. One-way routes (two vehicle crossing) or with turning heads (D-area)
Non-compliance is not in a position to support.
8. Western section of road 5 consists of several closely packed vehicle crossings (VC) with a combined width of 6.0m
Non-compliance is not in a position to support.
9. The VC of JOAL 3 to NOR 6 will be removed
The safety trigger needs further clarification.
10. AUP_PC79DV_E27.6.6, Primary Pedestrian Access (PPA) & multiple JOALs are designed with a single-sided PPA
Non-compliance is not in a position to support.
11. Secondary parking space with <5.0m in front of the garage
Non-compliance needs further clarification.
12. Conditions:
 - #102-Lighting- Additional inputs
 - #New- Vehicles can access JOAL 6 via Road 1 instead of NOR 6
 - #New- 2° parking in front of the garage door, only if a minimum spacing of 5.0m
 - #New- minimum of 3.0x5.4m² and 5.5x5.4m² free internal dimensions of single and double garages without any other design overlaps.

3.0 Updated Response to Applicant's Memo

Response after assessing further information for the applicant is as follows:

1. AUP_E27.6.2(8) Loading Bay (T113-115) & AUP_PC79DV_E27.6.2.(8) Mini Loading Bay (T111B)
No further comments
The applicant provided details has assessed and considered acceptable.
The JOAL design has been updated by providing areas for loading bay usage in the form of a loading bay or a turnable area according to the number of units, user mode, geometric design and accessibility. The proposed location and dimensions (via. desktop scaled and scheme design) are considered acceptable.
A **condition** will be added to provide signage and surface marking to ensure the efficient usage of the specified loading bay.
Additional point for further information:
 - a. Inconsistency noted: loading bay of stage 1- Joal 11 is adjacent to lot 207 (report)/ adjacent to lot 204 (plan).

- b. Inconsistency noted, as per the scheme plan of JOAL 21 and lot 899.



2. AUP_E27.6.3.3 Access and Manoeuvring (heavy vehicle tracking)

Not supportive and needs further information.

The applicant noted that an updated vehicle tracking design was submitted on the 20th of April. However, no details have been received to date. As referred in the draft memo, until these details are provided, I'm not in a position to make a final decision.

3. AUP_E27.6.3.7 Lighting

Not supportive and needs further information.

The applicant noted that "Amendments to the condition wording is addressed in Section 1.3". However, no details have been received to date. As referred in the draft memo, until these details are provided, I'm not in a position to make a final decision. The condition needs to be finalised in the RC stage.

4. AUP_E27.6.4.3 Passing Bay

No further comments.

The applicant provided details has assessed and considered acceptable.

As per the assessment, JOAL's 34,5A is still considered an infringement. However, it can be considered less than minor due to the low number of lots and other design factors.

JOAL's 2,6 & 8 are further widened to 5.0m minimum excluding PPA (ref: Appendix 26a - Stage 1 Rooding and Access Drawings_pg.48/51), and corners within a minimum of 5.5m width. This is considered as an acceptable solution.

5. AUP_E27.6.4.3 Speed Management

No further comments.

The proposed condition #108 can be considered acceptable as per "Appendix 44_Proposed Conditions_post lodgement updates (1)"_pg.27/75.

6. SISD for lots 183-186 and similar

Not supportive and needs further information.

The applicant noted that an updated assessment & plans were submitted on the 20th of April. However, no details have been received to date. As referred in the draft memo, until these details are provided, I'm not in a position to make a final decision.

A condition for low-level plantation will not resolve the safety issue, as no one will know the dimensions of the exact affected area, and if any road crash happens due to the visibility issue, RC conditions will not be referred to as well. The same has been highlighted in the draft memo.

7. One-way routes (two vehicle crossing) or with turning heads (D-area).

- a. No further comments

The updated design of stage 1- JOAL 34 and 5A doesn't consist of a turnable head. However,

considering the low number of lots, vehicle access, and availability of grass berm at the site frontage, this can be considered acceptable.

The updated design of stage 1- JOAL 2, 6 and stage 2- JOAL 35 consist of a turnable head. This is considered acceptable.

b. **Not supportive and needs further information.**

The updated design of stage 1- JOAL 34 and 5A doesn't consist of a turnable head. As per the assessment, the applicant agreed with AT's request for the same. However, this is not updated in the design. As referred in the draft memo, until these details are provided, I'm not in a position to make a final decision.

8. Western section of road 5 consists of several closely packed vehicle crossings (VC) with a combined width of 6.0m

No further comments.

The applicant provided details has assessed and considered acceptable.

A separate JOAL #42 has been included in the updated design, which connects lots 694-708. Hence, the initially proposed closely packed vehicle crossing towards the cycle path and road 5 is terminated. This is considered a better safety outcome.

9. The VC of JOAL 3 to NOR 6 will be removed

No further comments.

The applicant provided details has assessed and considered acceptable.

The updated design terminates the vehicle crossing at NOR 6 and proposes a new connection through roads 1 & 2. This will help to maintain a good inter-reaction time for the users and can avoid any sudden slowdown or queuing effect on NOR 6.

10. AUP_PC79DV_E27.6.6, Primary Pedestrian Access (PPA) & multiple JOALs are designed with a single-sided PPA.

No further comments.

The applicant provided details has assessed and considered acceptable.

As per the further assessment, noted that the minimum PPA connectivity is provided apart from JOAL 39, where a 1.2m wide PPA was noted instead of 1.4m. However, this can be considered less than minor as the JOAL serves only 6 units, which is just above the threshold, low traffic volume, good visibility, etc.

11. Secondary parking space with <5.0m in front of the garage

No further comments.

The applicant provided details has assessed and considered acceptable.

The applicant confirmed that a minimum of 5.0m will be maintained for any potential 2° parking between the garage door and property boundary as per the AUP requirement.

12. Conditions:

a. 102-Lighting- Additional inputs.

Not supportive and needs further information.

As per the applicant correspondence, "A separate email has been sent to Auckland Council – Traffic to clarify the areas this relates to". However, no details have been received to date. As referred in the draft memo, until these details are provided, I'm not in a position to make a final decision.

Noted the condition #144 (Reg: Appendix 44_Proposed Conditions_post lodgement updates_pg.28/75), where an advice noted been added: "Light pole locations shall be reviewed by the Council traffic engineer". Recommendation is to include it as a part of the condition instead of an advice note or provide a finalised light design.

- b. #New- Vehicles can access JOAL 6 via Road 1 instead of NOR 6.
No further comments.
The design has been updated by incorporating the required changes. Hence, this condition is no longer required.
- c. #New- 2° parking in front of the garage door, only if a minimum spacing of 5.0m.
No further comments.
The applicant's confirmation of a minimum 5.0m is achieved between the garage door and property boundary for potential 2° parking. Hence, this condition is no longer required.
- d. #New- minimum of 3.0x5.4m² and 5.5x5.4m² internal dimensions of single and double garages without any design overlaps with laundry equipment and internal garage doors.
Not supportive and needs further information.
The referred minimum dimension to be finalised in the RC stage is critical from a traffic point of view. This is purely based on previous experience. The council traffic engineer will not be included in the BC stage for any further discussion. Hence, highly recommend adding this condition.
Request to clarify what exactly the complicity?

4.0 Outstanding Issues

Outstanding issues are as follows:

Response to Further Information Requests / Technical Comments (cross-referred)

- a. Inconsistency noted: loading bay of stage 1- Joal 11 is adjacent to lot 207 (report)/ adjacent to lot 204 (plan).
- b. Inconsistency noted, as per the scheme plan of JOAL 21 and lot 899.
- c. AUP_E27.6.3.3 Access and Manoeuvring (heavy vehicle tracking)
Not supportive and needs further information.
The applicant noted that an updated vehicle tracking design was submitted on the 20th of April. However, no details have been received to date. As referred in the draft memo, until these details are provided, I'm not in a position to make a final decision.
- d. AUP_E27.6.3.7 Lighting
Not supportive and needs further information.
The applicant noted that "*Amendments to the condition wording is addressed in Section 1.3*". However, no details have been received to date. As referred in the draft memo, until these details are provided, I'm not in a position to make a final decision. The condition needs to be finalised in the RC stage.
- e. SISD for lots 183-186 and similar
Not supportive and needs further information.
The applicant noted that an updated assessment & plans were submitted on the 20th of April. However, no details have been received to date. As referred in the draft memo, until these details are provided, I'm not in a position to make a final decision.
A condition for low-level plantation will not resolve the safety issue, as no one will know the dimensions of the exact affected area, and if any road crash happens due to the visibility issue, RC conditions will not be referred to as well. The same has been highlighted in the draft memo.

- f. One-way routes (two vehicle crossing) or with turning heads (D-area).

Not supportive and needs further information.

The updated design of stage 1- JOAL 34 and 5A doesn't consist of a turnable head. As per the assessment, the applicant agreed with AT's request for the same. However, this is not updated in the design. As referred in the draft memo, until these details are provided, I'm not in a position to make a final decision.

Response to Recommended / Amended Conditions

- g. 102-Lighting- Additional inputs.

Not supportive and needs further information.

As per the applicant correspondence, "A separate email has been sent to Auckland Council – Traffic to clarify the areas this relates to". However, no details have been received to date. As referred in the draft memo, until these details are provided, I'm not in a position to make a final decision.

- h. #New- minimum of 3.0x5.4m² and 5.5x5.4m² internal dimensions of single and double garages without any design overlaps with laundry equipment and internal garage doors.

Not supportive and needs further information.

- i. New condition as a part of the proposed loading bay.

The consent holder must ensure to provide signage and pavement paring for all proposed loading bays as per AT-TDM.

5.0 Conclusion

Overall, the proposed development is considered generally acceptable from a traffic engineering perspective. However, several technical inconsistencies and missing design details identified in Section 4.0, specifically regarding vehicle tracking, safe intersection sight distances (SISD), and lighting specifications, remain outstanding conditions. Consequently, a final recommendation cannot be made until the applicant provides the necessary information to ensure compliance with the AUP requirement.

Delmore Fast Track Application

Introduction

This memorandum responds to the Technical Specialist Memo prepared by Auckland Council (traffic engineering) in relation to the above fast-track application (as lodged). This response addresses:

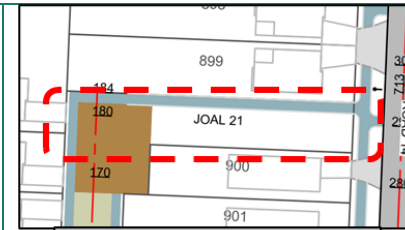
- Further information requests / technical queries; and
- Recommended amendments to consent conditions.

1.1 Response to Further Information Requests / Technical Comments

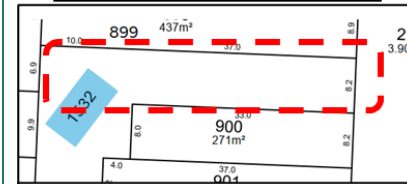
Information Request from Council on the lodged material	Applicant Response	Council Specialist Response
6.2 Loading bays within JOALS Based on AUP_ E27.8.2(7) assessment criteria, the non-compliance of E27.6.2(8) loading bay has been reviewed. Considering the large residential nature of proposal, no safe loading bay arrangement can be noted on site apart from parking on JOAL- which blocks adjacent driveways, mainly the loading bay can be utilised for residential delivery type of customers including furniture movement- as no loading bay is available- users may parking unsafe & create more obstructions, no existing on-street loading bay is noted in the vicinity of the site, it's illegal to park on the kerb side of JOAL [as per right to establish and maintain driveway- 2(c) of Schedule 5 to the Property Law Act 2007], no specified location can be noted where informal or another site in the immediate vicinity can be utilised for loading bay without breaking the law, provision of loading bay will be always	Based on the feedback, loading zones / turning heads have been added to the JOAL's as follows: <u>Stage 1</u> <u>JOAL 01</u> • Lot 474 boundary adjusted - loading bay (full) added to the north. <u>JOAL 02</u> • Lot 478 and 470 boundary adjusted - truck turning enabled.	Stage 1 JOAL 01 No further comments. Noted proposed loading zone adjacent to lot 474 with 3.5*11.5m dimensions (ref: Appendix 10a - Stage 1 Scheme Plans_ pg.3/45, Appendix 26a - Stage 1 Roding and Access Drawings_ pg.4/51). This is considered acceptable. JOAL 02 No further comments. Noted proposed turning area adjacent to lot 478 with ~22.0m length (ref: Appendix 10a - Stage 1 Scheme Plans_ pg.3/45, Appendix 26a

useful for a large community like Delmore, the provision of a designated loading bay will always support efficient usage, I am not in a position to support the non-compliance of the loading bay. Additionally, the parking of heavy vehicles will block the VC of the adjacent lot. Any furniture delivery or house relocation will take more than a minimal time. This has been discussed in the previous stage, and the applicant team agreed to provide the required loading bay prioritising at the JOALs with a high number of dwellings and length.	<u>JOAL 03</u> • Loading zone (full) provided in South - Lot 96 boundary adjusted. <u>JOAL 06</u> • Lot 373 boundary adjusted to enable a loading zone to be provided (full). <u>JOAL 11</u> • Lot 207 boundary adjusted to provide a full loading bay. <u>JOAL 40</u> • No boundary adjustments. • 2 loading bays added adjacent lot 142. <u>Stage 2</u> <u>JOAL 21</u> • Lot 900 boundary adjusted to enable truck turning. <u>JOAL 35</u>	- Stage 1 Roding and Access Drawings_ pg.4/51). This is considered acceptable. JOAL 03 No further comments. Noted proposed loading bay adjacent to lot 96 with 8mx5.2m (ref: Appendix 10a - Stage 1 Scheme Plans_ pg.8/45, Appendix 26a - Stage 1 Roding and Access Drawings_ pg.6/51). This is considered acceptable. JOAL 06 No further comments. Noted proposed loading bay adjacent to lot 96 with 4.5mx9.3m (ref: Appendix 10a - Stage 1 Scheme Plans_ pg.36/45, Appendix 26a - Stage 1 Roding and Access Drawings_ pg.5/51). This is considered acceptable. JOAL 11 No further comments. Noted proposed loading bay adjacent to lot 204 with 6.0mx6.8m (ref: Appendix 10a - Stage 1 Scheme Plans_ pg.20/45, Appendix 26a - Stage 1 Roding and Access Drawings_ pg.8/51). This is considered acceptable. <u>Further clarification:</u> <i><u>Minor inconsistency, as per applicant response, the loading bay is adjacent to lot 207 (report). However, on further</u></i>
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	Lot 1214 boundary adjusted to enable truck turning.	<u>assessment, it is adjacent to lot 204 (plan). Request to do necessary changes.</u> JOAL 40 No further comments. Noted proposed loading bay adjacent to lot 142 with ~8.0mx5.6m (ref: Appendix 10a - Stage 1 Scheme Plans_ pg.14/45, Appendix 26a - Stage 1 Roding and Access Drawings_ pg.6/51). This is considered acceptable. Stage 2 JOAL 21 No further comments. Noted proposed truck turning area adjacent to lot 900 with ~15mx12m dimensions (ref: Appendix 10b - Stage 2 Scheme plans_ pg.45/49, Appendix 26b - Stage 2 Roding and Access Drawings_ pg.5/53). This is considered acceptable. <u>Further clarification:</u> <u>Request to update the inconsistency in the scheme plan of JOAL 21 and lot 899.</u>
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Appendix 26b - Stage 2 Roding
and Access Drawings_ pg.5/53



SCHEDULE OF PROPOSED EASEMENTS IN GROSS			
PURPOSE	SHOWN	BURDENED LAND	GRANTEE
RIGHT OF WAY, RIGHT TO CONVEY WATER, GAS, ELECTRICITY & TELECOMMUNI- CATIONS, RIGHT TO DRAIN WATER & SEWAGE AND MAINTENANCE	(V)	LOT 1528 HEREON	RESIDENTIAL SOCIETY MANAGEMENT COMPANY (NAME TBC)
	(V)	LOT 1532 HEREON	

Appendix 10b - Stage 2 Scheme
plans_ pg.45/49

JOAL 35

No further comments. Noted proposed truck turning area adjacent to lot 1214 with ~10mx10mm dimensions (ref: Appendix 10b - Stage 2 Scheme plans_ pg.27/49, Appendix 26b - Stage 2 Roding and Access Drawings_ pg.8/53). This is considered acceptable.

6.3 Mini Loading Bay

As per AUP_PC79DV_E27.6.2.(8) Mini Loading Bay (T111B), 1 mini loading bay is required for >9 dwellings up to 5,000m² without individual pedestrian access directly from the arterial road. The applicant staged the provision of 1 mini loading bay at JOAL 1- Stage 1 (Appendix 42_Rules Assessment_ pg.16/27). However, no details can be noted in the plans or in ITA. Based on AUP_PC79DV_E27.8.2(7) assessment criteria, the non-compliance of E27.6.2(8) mini loading bay has been reviewed. Considering no site-specific constraints noted, the reduction in loading spaces will contribute to the efficient use of land growth or intensification, the safety triggers formed due to the unsafe/illegal parking of heavy vehicles, associated visibility issues, residential nature, no available on-street public loading bay in the nearby vicinity, no informal arrangement noted within the site, the provision of a designated loading bay will always support efficient usage, I am not in a position to support the non-compliance of the mini loading bay. Additionally, the parking of heavy vehicles will block the VC of the adjacent lot. Any furniture delivery or house relocation will take more than a minimal time. Right to establish and maintain driveway- schedule 5, section 2c- ROW to be kept clear at all times. This has been discussed in the previous stage, and the applicant team agreed to provide the required loading bay prioritising at the JOALs with a high number of dwellings and length.

See above. Of note, the only JOAL that technically requires a mini / small loading bay is JOAL 1 as under the Court Order version of PC79 only JOALS with over 9 dwellings AND where the only vehicle access for residential activities is from an arterial road. A full loading zone now provided on JOAL 1.

No further comments.
applicant provided details are acceptable.

6.4 Heavy vehicles As per AUP_E27.6.3.3, heavy vehicles as per RTS 18 tracking curves are to comply. As per ITA_PG.111/342 and “Appendix 42_Rules Assessment” _ pg.18/27, the applicant stated that it complies. However, the proposed heavy vehicle tracking overlaps with kerb build-outs at multiple locations at JOALs and major intersections. Additionally, the assessment is not available for multiple intersections. This can't be reviewed at the EPA stage and consists of major safety issues and ongoing maintenance for Auckland Transport (AT). The applicant team needs to provide updated details. No specific details on waste management are provided at this time, aside from conditions #111-112. Also noted, JOALs with no grass berm, it will make the future residents use the formed road surface or footpath to keep the bins for collection. Noted, this scenario is happening in many locations. However, it's not ideal. As it is a new design and in the planning stage, we do recommend making enough space for bin placement at the berm side (instead of paved road or footpath) and a wider D-area supported by vehicle atrcking. With respect to the non-compliance and non-availability of the heavy vehicle tracking, I'm not in a position to support the current design.	The roading kerbs have been adjusted and the footpath / berms are now clearly shown on the JOAL's. Revised vehicle tracking will be provided on the updated roading plans on the 20 April.	No details received yet. With respect to the non-compliance and non-availabilisty of the heavy vehicle tracking, I'm not in a position to support the current design.
6.5 Lighting As per AUP_E27.6.3.7, lighting is required where there are 10 or more spaces that are likely to be used during hours of darkness. This needs to be in accordance with AUP_E24 & E27.	Greenwoods had provided indicative light locations within the JOALs, however a lighting plan is included as a condition to provide a detailed plan and confirmed locations. Amendments to the condition	No details provided yet. I'm not in a position to support this unless this has been clarified and resolved.

As per ITA_PG.113/342, the applicant stated, this is provided in “Greenwood’s JOAL lighting plan”. However, as per “Appendix 42_Rules Assessment” _ pg.12/27, the applicant staged, this can be conditioned. As per the assessment, the details are inconsistent. Required to provide clarification. Apart from that, considering the large scale of residential development with a large number of JOALS and pedestrian paths. I reviewed condition 102 (Appendix 44_Proposed Conditions_ pg.25/63) and recommend adding minor changes- lighting to cover pedestrian path/active modes, which are separate from JOALS/ roads, and JOALS lighting locations are also to be reviewed by the applicant & council traffic engineer.	wording is addressed in Section 1.3 below.	
6.6 Passing Bay As per AUP_E27.6.4.3, 1 passing bay per 50m where the vehicle access width is <5.5 is required. As per ITA_ pg.51,91,113/342, the applicant stated that all vehicle access consists of a minimum of 5.5m width, and as per “Appendix 42_Rules Assessment” _ pg.20/27, the applicant stated that all JOALS over 50m in length have 5.5m width. Hence, no passing bay requirement is triggered. However, passing bay triggers noted as per below locations: • JOAL 34_ stage 1- 5.0m width/ 60m length • JOAL 5A_ stage 1- 4.0m width/ 50.5m length • JOAL 2,6,8_ stage 1- 5.0m width/ 89.5m length Noted, some locations considered with 5.5m by incorporating primary pedestrian access (PPA) adjacent to vehicle access (VA). However, this is not considered a safe approach. It triggers more safety issues, with reversing to	In terms of the three JOALS: • JOAL 34 – this JOAL serves three dwellings. As such passing is unlikely to need to occur. • JOAL 5A – This JOAL (boundary to boundary) is only 42m long as the long section is taken from the centre of the road whereas the JOAL length is taken from the boundary. No passing bay required. • JOAL 2 - this JOAL serves 8 lots and has been widened on the corner to accommodate two-way movements of over 5.5m	JOAL 34 No further comments. Considering the low number of users, this can be considered acceptable. JOAL 5A No further comments. Considering the low number of users & space in front of unit 278 this can be considered acceptable. JOAL 2, 6, 8 No further comments. Joal 2 further widened to 5.0m minimum excluding PPA (ref: Appendix 26a - Stage 1 Roding and Access Drawings_ pg.48/51), and corners within minimum of 5.5m width. This design element is still considered as

public roads, the curvy alignments of JOALS, and expected pedestrians (including kids) exposed to live traffic. Unless more details are provided, I'm not in a position to support the current design.	thus providing passing bay (tracking to be provided). • JOAL 6 – this JOAL serves 6 lots and has been widened on the corner to accommodate two-way movements to provide a passing bay (tracking to be provided). • JOAL 8 - this JOAL has been widened on the corners to accommodate two-way movements greater than 5.5m and thus passing bay (tracking to be provided).	non-compliance. However, considering the low number of units and a minimum 5.0m width of vehicle access, the non-compliance can be considered acceptable.
6.7 Speed Management As per AUP_E27.6.4.3, speed management treatment is required within 10m from the road boundary and additionally at each 30m spacing. As per ITA_ pg.114/342 and “Appendix 42_Rules Assessment”_ pg.21/27, vertical traffic calming will be provided in JOALS as required. However, no speed management is provided in the JOAL design. Unless more details are provided, I'm not in a position to finalise the decision. Request to provide further details for assessment.	A condition is proposed for speed management within the JOALS is proposed as follows: <u>Speed management devices (eg. speed bumps) must be provided on all JOALS greater than 50m in length, with one device 10m from the road boundary and additionally at each 30m spacing.</u>	No further comments The condition #108 can be considered acceptable as per “Appendix 44_Proposed Conditions_post lodgement updates (1)”_ pg.27/75.
6.8 Single Sided PPA As per ITA and associated plans, multiple JOALS are designed with a single-sided PPA. Noted that the non-compliance of PPA has been considered in the applicant-provided	Single sided PPA is not contrary to the new Consent Order PC79. Most JOALS in New Zealand only have a footpath on one side of the JOAL and this is considered sufficient for pedestrian	No further comments. The updated design is considered acceptable.

Barker & Associates

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Kerikeri | Whangārei | Warkworth | Auckland | Hamilton | Cambridge | Tauranga | Havelock North | Wellington | Christchurch | Wānaka & Queenstown

assessment. As per the assessment, no site-specific constraints are noted; heavy vehicles will be accessed on site, and no specific speed management measures are identified. These are considered high safety triggers. The majority of the sites consist of public road frontage (which are designed by public footpaths). As an example, JOAL 8 at stage 1B-3 consists of a 1.5m wide PPA on a single side which connects units 604 & 605. No details of the PPA for units 451-603 are provided, and I'm unsure if there will be a separate PPA towards NOR 6 & ROAD 06 from these dwellings. A condition will be added to provide a direct PPA from all dwellings with public footpath frontage.	access to dwellings given the low speed / low volume of the JOALS. Plans have been updated to more clearly show the pedestrian paths on the JOALS.	
6.9 SISD As per ITA_pg.203/342, SISD is compromised due to a massive area of lots 183-186 between road 1, 8 & Joal 9. The applicant provided a callout for a low-level plantation/structure (similar to condition #96). However, this cannot be considered acceptable due to a less practical point of view; no one will know the exact extent of the affected area, as no dimensions are marked, and the authority will not be referring to the RC conditions even if a fatal crash happens. Any heavy vehicle movement or parking (as no loading bay is proposed) through this corridor will further stimulate the safety trigger. However, the proposed mitigation measure and low SISD can't be considered acceptable from a traffic point of view.	The area around lots 183-186 has been reviewed and the dwellings further refined to achieve the full SISD. This will be on plans provided on 20 April. For these lots, a consent notice can be added that requires low level planting in the identified areas to be maintained in perpetuity. This is a common approach for subdivisions in Auckland.	Need further information. No details provided as referred to the date 20th April. Request to provide more details, including the SISD calculation and associated updated plans. A condition for low-level plantation will not resolve the safety issue, as it will be difficult to follow by the landowner.

6.10 JOAL turning heads As per condition #100, all JOALs must have either one-way routes (two vehicle crossing) or with turning heads (D-area) to enable and will be checked at the EPA Stage. However, stage 1 (JOALs 34, 5a, 02, 6, road 10) and stage 2 (JOALs 35, 38) don't have one-way routes (two vehicle crossing) or turning heads. The EPA stage will be too late to assess the potential for heavy vehicle tracking, including rubbish bin collections and construction vehicles. Not providing these facilities may result in a reverse maneuver to the public road, which will further trigger non-compliance with AUP_E27_E27.6.3.4 and active mode safety (at the public road) due to visibility issues. Hence, the current design with no turning head can't be considered acceptable from a traffic point of view. <i>Note: Rubbish bin collection and management needs to be considered further.</i> <i>While the standard council collection vehicle is the 10.3m truck, AC notes that we have the capability to do on-site collections, for which we do have a smaller-than-standard truck fleet for on-site collections as needed. This is something to be discussed with AC- Waste Solutions.</i>	See section 6.2 above. Turning heads have been reviewed as follows: Stage 1 JOAL 34: This JOAL only serves 3 lots. As such, rubbish is expected to be collected on-street. JOAL 5a: This JOAL only serves 4 dwellings and is only 50m in length. As such, rubbish is expected to be collected on-street. JOAL 2: Turning for 8m truck now provided JOAL 6: Turning for 8m truck now provided Road 10: Temporary turning head to AT requirements now provided (in road reserve) Stage 2 JOAL 35: Turning for 8m truck now provided. JOAL 38: This JOAL only serves 6 dwellings and is only 45m in length. As such rubbish expected to be collected on-street.	Stage 1 JOAL 34, 5a, 2, 6: No further comments. The applicant provided details considered acceptable. Road 10 Need further information. No details provided in the design plan. This is still considered unresolved. (ref: Appendix 26a - Stage 1 Rooding and Access Drawings_ pg.7/51) Stage 2 JOAL 35: No further comments. The applicant provided details considered acceptable.
6.11 Road 5 Crossings	Following a review of this comment, together within associated meetings,	No further comments.

The western section of road 5 consists of several closely packed vehicle crossings (VC) with a combined width of 6.0m, which directly interfere with the safety of cycle users. No specific assessment is provided in the ITA, and noted condition #96 for low-level plantations. However, this doesn't provide an ideal outcome and is still considered a safety trigger for cycle users as they need to cross multiple VCs within a short span of length. Apart from that, Road 5 is considered a collector road and is expected to have high future AADT and public transport connections. Hence, the current design with multiple VCs at the collector road 5 corridor can't be considered acceptable from a traffic point of view.	this section of Road 5 has been completely re-designed to replace 18 single driveways (all with reversing out) with two two-way JOAL driveways with all vehicles forward in / forward out. These drawings will be provided by 20 April.	The updated design with additional JOAL 42 is considered acceptable (ref: Appendix 26b - Stage 2 Roding and Access Drawings_ pg.3/53)
6.12 JOAL 3 NOR6 Road As per the discussion between AT/ applicant, it was confirmed that the VC of JOAL 3 to NOR 6 will be removed. However, the revised civil plans "Appendix 26_ Roding Drawings Stage 1_ pg.4/50" still consist of JOAL 3 connection with the NOR6 road instead of Road 1. A condition will be added to ensure JAOL 3 will be connected only through Road 1.	The Roding drawings have been updated to clearly show the JOAL 3 (and 3A) connecting to Road 2 and Road 1 only and NOT NoR 6 road. These drawings will be provided by 20 April.	No further comments. The updated design terminates the vehicle crossing at NOR 6 and proposes a new connection through road 1 & 2 (ref: Appendix 26a - Stage 1 Roding and Access Drawings_ pg.3 & 6/51)
6.13 Primary Pedestrian Access (PPA) As per AUP_PC79DV_ E27.6.6, Primary Pedestrian Access (PPA) required 1.4 to 1.8m width depending on the number of dwellings/ lots (in this case). As per ITA, the PPA width varies from 0 to 1.8m with some mountable, non-mountable and at-grade/ shared. Based on AUP_PC79DV_ E27.8.2(8) assessment criteria, the non-compliance of E27.6.6 PPA has been reviewed. Considering no site specific constrains can be	The non-compliance with PC79 is provided in Appendix B of the ITA. Of note, since this was written, the Consent Order version from the Environment Court has been made available. Critically: • PPA only required for over 5 rear dwellings (6-19).	No further comments. Reviewed the further assessment and considered acceptable.

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noted, general requirement of 1.5m width for a person next to a wheelchair & 2 people communicating in sign language, 1.4m width for a person with a bin, 1.2m width for a person walking with a person assisting”, the proposed large residential development with additional infrastructure (including parks, active mode), future MoE- school project which motivates the use of PPA, heavy vehicle movements including deliveries & rubbish collection, bin placement movements by pedestrians, the proposed at-grade 0-1.0m wide PPA is not ideal for the proposed development. Hence, the current design can't be considered acceptable from a traffic point of view.

- The formed width (adjacent to access) is now 1.4m for 19 lots only served by the JOAL and 1.8m for greater than 19 lots.

Specifically for the 0-1.0m wide PPA in the JOALS:

- JOAL 5A: 1m provided serving 4 rear lots so COMPLIES
- JOAL 13: 1m provided serving 4 rear lots so COMPLIES
- JOAL 30: 1m provided serving 5 rear lots so COMPLIES
- JOAL 34: No PPA provided serving 0 rear lots so COMPLIES
- JOAL 18: No PPA provided serving 0 rear lots so COMPLIES
- JOAL 20: No PPA provided serving 0 rear lots so COMPLIES
- JOAL 23: No PPA provided serving 0 rear lots so COMPLIES
- JOAL 31: No PPA provided serving 0 rear lots so COMPLIES
- JOAL 32: No PPA provided serving 0 rear lots so COMPLIES
- JOAL 33: No PPA provided serving 0 rear lots so COMPLIES
- JOAL 39: 1.2m provided serving 6 rear lots so **DOES NOT COMPLY**

	JOAL 23: No PPA provided serving 3 rear lots so COMPLIES As such all JOALs except 39 now fully comply with PC79 (Consent Order version) regarding footpath width. In this regard, JOAL 39 serves one dwelling more than PC79 permits to having <u>no</u> footpath. The footpath provided is 1.2m vs 1.4m required. Overall, this minor non-compliance is considered acceptable.	
6.14 Parking Length The spacing between the garage door and the property boundary (for secondary parking). The AUP_E27 refers to a 5.0m parking space depth. However, noted JOALS and primary pedestrian access (PPA) closer to the site boundary. In reality, vehicles may end up parking on PPA or JOALs partly, no secondary vehicle will be parked very close to the garage door and usually maintain 300-500mm spacing for easy access and protection. It also reduces the intervisibility/ inter-reaction between users and pedestrians may be exposed to the live lane and or may end up in a rear-end crash. The same issues have been discussed in the previous stage, and the applicant has confirmed that 5.2/ 6.1m/ 6.9m will be maintained between the garage door and property boundary. However, a minimum of 5.5m is considered ideal (ADM Design Guidance_ Design and Location of Primary Pedestrian Access	The 5m setback meets the Unitary Plan parking dimension and is therefore considered acceptable.	No further comments. Applicant confirms that all 2° parking space in front of the garage door consist of a minimum of 5.0m. This is considered acceptable.

in Residential Zones_ Version 1). Currently, not all the designs consist of detailed dimensions, and manual scaling may create errors. Unless more details are provided, I'm not in a position to finalise the decision. Request to provide further details for assessment. A condition will be added to ensure parking restriction for limited spacing for 2° parking.		
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1.2 Response to Recommended / Amended Conditions

Condition Request from Council on the lodged condition document (Appendix 44 to the AEE)	Applicant Response	Council Specialist Response
#102. Prior to the issue of a s224(c) certificate for a subdivision stage (or sub-stage), the consent holder must submit a Lighting Plan for <u>the pedestrian path/active modes- which are separate from JOALs/ roads</u>, JOALs servicing 10 or more dwellings and roads to be vested, prepared by a suitably qualified Lighting Engineer, to the Auckland Council. The purpose of this condition is to provide adequate lighting for the safety of people. The Lighting Plan must: (a) Demonstrate compliance with the relevant standards in E24.6.1 Lighting of the Auckland Unitary Plan (Operative in Part); and (b) Include proposed locations, lux levels and types of lighting (i.e. manufacturer's specifications	Condition has been partially accepted and updated within the condition set. A separate email has been sent to Auckland Council – Traffic to clarify the areas this relates to.	No details provided yet. I am not in a position to support this unless this has been clarified and resolved. Noted the condition #144 (Reg: Appendix 44_Proposed Conditions_post lodgement updates_ pg.28/75), where an advice noted been added: <i>"Light pole locations shall be reviewed by the Council traffic engineer"</i>. Recommendation is to include it as a part of the condition instead of an advice note or provide a finalised light design.

once a lighting style has been determined) and any light support structures. <u>(c) Lighting design (light pole location) to be reviewed by the council traffic engineer.</u>		
<u>#New The consent holder must ensure vehicles can access JOAL 6 via Road 1 instead of NOR 6.</u>	The condition is no longer needed as the updated plans clearly show access for JOAL 6 via Road 1. To be provided 20 April.	No further comments. As per the updated design, this condition is no longer required.
<u>#New The consent holder must ensure that the spacing between the garage door and the site boundary for each lot cannot be used as secondary parking, where a minimum 5.0m spacing is not achieved. A restriction should be placed on the title to notify owners that vehicle parking is not permitted.</u>	See 6.14 above. The 5m setback meets the Unitary Plan parking dimension and therefore considered acceptable. Furthermore, some cars may be less than 5m and easily fit within the space. It is also noted that the Auckland Council - Vehicle Use and Parking Bylaw 2025 regulates where cars can and cannot park (ie on roads and footpaths).	No further comments. As per the applicant's confirmation that a minimum of 5.0m is achieved between the garage door and property boundary for potential 2° parking, this condition is no longer required.
<u>#New The consent holder must ensure to maintain a minimum of 3.0x5.4m² and 5.5x5.4m² internal dimensions of single and double garages without any design overlaps with laundry equipment and internal garage doors. The consent holder must ensure to avoid any internal garage doors (including pedestrian garage doors and storage space doors) opening into the internal garage space. Instead, a sliding door or a door that opens into the inside of the house should be considered.</u>	This condition appears overly complex and unnecessary. The exact measurements of the garage will be determined at building consent stage.	Not supportive. The referred minimum dimension to be finalised in the RC stage is critical from a traffic point of view. This is purely based on previous experience. The council traffic engineer will not be included in the BC stage for any further discussion. Hence, highly recommend adding this condition. Request to clarify what exactly the complicity?