

Delmore Fast Track Application

Appendix 8: A21 (Auckland Transport) to Response to Comments letter

From: Commute; B&A; McKenzie & Co

Date: 5 June 2026

Re: Response to Annexure 21 to Auckland Council Response – Auckland Transport

1.1 Introduction

This memorandum responds to the Technical Specialist Memo prepared by Auckland Transport (AT) in relation to the above fast-track application. This response addresses:

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

The responses have been prepared by several different authors and so the author(s) of each response is stated in each row.

AT has provided memoranda and emails from several experts. The tables below consolidate overlapping comments where the same issues have been raised by multiple experts. Additionally, matters that have been confirmed as resolved by AT in its comments to the panel have not been repeated below.

The following attachments are included to this memorandum:

- **Attachment A: AT Stormwater Response Memorandum**
- **Attachment B: Acoustic Insultation Memorandum**

Comments that are now considered resolved are identified in green in the table below. Comments where further information has been provided are identified in blue. Comments which are noted as a point of disagreement between the Applicant and Council are included within yellow.

1.2 Response to Further Information Requests / Technical Comments

Summary of information Request from Auckland Transport (Section 53 comments)	Applicant Response under Section 55 FTAA
AT Overarching Memo	
1. Paper Roads / Road Stopping AT seeks further clarification regarding the staging and vesting of roads, especially where paper roads are proposed to be stopped. AT wants assurance that alternative legal access arrangements will remain available throughout staging and that future network integration will not be compromised.	B&A: AT's comments regarding the paper road stopping primarily relate to ensuring that: - Adequate alternate access remains available during staging; - Future transport and active mode connectivity is not compromised; - Sufficient legal road width remains available for future linkage; and - The stopping does not prejudice future implementation of the wider transport network. A staging plan is included in Appendix 7: Plan Set 4 (transport upgrades) to the Response to Comments letter which demonstrates that the above can be achieved. In particular, the following changes were made following a meeting with AT on this matter in March 2026: - Re-staging of lots 675-689 and JOAL lot 1522 to be in Stage 2A-3; and - Portions of Road 05 and 07 (Stage 2A-1) are to be constructed and vested prior to the development and paper road stopping taking place within Stage 2A-3. Updated plans were forwarded to Auckland Transport for comment on 18 May 2026. Notwithstanding the above, paper road stopping will be subject to a separate process under the Local Government Act.
2. Grand Drive Link / Designation 14108 Lack of certainty regarding the delivery of the Grand Drive arterial connection (Designation 14108), which is required for Stage 1 access.	B&A: The applicant proposes to construct the Grand Drive extension to enable access for Stage 1 of the development, prior to section 224(c) certification for the first subdivision stage. A condition of consent is proposed for this (see below).

	The road reserve for the vast majority of this connection has now been vested to AT in accordance with the Ara Hills consent requirements, although a small portion of additional land currently owned by AV Jennings is still be required to construct the full arterial road connection in accordance with Designation 14108. AV Jennings has advised that it is willing to provide this for a “peppercorn” fee and the applicant is actively pursuing this with AV Jennings. It is also working with the Auckland Development Office and Auckland Transport to finalise a funding agreement that will cover this extension, among other matters. Should it be necessary, although it is considered unlikely given the above context, the applicant can construct a temporary road within the existing road reserve to enable development at progress, which can then be easily upgraded to provide the full arterial road. As the design of the road will be subject to separate approval processes, this does not need to be confirmed as part of this consent application. This extension is therefore one of the numerous upgrades to the public road network the applicant is committing to undertake as part of the Delmore project. The proposed condition of consent is as follows (refer to Appendix 2 to the Response to Comments Covering letter Section 3 Subdivision Consent, part 3.1.3 condition 5): <u>Prior to the issue of a section 224(c) certificate for the first stage of the subdivision that is developed, the Consent Holder must construct access to the site from the termination point of Grand Drive in the location shown on the drawing prepared by Terra Studio, titled “Traffic Upgrades Plan”, Rev B.</u> <u>Advice Note: The design of the road will be developed and addressed as part of those separate approval processes.</u>
3. Vesting of Designated Land (Lot 5010) AT requests vesting of the designated land within proposed Lot 5010 that contains the permanent road corridor for the portion of AT	McKenzie & Co: The Scheme Plan has been updated to show the road reserve to vest at the point Lot 5010 is created (Stage 2A-1 of the subdivision).

Designation 14108 that is not being delivered as part of the current works. AT seeks assurance that the future arterial corridor remains protected and available for future delivery of Designation 14108.	B&A: Furthermore, the applicant proposes to construct the portion of the NOR6 arterial road from the southern boundary in Stage 1 down to the intersection of Upper Orewa and Russell Road and a condition to that effect is included in the conditions in Appendix 2 to the Response to Comments Covering letter (refer to Subdivision Consent, part 3.1.3 condition 8): <u>Prior to the issue of a s224(c) certificate for the last sub-stage of the subdivision, the consent holder must construct the portion of the NOR6 road identified on the drawing prepared by Terra Studio, titled “Traffic Upgrades Plan”, Rev B, from the southern boundary of Stage 1 of the Delmore development through to the intersection of Upper Orewa Road and Russell Road. The road must be constructed as a two-lane arterial road with active mode facilities on each side.</u>
PTM Memo	
4. Traffic Modelling / Proposed Condition 99 PTM considers the proposed threshold for delivering the Upper Orewa Road connection is too high given likely traffic generation levels. Their assessment recommends reducing the trigger from 1,325 dwellings to 573 Delmore dwellings to ensure the alternative network connection is operational before unacceptable interchange congestion develops.	B&A and Commute Transportation Limited: Considered to be resolved - The applicant accepts the condition proposed by Auckland Transport. This has been included within the updated condition set. Now condition 6 of the subdivision consent.
5. Traffic Modelling / Proposed Condition 101 Traffic modelling indicates potentially severe delays and queueing at the Grand Drive interchange if mitigation is not implemented. AT and PTM are concerned that the proposed monitoring and mitigation framework does not sufficiently guarantee timely intervention before unacceptable congestion occurs. Additional monitoring requirements and earlier mitigation triggers are therefore sought.	B&A and Commute Transportation Limited: Considered to be resolved - The applicant accepts the condition proposed by Auckland Transport. This has been included within the updated condition. Now conditions 9 – 15 of the subdivision consent.

6. Active Modes Link Across Interchange and Along Grand Drive AT notes there is currently no safe walking or cycling connection across the SH1/Grand Drive interchange. While a bridge is anticipated through Ara Hills, there is no certainty regarding timing. AT therefore seeks assurance that a safe active mode route will be operational before Delmore residents occupy the development.	Vineway Limited: The applicant does not agree with the inclusion of a condition relating to the pedestrian bridge, on the basis that this infrastructure is required to be delivered by AV Jennings as a condition of the Ara Hills consent, and progress has been made by AV Jennings on meeting that condition. Furthermore, the existing Ara Hills consent permits up to 300 dwellings to be constructed prior to this infrastructure being in place. Requiring this infrastructure as a prerequisite to development in this instance would impose a materially different standard from that applied to the Ara Hills development. In addition, the timing of delivery of the pedestrian bridge remains outside the applicant's control. For these reasons, the proposed condition is considered more onerous than necessary.
7. Road Network Hierarchy and Typical Cross-sections (Road 1 Design) PTM considers Road 1 is likely to function as an important future collector route once surrounding Future Urban zoned land develops. Despite this, the road currently lacks separated cycling infrastructure. AT considers this inconsistent with long-term transport planning objectives and likely to create safety and active mode deficiencies.	Commute Transportation Limited: We disagree that a separated cycling facility is required along Road 1 and do not consider that the absence of such infrastructure will result in a significant adverse effect for the following reasons: As outlined in the ITA in Appendix 24 to the AEE, Road 1 is not expected to carry traffic volumes sufficient to justify separate cycle facilities (see pg 2, section 3.2, and section 7.2). The road primarily serves internal movements within the Delmore development and is forecast to operate at approximately 1,500 vehicles per day, which is well below the threshold at which separated cycling facilities are typically required. Road 1 is identified as a collector road with a local access function and is intended to operate in a low to moderate traffic environment appropriate for shared use. The review by independent traffic

	experts PTM for Auckland Transport agrees that the traffic within Delmore “<i>may not generate enough traffic to justify cyclist facilities</i>”. • In terms of the wider future traffic wanting to cycle through or within Delmore, there will be a high-quality cycling route immediately parallel to Road 1 on the NoR 6 arterial road. This is more more likely to be used by wider network cyclists because it is located on the NoR 6 arterial road which is the primary connection between development to the north and east and development to the south. • The absence of a separated cycling facility on Road 1 does not preclude cycling use of the road. On-road cycling is a viable, common, and appropriate mode on low-volume roads, particularly as the carriageway has been widened to 7.0m to accommodate multi modes (including buses). Overall, the effects of not providing a separated cycling facility on Road 1 are considered to be minor, due to: • The availability of a high-quality alternative route immediately parallel along NoR6 • The low-volume nature of traffic on Road 1 • The suitability of the carriageway for shared use by cyclists.
8. Vehicle Tracking Issues • AT’s review identified numerous locations where heavy vehicle tracking does not comply with the Auckland Code of Practice, with vehicles shown encroaching over kerb lines and insufficient carriageway widths on curves. AT notes these issues may require wider road reserves and revised engineering layouts rather than simply being resolved through conditions.	McKenzie & Co and Commute Transportation Limited: Updated vehicle tracking has been undertaken and is included as Appendix 7: Plan Set 5 (vehicle tracking) to the Response to Comments letter. These drawings were also circulated to Auckland Transport for comment on 20 May 2026. These plans have been prepared to a high level of detailing, nearly reaching EPA stage detail. Consequently, it is considered that any further refinements are best made at the detailed design stage so they can be made in concert with other detailed design matters to ensure alignment.

9. Vehicle Tracking for Wastewater Tanker - The proposal relies on large tanker vehicles accessing the temporary wastewater treatment plant via Russell Road. AT considers the current widening and tracking information inadequate and insufficiently detailed to confirm safe operation, particularly at constrained bends and intersections. - A condition has been proposed to address this (see table below).	B&A and Commute Transportation Limited: Considered to be resolved - The applicant accepts the condition proposed by Auckland Transport. This has been included within the updated condition – now condition 54 of the land use consent.
10. Sight Distance Assessment – Internal Roads AT identifies several locations where safe driver sight lines rely on keeping parts of private lots clear of structures or vegetation. In some cases, these restrictions would affect significant portions of lots and could constrain future development.	Commute Transportation Limited and B&A: Revised sight distance assessment for JOAL 9 has been conducted and the building on Lot 184 has been shifted. The sight distance assessment confirms that Lots 183 – 186, 210 – 211, 1628 and 959 – 963 will require low level planting and structures at the front boundary to ensure sight distances are maintained. This is demonstrated visually within Appendix 7: Plan Set 6 (Sight distance plans) to the Response to Comments letter. Conditions have been proposed which require low level planting to be established within these areas (Condition 79 of the land use consent), and consent notices on the residential lots to ensure that low level planting is maintained in perpetuity (Condition 74, and 113 of the subdivision consent). This is common practice across various parts of Auckland.
11. Vehicle Crossings - The applicant’s proposed Condition 102 on the construction of vehicle crossings refers to superseded versions of Auckland Transport’s standard engineering detail drawings for vehicle crossings. - An amendment to the condition has been proposed to address this (see table below).	Commute Transportation Limited and B&A: Considered to be resolved - The applicant accepts the condition proposed by Auckland Transport. This has been included within the EPA condition at Condition 16 of the subdivision consent.
12. Proposed Temporary Connection of the NOR 6 Road to Grand Drive (1) Front and back berms have been removed. Potential effects; loss of amenity – discourages active modes as a travel choice. Absence of	Commute Transportation Limited: A response to each of the points raised by PTM for Auckland Transport are included below. The numbers we have used align with the numbers used by PTM in the left

buffer between carriageway and cycleways/footpaths increases crash risk for pedestrians somewhat. Absence of buffer between the shared path and handrail on top of the retaining wall on the north side means that there is less usable space for cyclists resulting in a risk of handle bars or peddles getting caught on the barrier. Streetlight poles (and potentially other service poles or cabinets) will need to go in the footpath / shared path rather than the berm. (2) 3m wide shared path replaces two-way separate offroad cycle path and separate footpath on the north side. Potential effects; increased risk of collision between cyclist and pedestrian. Some pedestrians may be less willing to use this path due to perceived risk of a collision with a cyclist. Note that a 3m wide shared path would need a departure from standards as it does not conform to the Auckland Transport's Transport Design Manual. (3) Flush median removed. Potential effects; reduced separation between opposing traffic lanes means increased risk of head-on type crashes. Vehicles turning right into the vehicle crossing on the north side must wait in the westbound lane blocking it, resulting increased delays and increased rear-end crash risk. (4) The drawings show a retaining wall on the north side which would become an Auckland Transport asset to maintain. A barrier able to restrain both errant vehicles (road safety barrier) as well as being able to prevent falling from heights for pedestrians and cyclists will be needed but is not indicated on the drawing provided by the applicant. (5) On the south side a batter slope is shown next to the footpath with gradients ranging from 1 in 3 to 1 in 1 (reinforced earth). This will need a similar barrier to the north side. It is not clear if the applicant has included space for the barrier.	hand column. So, for example, our (1) responds to PTM's (1). It is noted that these are details which would be progressed as part of those resource consents for the temporary road and subsequent engineering plan approvals and does not need to be resolved through this application. It is also noted that given the factual context, and in particular that AT has control of most of the area needed for the extension, and AV Jennings as stated it will provide the remaining land needed without issue, it seems unlikely a temporary connection would be needed. However, we have addressed the points raised for completeness: (1) The proposal is a temporary measure. There is one "pinch point" in the boundary where streetlight poles / cabinets cannot be located however this is easily achieved at detailed design stage. (2) The proposal is a temporary measure. It is noted that this road has already been partially constructed as part of the Ara Hills development (towards the interchange) and for this road the cycling provision has been constructed as a 3m shared path (exactly as proposed). (3) The proposal is a temporary measure. Note having a flush median is common throughout Auckland especially where turning movement will be minimal (as is the case in this location). The one driveway is one end of JOAL 1 and thus could be made exit only as a temporary measure to ensure no cars turn right into this driveway. (4) The retaining wall is retaining a cut slope rather than supporting the road platform. As there is no associated fall hazard, a guardrail is not required. (5) A vehicle guardrail is proposed along the fill batter. Guardrails are not required in other locations, as the remaining batters are cut batters and do not present a fall hazard. (6) The retaining wall has been removed in this location, so it no longer clashes with the vehicle crossing.
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(6) The drawings show a vehicle crossing which clashes with a proposed retaining wall for the temporary layout.	
13. NOR 6 Road Connection to Upper Orewa Road - As the NOR 6 road is not being extended through to Upper Orewa Drive a turning head should be provided in vested road reserve at the south end of this road. The applicant has proposed Condition 111 which would require them to provide a temporary turning head in this location. However, this is not shown on the drawings. - The applicant should be asked to add the turning head to the drawings. The level of the NoR6 road is approximately 4 to 5m above the existing ground level at the termination and it is not clear how the turning head will integrate with the adjacent lots 606 and 609 given the difference in levels. - The future NoR6 road will have a bridge located between the end of the road formed as part of this proposal and Upper Orewa Road. Lots 606 and 609 are close to the future bridge and it is not clear how development of these lots can be accomplished while integrating with the adjacent bridge abutments and future road levels. The applicant should be asked to provide more assessment of this matter, which should take the form of a scheme design for the bridge and abutments near Lots 606 and 609, including an assessment of the construction area needed.	B&A with plans prepared by McKenzie & Co with Commute Transportation Limited input: The applicant proposes to construct the NOR6 road through to Upper Orewa Road as part of the last sub-stage of the development. A temporary turning head will be required until this portion of the road is constructed, in accordance with AT TDM Drawing GD0006. This is shown on the roading drawings included as Appendix 6 (Civil Drawings) to the Response to Comments letter. Refer to Drawing 3725-1-3001. - The roading drawings included as Appendix 6 (Civil Drawings) to the Response to Comments letter have been updated to show how existing levels are achieved. Lot 606 will have a slope in the side yard, and the NOR6 turning head will have a slope down to existing level. Refer to Drawings 3725-1-2001 and 3725-2-2001. - The future bridge is adjacent to Lot 609 and has not yet been designed as it is outside the scope of this application. To address the concerns raised by AT, a consent notice has been proposed on Lot 609 as per below (refer to Condition 115 of the subdivision consent): <u><i>No dwellings can be constructed on Lot 609 until the section of NOR6 arterial road directly adjoining the Lot has been constructed and is operational.</i></u> <u><i>Advice Note: The purpose of this consent notice is to ensure that development of the lot does not restrict the ability to able to construct the NOR6 road.</i></u>
14. Lack of Integration between Delmore and Ara Hills AT considers the proposed integration between Delmore and Ara Hills to be poor, with insufficient road and active mode connections between the two developments. This is expected to reduce accessibility to amenities and public transport while increasing car dependency for future residents. AT has requested further assessment of additional pedestrian and road link opportunities.	B&A: The PTM memo notes that there are concerns relating to the ability of residents in the south-western corner of the Ara Hills site to access the future public transport route on the NOR6 arterial road. As a response to this, the applicant proposes to vest a portion of road directly north of the NOR6 arterial road to allow Ara Hills to connect in the future. The road reserve would be vested as part of the relevant subdivision stage (Stage 1B-1). It is noted that the location of this road is generally

	consistent with the connection point identified by Ara Hills through its current plan change. It is located approximately 45m from the intersection to the east to ensure safe traffic movements for right turning vehicles using the median. The applicant does not propose to construct this section of road at the current time. While the vesting of the road reserve preserves the opportunity for a future connection, the need, design and timing of that connection remain dependent on matters outside the applicant's control. In particular: • The approved Ara Hills resource consent does not currently provide for a road connection to the Delmore site at this location; • The connection is instead proposed through a subsequent private plan change request, which has not yet completed the statutory process and may be amended through hearings or appeals; • The final location, levels and design of any connection will be influenced by the ultimate earthworks and roading design adopted within Ara Hills; and • Constructing a short section of road prior to confirmation of these matters risks abortive works and may result in a connection that is inconsistent with the future development of the adjoining land. The applicant's proposed approach therefore provides the panel with confidence that a connection along this boundary will be provided but ensures that the final connection can be designed in a way that properly integrates with Ara Hills to the north. The applicant is conscious of inadvertently creating issues by providing a connection that ends up not working with where the AV Jennings' plan change lands. It is also noted that there are other connections to wider public network and to the Ara Hills site. A plan showing all external connections from the Delmore site is included at Appendix 7: Plan Set 2 (Connections) to the Response to Comments letter. Specifically in relation to the Ara Hills site, this shows: • Two pedestrian connections in Stage 2 are proposed to the unformed paper road; • One roading connection in Stage 2 is proposed to the unformed paper road;
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	• A road reserve to vest in Stage 1 is proposed from the NOR6 road; and • The NOR6 road/Grand Drive extension in Stage 1 is proposed.
15. Path Along Upper Orewa Road and Russell Road and Connection to Road 17 • The Ministry of Education has accrued land on the west side of Upper Orewa Road near the intersection with Wainui Road for a new school (although there is as yet no designation for the school on the land). Providing a suitable walking route between the development and the school will help reduce car dependency for residents of the Delmore site and encourage walking as a travel mode. I therefore recommend that the temporary footpath be extended down Upper Orewa Road to connect to the school.	B&A: The proposed condition requiring construction of a pedestrian path to the Ministry of Education land is not accepted. At present, the Ministry of Education land is neither zoned nor designated for school purposes, and there is no certainty as to when the school would be built. The proposed pathway connection would be difficult to construct, as it would require the establishment of a new pedestrian bridge over the Orewa Awa. The future NOR6 connection is also proposed to be constructed along this exact route, which would ultimately provide a permanent active mode connection through separated pedestrian and cycle facilities. For these reasons, the proposed condition is considered more onerous than necessary. This is also addressed in Appendix 1 to the Response to Comments letter.
16. Intersection Spacing • The side road intersections between Road 5 and Roads 7 and 12 are very closely spaced. This can result in increased crash risk where drivers turning in and out of one intersection conflict with turning drivers at adjacent intersections. The same issue appears on Road 17 at the Road 24 and 28 intersections.	Commute Transportation Limited: Roads 5 and 17 do not have a painted flush median and as such there is no possibility of conflict on the main road (ie right turning vehicles using the same section of flush median). • Auckland Transport (TDM) Urban and Rural Roadway Design states (10.2.1 Geometry) states: “Staggered intersections must be offset by at least 15m from centre line to centre line, and the offset should be increased to accommodate anticipated vehicle movements (e.g. bus, truck swept paths; turning traffic queues). Offset direction should preferably be left onto main road then right into side road. Offset may need to be increased to ensure vehicles follow safe paths at safe turning speeds.” In this regard: ○ These two intersections are 21m and 39m apart (both greater than 15m). ○ The intersections are residential so do not require any special treatment re swept paths.

	○ Both intersections are the “preferred” left onto main road and right into side road stagger. ○ Overall, both intersections meet the TDM requirements.
17. Bus Stops • AT/PTM identified several issues relating to the proposed bus stop layouts and public transport operation within the development. Concerns include whether bus stops can safely accommodate shelters adjacent to cycle facilities, visibility and pedestrian crossing sight distance near roundabouts, bus stop locations adjacent to barriers, provision of pedestrian refuge facilities, and whether buses can undertake U-turn manoeuvres at the NoR6 / Road 5 / Road 6 roundabout during Stage 1 operations. AT also requests further vehicle tracking and design information to demonstrate compliance with public transport operational requirements.	McKenzie & Co and Commute Transportation Limited: Updated roading drawings are included within Appendix 6 (Civil Drawings to the Response to Comments letter). All bus stop locations have been updated and are included in MKC drawing series 3725-1-3000 and 3725-2-3000. Updated vehicle tracking is also included within Appendix 7: Plan Set 5 (vehicle tracking) to the Response to Comments letter.
18. Other Road Drawings Matters • A temporary turning head at the end of Road 10 should be provided. • A condition of consent is also proposed to address this (see table below).	McKenzie & Co: Updated roading drawings are included within Appendix 6 (Civil Drawings to the Response to Comments letter). A temporary turning head is now proposed on Road 10 as per AT TDM Drawing GD0006. Please see MKC drawing 3725-1-3004.
19. Other Road Drawings Matters • The applicant has proposed Condition 107 which would require traffic calming measures shall be provided at 60m intervals on all local roads. Consistent 60 metre spacing may not be achievable in all local roads due to other site constraints like the positions of intersections, vehicle crossings, parking bays, etc. • A condition of consent is also proposed to address this (see table below).	B&A and Commute Transportation Limited: Considered to be resolved - The applicant accepts the condition proposed by Auckland Transport. This has been included within the EPA condition at Condition 16 of the subdiviion consent.
Email from Craig Richards	
20. Intersection Design - Russel Road / Upper Orewa Road Intersection	Commute Transportation Limited:

The applicant has suggested line marking which improves the sight distance issue here. It may be worth considering shifting the flush island marking even further north to maximise visibility and whether a raised island would be more effective? Some additional signage on the Upper Orewa Road approach could also help to manage speeds.	This is noted. The exact details of road marking can be determined at Engineering Plan Approval stage which is the normal approach for this matter.
21. Widening of Shoulders on Upper Orewa Road and Wainui Road - Condition 100(b) now includes the requested widening. - However, the advice note below condition 100 would need to be reworded. The note states that the upgrades would not be required if the NoR6 road has been constructed or if upgrades have been undertaken by another party. The NoR6 upgrade would not deliver the road widening on Wainui Road, so this would still need to be delivered by the applicant.	B&A and Commute Transportation Limited: The condition has been updated to address this point. Refer to the table below for specific wording.
Email from Kang Han	
22. Speed Table Placement and Visibility AT Traffic Engineering notes that several proposed speed tables appear to be located in inappropriate positions adjacent to driveways and indented parking bays, where raised tables should generally be avoided. AT also notes that steep road grades create potential visibility constraints and recommends reassessment of visibility once speed tables are relocated.	McKenzie & Co: Updated roading drawings are included within Appendix 6 (Civil Drawings to the Response to Comments letter). Specifically, Drawing Series 3725-1-3000 to 3007 & 3725-2-3000 to 3008 have been updated so the legend reads speed humps and direct annotations have been made to proposed speed tables.
23. JOAL 03 connection to Grand Drive The connection to Grand Drive appears to be closed, resulting in JOAL 03 operating as a cul-de-sac. There are several similar cases across the layout, which suggests that some JOAL road classifications may have changed. Could tracking be reviewed to confirm that adequate space is provided for U-turn movements at the ends of these roads, particularly for rubbish trucks accessing properties for bin collection?	McKenzie & Co: Updated roading drawings are included within Appendix 6 (Civil Drawings to the Response to Comments letter), and updated vehicle tracking plans are included within Appendix 7: Plan Set 5 (vehicle tracking) to the Response to Comments letter. Revised vehicle tracking demonstrates that an 8m rubbish truck can turn around at the JOAL 3 cul-de-sac.
24. Missing legend of brown colour area	McKenzie & Co:

It is unclear whether the new brown-coloured areas are intended to represent? Please confirm.	Updated roading drawings are included within Appendix 6 (Civil Drawings to the Response to Comments letter) . Specifically, Drawing Series 3725-1-3000 to 3007 & 3725-2-3000 to 3008 have been updated, with direct annotations of the hatched areas to provide clarity on their proposed use.
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1.3 Response to Recommended / Amended Conditions

Condition Request from AT	Applicant Response
Acoustic Insulation: It is noted that the applicant has advised that acoustic insulation can be provided for dwellings located adjacent the AT designation 14108 arterial road and that wording of a suitable condition is to be provided by the applicant for AT's consideration. The imposition of a suitable condition is supported by AT.	B&A: A memo is attached from SLR which includes noise modelling and an assessment for dwellings located adjacent to the arterial road. The memo proposes conditions, which would require dwellings located within the "traffic noise area" to include acoustic insulation. This has been included within the updated condition set at Appendix 2 Response to Comments letter Section 2 land use consent part 2.9 conditions 87-89.
Active Mode Bridge over Grand Drive Interchange: New condition requested: <u>Prior to section 224(c) certification for the first stage of the subdivision that is developed, the consent holder must provide evidence to Council that an active mode bridge connecting the Ara Hills Intersection to the signaled pedestrian crossing at Arran Drive has been constructed and is operational.</u>	B&A This condition is not accepted for the reasons outlined above.
Active Mode Path to School: New condition requested: <u>The consent holder must, at their own expense, construct a temporary off-road footpath (minimum 1.8m in width and an all-weather surface) along</u>	B&A: This condition is not accepted for the reasons outlined above.

<u>Upper Ōrewa Road between the intersection with Russell Road and the Ministry of Education site in Upper Ōrewa Road. This condition will become inoperable if the Ministry of Education site is not designated for use as a school site within two years of consent being granted.</u>	
Road 10 Turning Head: New condition requested: <u>Before any dwellings adjacent to Road 10 are occupied the consent holder must, at their own expense, construct a vehicle turning head at the south end of Road 10 in accordance with the Auckland Council Code of Practice for Subdivision and Development Chapter 3 Transport.</u>	B&A: A turning head has now been included on the roading drawings and therefore a condition is no longer required.
Condition 98: AT designation 14108 Connection to Grand Drive: Existing condition requested to be amended: <i>Prior to section 224(c) certification for the first stage of the subdivision that is developed, the consent holder must provide evidence to Council that access <u>from the Grand Drive Interchange to the site in the form of a two-lane arterial with active modes on each side</u> has been constructed and is operational.</i>	B&A: As per the commentary provided above, the proposed conditions relating to Grand Drive are as follows and can be found at Appendix 2 Response to Comments letter Section 3, part 3.1.3 condition 5: <i>Prior to the issue of a section 224(c) certificate for the first stage of the subdivision that is developed, the Consent Holder must construct access to the site from the termination point of Grand Drive in the location shown on the drawing prepared by Terra Studio, titled “Traffic Upgrades Plan”, drawing reference “A-RFI-1-20”, Rev B.</i> <i>Advice Note: The design of the road will be developed and addressed as part of those separate approval processes.</i>
Condition 99 Existing condition requested to be amended by AT: <i>Prior to the occupation of more than <u>573 1,325</u> dwellings across <u>in the Delmore site and Ara Hills sites</u>, <u>Roads 5 and 17 must be constructed and operational</u> and the intersection of Road 17 and Upper Orewa Road must</i>	B&A and Commute Transportation Limited: Considered to be resolved - The applicant accepts the condition proposed by Auckland Transport. This has been included within the updated condition set at Appendix 2 Response to Comments letter Section 3, part 3.1.3 condition 5.

<i>be constructed as a single-lane roundabout and designed to achieve sight distances in accordance with Austroads Guide to Road Design Part 4B: Roundabouts Part 4B for 60km/h operating speeds.</i>	
Condition 101 Existing condition to be replaced with the following, as per request from AT: <u>1. Once the Road 17 / Upper Ōrewa Road roundabout is operational, the Consent Holder must undertake traffic surveys and undertake additional assessment at the earlier of:</u> (a) <u>12 months following the opening of the roundabout; or</u> (b) <u>Prior to the occupation of 1,450 dwellings.</u> <u>2. The traffic surveys must be undertaken at the State Highway 1 / Grand Drive motorway interchange by a suitably qualified traffic engineer and must include, as a minimum:</u> (c) <u>Surveys undertaken over at least three separate weekdays, including both AM (6.00am to 9.00am) and PM (4.00pm to 7.00pm) peak periods, and excluding school and public holiday periods, including but not limited to the Christmas to New Years period. The surveys must be undertaken at least one week apart, and on different weekdays.</u> (d) <u>Measurement and recording of traffic volumes and queue lengths for all movements / lanes on all approaches to both of the roundabouts which constitute the interchange. Queue lengths should be recorded every three minutes with the longest length queue observed for each lane in the three minute interval recorded.</u> <u>3. Within 20 working days of completing the traffic surveys, the Consent Holder must provide to Council a Traffic Monitoring Report, prepared by a suitably qualified traffic engineer, that:</u> (e) <u>Summarises the results of the traffic surveys;</u>	B&A and Commute Transportation Limited: Considered to be resolved - The applicant has included equivalent conditions in its proposed conditions in Appendix 2 Response to Comments letter Section 3 Subdivision consent, part 3.1.3, conditions 9-15.

- (f) Includes an appendix with copies of all the data collected as part of the surveys;
- (g) Assesses whether the Grand Drive interchange or any approach to the Grand Drive interchange is operating at Level of Service E or worse.

4. Where the Traffic Monitoring Report identifies that the Grand Drive interchange is operating at Level of Service E or worse, the Consent Holder must:

- (h) Prepare a detailed design for mitigation in the form of a new 200 metre only left turn lane on Grand Drive the eastern approach to the interchange.
- (i) Consult with Waka Kotahi NZTA on the left turn lane design and undertake any changes to the design necessary to gain NZTA acceptance.
- (j) Submit the left turn lane design to Council for approval within 20 working days of submitting the Traffic Monitoring Report. The assessment must include written confirmation from Waka Kotahi NZTA that it has reviewed the proposed design and considers it acceptable.

5. The consent holder may propose alternative mitigation measures to the left turn lane but must provide detailed design drawings and assessment of the alternative mitigation prepared by a suitably qualified traffic engineer for the review of NZTA and Council. The left turn lane may be substituted but only upon mutual agreement, in writing, by the consent holder, Council, and NZTA.

6. The Consent Holder must, at their own expense, implement the left turn lane under condition 101(4), or other mitigation measures, mutually agreed to by the Consent Holder, NZTA, and Council under Condition 101(5) as soon as practicable, and no later than 6 months following Council approval, unless otherwise agreed in writing by Council.

<u>7. Additional traffic surveys and assessment, in accordance with Conditions 101(2) to 101(3) must be undertaken by the applicant prior to the occupation of 1,600 and 1,750 dwellings. If the assessment undertaken under Condition 101(3) identifies that the Grand Drive interchange or any approach to the interchange is operating at level of service E or worse, the Consent Holder must carry out the design, consultation, and mitigation works described in Conditions 101(4), 101(5), and 101(6).</u>	
Condition 102: Existing condition requested to be amended: <i>The consent holder must provide new vehicle crossings to serve all residential lots. Vehicle crossings serving less than 10 dwellings are to be constructed <u>in accordance with the Auckland Council Code of Practice for Land Development and Subdivision Chapter 3 Transport as per the Auckland Transport Standard GD017A-1B or (VX0103 as per the TDM working draft, 14/02/20.</u></i>	B&A and Commute Transportation Limited: Considered to be resolved - The applicant accepts the condition proposed by Auckland Transport. This has been incorporated into the EPA condition at Appendix 2 Response to Comments letter Section 3, part 3.1.3 condition 16.
Condition 106: Existing condition requested to be amended: <i>Prior to wastewater removal being required on Russell Road, the consent holder must <u>at their own expense</u> widen Russell Road <u>so that a there is sufficient space for a 19.5m long truck and trailer tanker to pass a 6.3m long van travelling in the opposite direction with a minimum of 0.5m clearance between the vehicles and between the edge of the vehicles and the edge of the carriageway.</u> Road widening must also be undertaken <u>at the intersection of Russell Road and Upper Ōrewa Road to ensure that a 19.5m long truck and trailer tanker can turn left from Russell Road onto Upper Ōrewa Road without crossing into the northbound traffic lane on Upper Ōrewa Road.</u> This work must be in accordance with the Auckland Council Code of Practice for Land Development and Subdivision</i>	B&A and Commute Transportation Limited Considered to be resolved - The applicant accepts the condition proposed by Auckland Transport. This has been included within the updated condition set at Appendix 2 Response to Comments letter Section 2, part 2.5.1, condition 54.

Development Chapter 3 Transport as per tracking plans to accommodate wastewater collection vehicle.	
Condition 107: Existing condition requested to be amended: <i>Traffic calming measures shall be provided at 60m intervals on all local roads, or in other such locations as approved by Auckland Council, and in accordance with the Auckland Council Code of Practice for Land Development and Subdivision Chapter 3 Transport.</i>	B&A and Commute Transportation Limited: Considered to be resolved - The applicant accepts the condition proposed by Auckland Transport. This has been incorporated into the EPA condition included within the updated condition set at Appendix 2 Response to Comments letter Section 3, part 3.1.3 condition 16.
AT designation 14108 Termination Point: Existing condition requested to be amended: <i>A temporary turning head with pedestrian path through to Upper Ōrewa Road must be constructed at the termination point of the AT designation 14108 arterial road within Stage 1 of the site in accordance with the Auckland Council Code of Practice for Land Development and Subdivision Chapter 3 Transport.</i> <i>Advice Note: This should be in a form of a temporary asphalt turning head for vehicles only.</i>	B&A: A temporary turning head has been added to the roading drawings. Therefore, a condition is no longer considered necessary.
Condition 100 Existing condition requested to be amended by Craig Richards (consultant to AT), as per table above.	B&A and Commute Transportation Limited: Alternative amendments are proposed by the applicant as follows and found at Appendix 2 Response to Comments letter Section 3, part 3.1.3 condition 7.: <i>Prior to the opening of the roundabout at Road 17 and Upper Orewa Road, as required by Condition 91, the consent holder must:</i> <i>(a) Upgrade Upper Orewa Road between Road 17 and Wainui Road to provide minimum 1m sealed shoulders on both sides of the road.</i>

	(b) Upgrade the Upper Orewa Road / Wainui Road intersection to provide a right turn bay on Wainui Road and a left turn lane on Upper Orewa Road. (c) This includes the Widening of Wainui Road to provide minimum 1m sealed shoulders on both sides of the road to the Waterloo Creek bridge. (d) Construct a temporary off-road footpath (minimum 1.8m in width and an all-weather surface) along Upper Orewa Road and Russell Road between the Road 17 / Upper Orewa Road intersection and the eastern boundary of the Delmore site. (e) Upgrade the intersection of Russell Road / Upper Orewa Road to provide additional road markings in accordance with the Commute drawing titled "Russell Road / Upper Orewa Road upgrade" and dated 15 April 2026. Advice note: Condition XX(b) upgrades <u>The upgrade of the intersection of Upper Orewa Road and Wainui Road</u> would not be required if the NoR6 road has been constructed through this intersection, or if upgrades have been undertaken by another party.
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Attachment A: AT Stormwater Response Memorandum (attached separately)

Attachment B: Acoustic Insultation Memorandum

7 May 2026

SLR Ref No.: 860.016828-L02-v1.0 20260507

Attention: Andrew Allsopp-Smith

Myland Partners

SLR Project No.: 860.016828

RE: Delmore Residential Development, Wainui, Delmore NoR6 Road Traffic Noise

SLR has been engaged to provide advice regarding the expected level of road traffic noise from the planned NoR6 roadway at the proposed dwellings associated with the Delmore Residential Development.

This letter provides the expected level of road traffic noise and recommendations for managing the potential effects of noise.

1.0 Noise Modelling and Assessment

Detail for the proposed NoR6 has been taken from the Waka Kotahi New Zealand Transport Agency report titled *Te Tupu Ngātahi Supporting Growth North Assessment of Transport Effects*, dated August 2023 (the SGA report).

The proposed NoR6 comprises a new road connection between Milldale and Grand Drive. The expected traffic flow in the above noted document is 13,200 vehicles per day (combined flow in both directions) for the 2048 year.

Heavy vehicle flow composition values or posted speed limits were not provided in the SGA report, however the road is not expected to be a key route for road freight. As such, a conservative 5% heavy vehicle flow composition value and a posted limited speed limit of 60 km/h was assumed.

The modelling included flat ground and an indicative dwelling located in each lot. The dwellings generally provide acoustic screening for lots set back further from the NoR6 carriageway.

1.1 Designation Condition

The proposed designation conditions for NoR6 include a requirement for the provision of a low noise asphalt surface. Depending on the type of low noise asphalt used, the reduction in traffic noise level can range from -1 dB to -5 dB when compared to a reference asphalt surface.

2.0 Road Traffic Noise Levels

A road traffic noise level of 55 dB LAeq(24hour) incident on the facade of the receiving building is typically accepted as the threshold at which mitigation of noise should be considered.

This is because it is the external level at or below which the generally accepted reasonable internal noise level of 40 dB LAeq(24hour) can be achieved with windows partially open for ventilation.

The predicted 55 dB LAeq(24 hour) road traffic noise contour without additional noise mitigation (beyond a low noise road surface) is shown in **Figure 1**. The predicted noise levels conservatively assume the worst performing type of asphalt road.

Figure 1 Traffic Noise Contour



It can be seen from **Figure 1** that the contour does not extend beyond the first row of houses in most instances.

3.0 Recommended Designation Conditions

The following conditions are recommended to manage the effects of noise from road traffic on NoR6. These reflect the conditions commonly adopted and endorsed by Auckland Transport to manage traffic noise effects in similar scenarios.

Condition 1

Any new or altered noise sensitive space with a facade that is within or partially within the Traffic Noise Area *[a figure reflecting the above to be included in the conditions]* must be designed, constructed and maintained so that road traffic noise does not exceed 40 dB LAeq(24hour) in all noise sensitive spaces.

Condition 2

If windows must be closed to achieve the design noise levels in Condition 1, the noise sensitive space(s) must be designed, constructed, and maintained with a mechanical ventilation system that:

- a) For habitable rooms for a residential activity, must achieve the following requirements:
 - I. Provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code, and
 - II. Is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting the provides at least 6 air changes per hour, and



- III. Provides relief for equivalent volumes of spill air, and
 - IV. Provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C, and
 - V. Does not generate more than 35 dB LAeq(30sec) when measured at 1 metres away from any air diffuser.
- b) For other spaces, is as determined by a suitably qualified and experienced person.

Condition 3

A design report must be submitted by a suitably qualified and experienced person to the Council demonstrating compliance with Condition 1 and Condition 2 prior to the construction or alteration of any building containing an activity sensitive to noise. In the design, road noise is based on current measured or predicted traffic noise levels plus 3 dB, or future predicted noise levels.

We trust this suits your current requirements. Please contact me if you have any queries or comments.

Yours sincerely,



James Boland, MASNZ
Associate Consultant, Acoustics & Vibration



Peter Runcie, MASNZ, MIOA (UK)
Technical Director, Acoustics & Vibration

