Delmore Fast Track Application

Appendix 8: A22 (Traffic Engineer) to Response to Comments letter

From: Leo Hills – Commute

Date: 3 June 2026

Re: Traffic Engineering Response Memorandum

1.1 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.

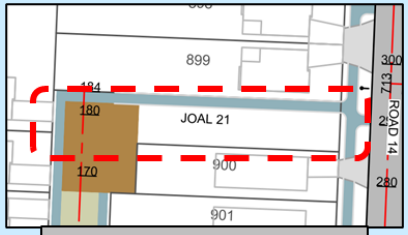
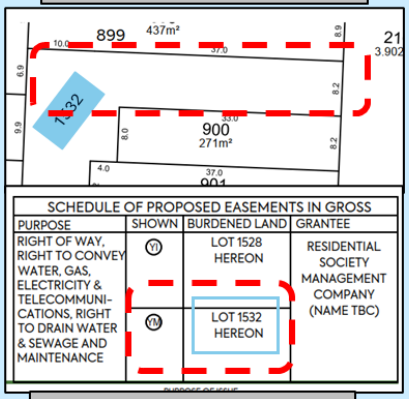
Comments that are now considered resolved are identified in green in the table below. Comments where further information has been provided are identified in blue.

1.2 Response to Further Information Requests / Technical Comments

Information Request from Council on the lodged material	Applicant Response	Information Request / Technical Comment from Council under section 53 FTAA	Applicant Response under Section 55 FTAA
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	Based on the feedback, loading zones / turning heads have been added to the JOAL's as follows: **Stage 1** **JOAL 01**	**Stage 1** **JOAL 01** No further comments. Noted proposed loading zone adjacent to lot 474 with 3.5*11.5m dimensions (ref:	This item is considered to be resolved for all JOALS aside from JOAL 11 and JOAL 21 which council has requested further

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 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.	• Lot 474 boundary adjusted - loading bay (full) added to the north. <u>JOAL 02</u> • Lot 478 and 470 boundary adjusted - truck turning enabled. <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.	Appendix 10a - Stage 1 Scheme Plans_ pg.3/45, Appendix 26a - Stage 1 Roading 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 - Stage 1 Roading 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 Roading 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 Roading and Access Drawings_ pg.5/51). This is considered acceptable.	clarification on. This is included below: • For JOAL 11, this is correct, the loading bay is adjacent to Lot 204 (as opposed to Lot 207 as incorrectly stated in the previous response). No updates to the plans are needed. • For JOAL 21, the name of the JOAL on the scheme plan is "Lot 1532". Therefore, no updates to the plans are needed.

	• 2 loading bays added adjacent lot 142. Stage 2 JOAL 21 • Lot 900 boundary adjusted to enable truck turning. JOAL 35 • Lot 1214 boundary adjusted to enable truck turning.	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 Roading and Access Drawings_ pg.8/51). This is considered acceptable. *Further clarification:* *Minor inconsistency, as per applicant response, the loading bay is adjacent to lot 207 (report). However, on further assessment, it is adjacent to lot 204 (plan). Request to do necessary changes.* 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 Roading 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 Roading and Access Drawings_ pg.5/53). This is considered acceptable. *Further clarification:* *Request to update the inconsistency in the scheme plan of JOAL 21 and lot 899.*  Appendix 26b - Stage 2 Roading and Access Drawings_ pg.5/53  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 Roading 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 constrains 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	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.	Resolved.

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.			
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 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-availability of the heavy vehicle tracking, **I'm not in a position to support the current design.**	Updated vehicle tracking was prepared and provided to Council on 20 May 2026 addressing the raised concerns. This vehicle tracking is included in **Appendix 7: Plan Set 5 (Vehicle Tracking) to the Response to Comments letter**. 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

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.			design stage so they can be made in concert with other detailed design matters to ensure alignment.
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. 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	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 wording is addressed in Section 1.3 below.	No details provided yet. I'm not in a position to support this unless this has been clarified and resolved.	An updated condition has been prepared and is included within the table below.

path/active modes, which are separate from JOALs/ roads, and JOALs lighting locations are also to be reviewed by the applicant & council traffic engineer.			
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 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.	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 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	**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 Roading and Access Drawings_ pg.48/51), and corners within minimum of 5.5m width. This design element is still considered as 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.	Resolved.

	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).		
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: *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.*	No further comments The condition #108 can be considered acceptable as per "Appendix 44_Proposed Conditions_post lodgement updates (1)"_ pg.27/75.	Resolved. Refer to EPA condition at Condition 16 of the subdivision consent.
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 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	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 access to dwellings given the low speed / low volume of the JOALS.	No further comments. The updated design is considered acceptable.	Resolved.

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.	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.	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.
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	See section 6.2 above. Turning heads have been reviewed as follows: <u>Stage 1</u> **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.	**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 Roading and Access Drawings_ pg.7/51)	The roading drawings have been updated and show a turning head at the end of Road 10. Refer to **Appendix 6 (Civil Drawings) to the Response to Comments letter**.

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. *Note: Rubbish bin collection and management needs to be considered further.* *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.*	**JOAL 2:** Turning for 8m truck now provided **JOAL 6:** Turning for 8m truck now provided **Road 10:** Temporary turning head to AT requitements 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 2** **JOAL 35:** No further comments. The applicant provided details considered acceptable.	
6.11 Road 5 Crossings 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	Following a review of this comment, together within associated meetings, 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.	No further comments. The updated design with additional JOAL 42 is considered acceptable (ref: Appendix 26b - Stage 2 Roading and Access Drawings_ pg.3/53)	Resolved.

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.			
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_ Roading 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 Roading 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 Roading and Access Drawings_ pg.3 & 6/51)	Resolved.
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 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	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). • 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:	No further comments. Reviewed the further assessment and considered acceptable.	Resolved.

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.	• 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 no 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	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.	Resolved.

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 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.			

1.3 Response to Recommended / Amended Conditions

Condition Request from Council on the lodged condition document (Appendix 44 to the AEE)	Applicant Response	Information Request / Technical Comment from Council under section 53 FTAA	Applicant 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 the pedestrian path/active modes- which are separate from JOALs/ roads, JOALs	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	This condition has been updated as per below. Refer to condition 20 of the subdivision consent. *Prior to the issue of a s224(c) certificate for a subdivision stage*

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 once a lighting style has been determined) and any light support structures. (c) Lighting design (light pole location) to be reviewed by the council traffic engineer.		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.	*(or sub-stage), the consent holder must submit a Lighting Plan for the off-road pedestrian paths which are separate from JOALs/ roads; JOALs servicing 10 or more dwellings; and roads to be vested. The Lighting Plan must be prepared by a suitably qualified Lighting Engineer, and submitted to Auckland Council for certification. As part of the certification, the lighting design (light pole location) must be reviewed by Council's traffic engineer.* *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 once a lighting style has been determined) and any light support structures.*

#New The consent holder must ensure vehicles can access JOAL 6 via Road 1 instead of NOR 6.	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.	Resolved.
#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.	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.	Resolved.
#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.	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?	The following condition is proposed at condition 90 of the land use consent: *The consent holder must ensure that all parking spaces located within a garage are compliant with the dimensions in Table E27.6.3.1.1 of the Auckland Unitary Plan (Minimum Car parking space and manoeuvring dimensions).*