

2 April 2026

Max Gander-Cooper
Acting Manager – Fast-track Operations

Dear Max,

DRURY MANAGED FILL – REQUEST FOR INFORMATION

1 I write on behalf of Scarbro Environmental Limited (**Scarbro**) in reply to your letter of 6 March 2026 which requested information, in relation to the Drury Managed Fill application for referral by the Minister, under section 20 of the Fast-track Approvals Act 2024 (the **Act**):

is the Drury Managed Fill project reliant on upgrades to Hunua Road being completed and, if so, when are these upgrades intended to be delivered and by whom (including who will provide the funding).

2 We answer the above request in two parts:

- (a) Is the Drury Managed Fill reliant on upgrades to Hunua Road; and
- (b) When will the upgrades be delivered and by whom.

A. IS THE DRURY MANAGED FILL RELIANT ON UPGRADES TO HUNUA ROAD

3 Scarbro submits, based on expert evidence from Leo Hills,¹ a Director at Commute Transportation Consultants and peer reviewed by Todd Langwell,² a Director at Traffic Planning Consultants, that the proposed Drury Managed Fill is reliant on the following upgrades to Hunua Road:

- (a) Additional signage – “Road narrows” signs (PW-43) either side of points where Hunua Road is constrained and W16-6.1 “school bus stop route” signs;³
- (b) Improved sightlines – trimming or removing vegetation and trees within the road reserve at three locations on Hunua Road to improve sightlines for opposing traffic

¹ Mr Hills has more than 25 years of experience in the transportation industry in New Zealand and a diverse transport background including transportation assessments, geometric design, modelling, peer review, safety auditing, transport study leadership and providing expert witness at both Council hearings and Environment Court for clients.

² Mr Langwell has 35 years’ experience working in the field of traffic engineering. He has been engaged by local authorities and the private sector for advice on many matters covering traffic engineering, road safety, design and network management. He has assessed and provided evidence at numerous hearings for plan change and land use consent applications.

³ Affidavit of Leo Donald Hills dated 1 April 2026 (**Affidavit of Leo Hills**) at paragraph 8(a).

at narrower sections of the road and at the entrance to the proposed Drury Managed Fill (before it is in operation) as detailed in the Traffic Impact Assessment by Leo Hills dated 22 November 2024 (**2024 TIA**).⁴

B. WHEN WILL THE UPGRADES BE DELIVERED AND BY WHOM

- 4 As set out above, the 2024 TIA from Leo Hills identified the need for upgrades to key points of Hunua Road to improve sightlines and install additional signage and recommended that the upgrades “should be undertaken irrespective of a decision on this proposal.”⁵ Scarbro therefore submit that the upgrades should be completed by AT as soon as possible.
- 5 Leo Hills estimates the necessary time to install the additional signage and trim or remove vegetation and trees to improve sightlines is two to three days.⁶
- 6 If widening Hunua Road is also considered necessary, then the AT decision to remove the key section of Hunua Road as a strategic freight route and whether it was correct becomes relevant to when the upgrades should be delivered and by whom. This is discussed further below.

SAME QUESTION PUT TO AUCKLAND TRANSPORT

- 7 Scarbro understand that the same questions have been put to Auckland Transport (**AT**) by the Minister.
- 8 Scarbro’s concern is that AT will make the same arguments as in the resource consent process for the Drury Managed Fill, that:
 - (a) the Drury Managed Fill is reliant on widening certain points of Hunua Road past the Winstone Aggregates Quarry and, as AT decided as of 17 December 2025 to remove that section of Hunua Road as a strategic freight route, any widening would have to be at Scarbro’s expense; and/or
 - (b) Even if those points of Hunua Road are widened this, and the other proposed mitigations, are still insufficient such that the Drury Managed Fill will result in significant adverse traffic and road network effects. Thus, it is physically impossible for the Drury Managed Fill to proceed.
- 9 Scarbro explains below why any response to this effect to the same question by AT are incorrect so the Minister has all the relevant facts for his referral decision. This is additional to Scarbro’s new application for referral under the Act being subject to different legal tests than its resource consent application under the Resource Management Act 1991 (**RMA**).
- 10 Both Leo Hills and Todd Langwell have provided expert affidavits with this letter and agree that:

⁴ Affidavit of Leo Hills at paragraph 8 summarises these requirements which are also supported by the Affidavit of Todd James Langwell dated 1 April 2026 (**Affidavit of Todd Langwell**) at paragraph 11.

⁵ 2024 TIA on page 25.

⁶ Affidavit of Leo Hills at paragraph 9.

- (a) Only the proposed mitigations described at paragraph 3 above are required for the proposed Drury Managed Fill;⁷ and
 - (b) No widening of Hunua Road is required to address any additional safety risk from truck movements that will result from the proposed Drury Managed Fill.⁸
- 11 As Leo Hills describes in his affidavit,⁹ the memoranda of Matt Ford for AT and Paul Schischka of PTM Consultants (advising AT) refer to the need to “**eliminate**” safety risk when this is simply impossible on any road, and is an unreasonable approach:¹⁰

It is never possible to eliminate **all** safety risk relating to vehicles passing each other on a road / a head-on crash short of installing a median barrier between the two lanes which in my opinion is unreasonable and not typical of other roads within Auckland Transport’s jurisdiction.

I cannot think of any project I have been involved in where Auckland Transport said it was necessary to eliminate **all** safety risk and where that approach was confirmed in a final decision. It is simply impossible and unreasonable, as crashes happen every day on roads all over New Zealand, even where vehicles are separated by the installation of median barriers.

Widening Hunua Road

- 12 The original Scarbro proposal for upgrades to Hunua Road is set out in the 2024 TIA from Leo Hills dated 22 November 2024 submitted with the resource consent application which recommended mitigation to address existing sightline issues by trimming or removing vegetation and trees to improve visibility and installing additional signage.¹¹
- 13 This was accepted as appropriate by AT, as recorded in the 2024 TIA:¹²
- Following this discussion, we understand there is acceptance from Auckland Transport that additional signage / vegetation management is appropriate for the areas identified above.
- 14 Leo Hills also recommended that the upgrades be completed by AT regardless of whether the Drury Managed Fill proceeded or not:¹³
- Auckland Transport provided no specific commentary on whether the advice on mitigations might be actioned but our primary recommendation remains that these should be undertaken irrespective of a decision on this proposal.
- 15 At the time that Scarbro applied for resource consent for the Drury Managed Fill, Hunua Road was a “strategic freight route” as defined by AT including the key section of Hunua Road from the Winstone Aggregates Quarry entrance to Ardmore Quarry road (the **Key Section of Hunua Road**).

⁷ Affidavit of Leo Hills at paragraph 8 and Affidavit of Todd Langwell at paragraph 11.

⁸ Affidavit of Leo Hills at paragraph 17 and Affidavit of Todd Langwell at paragraph 12.

⁹ Affidavit of Leo Hills at paragraphs 11 – 19.

¹⁰ Affidavit of Leo Hills at paragraphs 18 – 19 (emphasis in original).

¹¹ 2024 TIA on page 19.

¹² 2024 TIA at page 24.

¹³ 2024 TIA on page 25, restated in the Affidavit of Leo Hills at paragraph 14.

- 16 The potential widening of points on Hunua Road only arose in this context as some points on Hunua Road did not meet AT's own requirements of a strategic freight route. As Leo Hills stated in the 2024 TIA:¹⁴

Despite being part of the freight network, and therefore being required able [sic] to accommodate large trucks per the Auckland Freight Plan, there are three segments within this section which would benefit from mitigation.

- 17 For the avoidance of doubt, Leo Hills' 2024 TIA did not recommend widening Hunua Road to accommodate the Drury Managed Fill nor did Leo Hills consider it was required for the proposal to go ahead. The view of Leo Hills in the 2024 TIA was not dependent on the status of Hunua Road as part of the strategic freight network and instead was based on his observations and analysis of on-site conditions.

- 18 The Auckland Council Section 95 Notification Report dated 20 May 2025 (**Section 95 Report**) confirmed AT's agreement that Mr Hills' proposed mitigations, to improve sightlines and install additional signage, properly managed the safety effects (emphasis added):¹⁵

A wider assessment of Hunua Road including truck tracking plans, crash data and sightlines assessments has been undertaken by the applicant. Auckland Transport identified concerns regarding potential adverse safety effects due to the narrow road and tracking envelopes where two truck and trailers drive past each other at specific points along Hunua Road. **Physical road widening is not feasible, and the applicant has proposed to improve sightlines at these bends through a combination of vegetation trimming (prior to and at 6 monthly intervals), monitoring reports, and informative signage.**

Furthermore, the applicant has confirmed that all of their trucks are GPS monitored and have constant communications with each other, and they can therefore coordinate their trips to reduce potential conflicts on Hunua Road. This form of active management would form part of a Traffic Management Plan that the applicant will implement.

Based on the above mitigation measures, Mr. Ford concludes that the potential adverse safety effects are acceptable.

- 19 The Drury Managed Fill was publicly notified on 16 June 2025 and submissions were received up until the closing date of 15 July 2025. AT then asked further questions of Scarbro and raised further issues in section 92 information requests as set out in the Technical Memo from Leo Hills in response to section 92 requests, dated 24 November 2025 (**2025 Technical Memo**), including:¹⁶

AT would like to understand the extent to which the pinch points on Hunua could be widened slightly. Because these are the most critical points, we need to understand if widening is physically possible, and would like some further evidence to support as to why it couldn't be done, irrespective of cost.

Suggest this could be slight shoulder widening around the bends where required. If this possible [sic], paired with sightlines improvements, could help reduce the adverse safety effects.

¹⁴ 2024 TIA on page 17

¹⁵ Section 95 Report on page 11.

¹⁶ 2025 Technical Memo on page 2.

AT provided no reason for its changed position from the previously held view that, given the mitigations proposed in the 2024 TIA, that “the potential adverse safety effects are acceptable.”¹⁷

- 20 Leo Hills responded to the questions and requests from Auckland Council in the 2025 Technical Memo on 24 November 2025 by setting out the points on Hunua Road where widening was “physically possible”:¹⁸

The points A and B (below) and the eastern section of point C (now labelled as point D below) are considered to be physically possible to widen relatively easily. The remainder of point C is however extremely difficult due to a significant drop-off into the river on one side and a large rock cliff face on the other. This is also the area currently restricted to one-way due to slip in the rock face.



- 21 The 2025 Technical Memo went on to state:¹⁹

Following a review of the latest topo survey / tracking it is proposed to:

- Include the signage where truck movements are operating in opposing direction and improving visibility in the areas where tracking is constrained (as constrained in the traffic report).
 - Upgrade / widen two out of the three areas identified as being constrained (Areas A and B) to accommodate two-way movement of Scarbro truck / trailer vs ambulance / van
 - Upgrade Area D to also accommodate two-way movement of Scarbro truck / trailer vs ambulance / van
 - In terms of Area C, this area is considered difficult to fully upgrade / widen, however it is proposed to widen by approximately 1m on the bank side to improve the overall situation.
- 22 The facts above setting out the resource consent process under the RMA explain how, while Leo Hills never thought the Drury Managed Fill was reliant on widening Hunua Road, widening was requested by AT to be part of the proposal. Scarbro only agreed to widening to enhance the chances of its resource consent application succeeding under the RMA, and not because widening was needed. At the time, the Key Section of Hunua Road containing all these narrow points was still a strategic freight route so AT would have been required to undertake any necessary widening.

¹⁷ Section 95 Report on page 11.

¹⁸ 2025 Technical Memo on page 2.

¹⁹ 2025 Technical Memo on pages 4-5.

- 23 However, on 17 December 2025, AT removed the Key Section of Hunua Road as a strategic freight route as detailed further below.
- 24 A detailed timeline of the resource consent process with excerpts from key documents is set out at **Appendix A**. Key supporting documents referred to in this letter are provided by way of Dropbox and listed in **Appendix B**.
- 25 Scarbro's application for referral by the Minister is a fresh application under the Act and a different process. Thus, Scarbro submit that the Drury Managed Fill is not reliant on widening Hunua Road, as supported by the expert Affidavits of Leo Hills and Todd Langwell.
- 26 If, however, the Minister or the expert panel (if the Drury Managed Fill is referred) is of the view that widening Hunua Road remains relevant, Scarbro is prepared to discuss this with AT if the Drury Managed Fill proceeds to a substantive application and the expert panel recommends a consent be granted.

Hunua Road as a Strategic Freight Route

- 27 Hunua Road was previously part of the Auckland Strategic Freight Network and classified as 1B which is defined as:²⁰
- Roads of the highest strategic value to freight movement being Arterials where efficient freight movements must be actively supported to maintain Levels of Service, where competing modes and land uses require active management.
- 28 As set out by Leo Hills in the 2024 TIA, this classification stopped just 2km west of the proposed access to the Drury Managed Fill site.²¹
- 29 AT's freight network is required to be able to accommodate the largest legal vehicles within normal legal limits. The failure of this section of Hunua Road to do so was identified by Leo Hills in the 2024 TIA and the 2025 Technical Memo.
- 30 Leo Hills states that the Key Section of Hunua Road has been marked as a strategic freight route in the Future Connect system since its introduction in 2021 and before that in the 2020 Auckland Freight Plan and the Auckland Regional Land Transport Plan 2015 – 2025.²²
- 31 The Section 42A Report on Scarbro's resource consent application by Auckland Council's Karl Anderson dated 29 January 2026 (**Section 42A Report**) states:²³
- The proposal has partly relied on Hunua Road being marked as a strategic freight route. Auckland Transport's "Future Connect" planning tool was updated on 17 December 2025, and no longer identifies Hunua Road as a strategic freight route. Assumptions with regard to reliance on Auckland Transport for future investment beyond standard maintenance are no longer valid, and these should be matters addressed through this resource consent (but have not been).
- 32 The timing of this decision on 17 December 2025 is concerning. The Key Section of Hunua Road was only removed **after** Scarbro had responded to the section 92 requests from Auckland Council and AT and submitted the 2025 Technical Memo on 24 November

²⁰ <https://at.govt.nz/about-us/transport-plans-strategies/auckland-freight-plan>

²¹ 2024 TIA on page 3.

²² Affidavit of Leo Hills at paragraph 21.

²³ Section 42A Report on page 24.

2025 and during the period that AT was preparing its own evidence for Auckland Council, before it was submitted on 20 January 2026.

- 33 The change in status is only of very small section of Hunua Road which includes all four of the narrow sections that were identified by Leo Hills as in need of further mitigation measures to meet the required standard.²⁴ That is the only change within a 10km radius.²⁵
- 34 In addition, the Key Section of Hunua Road was removed from the freight strategic network entirely rather than being downgraded from level 1B to level 2 or 3.
- 35 The change is detailed in the diagrams below, prepared by Leo Hills:²⁶

Figure 1: Freight route classification as per 2024 TIA (pre 17 December 2025)

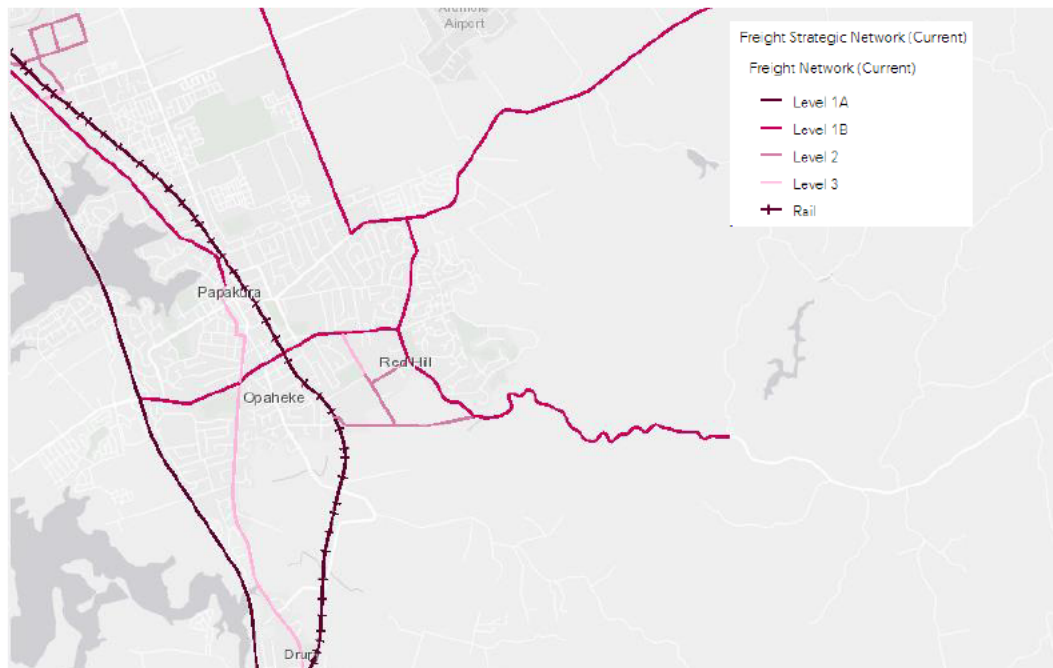
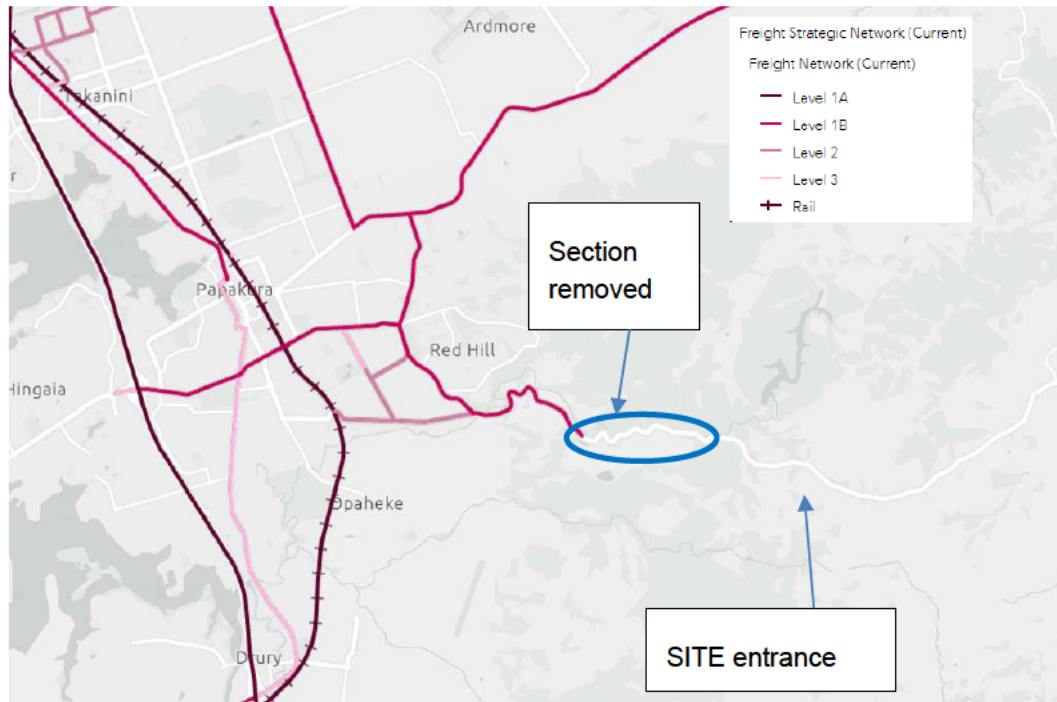


Figure 2: Freight route classification (post 17 December 2025)

²⁴ 2024 TIA and 2025 Technical Memo.

²⁵ Affidavit of Leo Hills at paragraph 22.

²⁶ Affidavit of Leo Hills at paragraph 23, figures 1 and 2.



- 36 Matt Ford's Memorandum of 20 January 2026 states: "Hunua Road is no longer identified as a strategic freight route ... AT does not prioritise this corridor for freight investment or upgrades beyond standard maintenance."²⁷
- 37 This is also inconsistent with Drury being a regionally significant growth area in Auckland with large-scale infrastructure and residential projects either planned or already underway. This includes the Drury Metropolitan Centre project already approved on 7 November 2025 under the Act and announced by the Infrastructure Minister, who stated, "The government is investing heavily into Drury and the surrounding area through new train stations at Drury, Ngākoroa, Paerātā, and electrification of the rail line to Pukekohe", and "The government welcomes this investment into this important part of the Golden Triangle's future prosperity."²⁸ The Health Minister, the Hon Simeon Brown, also announced on Friday 27 March that Health New Zealand was seeking proposals for a new hospital site in Drury.²⁹
- 38 In conclusion, Scarbro submit that AT's decision to remove the Key Section of Hunua Road as a strategic freight route was not based on adequate probative evidence and instead appears to have taken into account irrelevant considerations such as public opposition to the Drury Managed Fill and/or shifting the cost of bringing the Key Section of Hunua Road up to the strategic freight route standard to a private operator seeking a resource consent.
- 39 The "Future Connect" planning tool that sets out the strategic freight network is a significant planning document that guides future investment and decision making as well

²⁷ Memorandum from Matt Ford of Auckland Transport dated 20 January 2026 at paragraph 65 on page 16.

²⁸ <https://www.beehive.govt.nz/release/fast-track-approval-drury-metro-centre>. For more detail see Attachment 1 to the Referral Application – Property Economics: Drury Managed Fill Site Economic Impact Assessment dated 13 February 2026 on pages 12-13.

²⁹ <https://www.beehive.govt.nz/release/land-acquisition-underway-future-south-auckland-hospital>

as underlying the Regional Land Transport Plan required to be prepared by AT in accordance with the Land Transport Management Act 2003.

40 Therefore, AT's decisions on inclusions and exclusions from the strategic freight network must be made on a rational basis, for relevant and not irrelevant considerations and be consistent with the proper public law exercise of AT's statutory functions and powers. Scarbro questions whether this happened concerning the removal of the Key Section of Hunua Road as a strategic freight route.

41 In the opinion of Leo Hills:³⁰

Auckland Transport simply changing the road classification following lodgement of a Resource Consent application **does not change the fact the existing road network already caters for trucks** and does not fully cater for simultaneous two-way movement of these trucks.

42 Simply removing this section of Hunua Road from the strategic freight network does not mean that heavy vehicles will no longer use Hunua Road – they will continue to do so as they do now – as detailed further below.

43 As described in the Affidavit of Leo Hills:³¹

Auckland Transport never raised the possibility of this section of Hunua Road being removed as a strategic freight route with me during the resource consent process until they notified me and Scarbro's planner of the change by email on 8 January 2026.

After I received the email notification I enquired if there was any documentation as to the reasoning behind the change. I received a reply from Matt Ford on 19 January passing on a response from the Future Connect Team which stated:

When we did the review of the (at the time) existing strategic freight network, Hunua Rd had very low volumes, and seemingly ended randomly mid-road. We looked at the context and identified that its likely purpose was to serve the Hunua Quarry, so we cut it so that the route went as far as the quarry entrance and stopped there.

This section of Hunua Road has been part of the strategic freight route since at least 2015. I have checked AT's publicly available traffic data from 2015 and the 5-day ADT (average daily traffic) does not appear to have significantly changed in the past 10 years. The 5-day ADT on Hunua Road (between Hunua Gorge Road and Middleton Road) for 22 November 2015 was 1,985. The 5-day ADT for the same location for 9 February 2025 was 2,048.

Number of Heavy Vehicles currently on Hunua Road

44 Both Scarbro and AT's data, collected on Hunua Road in March 2024 and February and May 2025 respectively, demonstrate that heavy vehicles are currently using Hunua Road.

45 AT and their experts, PTM Consultants, have provided evidence of a May 2025 traffic survey completed by AT and state that:³²

The daily total number of vehicles was 5,418 eastbound and 5,343 westbound. Total daily heavy vehicles were 239 eastbound and 252 westbound.

³⁰ Affidavit of Leo Hills at paragraph 24, emphasis added.

³¹ Affidavit of Leo Hills at paragraphs 25 – 27 including a quote from an email received from Matt Ford at AT.

³² Memorandum by Paul Schischka of PTM Consultants dated 16 January 2026 at paragraph 45(b).

- 46 The data available on the AT website (Auckland transport web traffic count) shows a 5-day average daily traffic (**ADT**) of 1,594 vehicles for a survey completed on Hunua Road in May 2025 (between Ponga Road and Heald Road in May 2025 – to the east of the proposed site of the Drury Managed Fill). A 5-day ADT is the average number of vehicles passing every 24 hours based on data collected during a Monday to Friday period.³³
- 47 Even based on this data, AT and PTM Consultants conclude that 4.6% of the vehicles were heavy vehicles which equates to an average of approximately 73 heavy vehicles a **day** travelling along that section of Hunua Road, including the narrow points with limited sightlines.
- 48 The Section 42A Report also acknowledged the current use of Hunua Road, both up to the Winstone Aggregates Quarry and beyond it, by heavy vehicles.³⁴
- It is acknowledged that there is a high volume of truck-and-trailer traffic between Papakura and the Winstone's Quarry. This section of road has seen historic upgrades to accommodate heavy vehicle traffic to and from the quarry, but heavy vehicle usage between the quarry entrance and the subject site is less frequent.
- 49 Leo Hills notes that there was another traffic count completed by AT on Hunua Road in February 2025 (between Hunua Gorge Road and Middleton Road – to the west of the proposed site for the Drury Managed Fill) which shows significantly higher traffic of a 5-day ADT of 2,048 vehicles which is higher than the traffic numbers collected by Scarbro described below.³⁵
- 50 Scarbro's tube count data was collected adjacent to the existing farm gate access to the site of the Drury Managed Fill on Hunua Road (between Gillespie Road and Jones Road) and showed 5-day ADT of 1,921 vehicles, which is higher than the May 2025 survey and lower than AT's February 2025 survey results.
- 51 Leo Hills commissioned the independent tube count from TEAM Traffic, to collect traffic volume and speed data. The data was recorded between Monday 18 March and Sunday 24 March 2024. In Mr Hills' words:³⁶
- The 5-day ADT for the corridor was found to be 1,921 vehicles. The 5-day AM peak hour was found to occur between 7:15 - 8:15 AM with 145 vehicles recorded, 41 eastbound and 103 westbound, and the 5-day PM peak hour was found to occur between 4:30 - 5:30 PM with 169 vehicles recorded, 116 eastbound and 53 westbound.
- 52 The Section 42A Report summarised the concerns of AT that there were issues with the tube count data provided by Scarbro.³⁷
- The tube count data provided by the applicant is suspected to be flawed, having potentially misclassified westbound light vehicles as Class 4 vehicles, inflating heavy vehicle counts. This potential inflation increases the threshold for triggering a pavement impact assessment and associated upgrades or maintenance obligations on the applicant and therefore the data cannot be relied upon until verified.

³³ Affidavit of Leo Hills at paragraph 30.

³⁴ Section 42A Report on page 22.

³⁵ Affidavit of Leo Hills at paragraph 30.

³⁶ 2024 TIA on page 3.

³⁷ Section 42A Report on pages 23-24.

- 53 The tube count data was collected by an independent party, TEAM traffic, who Leo Hills advises are regularly used by AT for the collection of traffic counting data.³⁸ The full tube count data is provided in the “Tube Count Data – HUNUA ROAD BETWEEN GILLESPIE ROAD AND JONES ROAD” document.
- 54 TEAM traffic have confirmed from a review of the raw data extracted from the equipment there were no integrity issues with the equipment or sensors.³⁹ Thus, there is no reason to assume that there are any faults or issues with Scarbro’s tube count data and in any case the number of total vehicles is reasonable given it falls between the results of the two AT traffic surveys from February 2025 and May 2025.
- 55 Based on Scarbro’s tube count data, heavy vehicles represented 27.3% of total traffic over the week.

What difference would the Drury Managed Fill proposal make to the truck numbers on that road?

- 56 Providing for the 10-year operating period of the Drury Managed Fill, there would be an average of 54 truck movements per day (in and out) with 2-3 trucks per hour or 4-6 truck movements per hour during operation days / hours. Outside operating time, such as during evenings, Saturday afternoon/evening and on Sundays, there would be no additional movements.⁴⁰
- 57 Based on Scarbro’s tube count data, this is an increase of 2.8% of total traffic volume and 10% of total heavy vehicles over the average traffic on Hunua Road as measured in March 2024.⁴¹ As such, the increase due to the Drury Managed Fill is minimal in regard to the overall existing environment. As Todd Langwell states, “Hunua Road is operating **well below its potential capacity**, and it could accommodate additional vehicle activity without any significant adverse effect on its efficiency.”⁴²
- 58 AT’s survey results show a lower number of existing heavy vehicle movements on Hunua Road which would mean that the safety risks from Scarbro’s additional truck movements would be accordingly reduced. With lower numbers of heavy vehicles on Hunua Road the chances of a Scarbro truck and trailer passing another heavy vehicle at a narrow point on Hunua Road are further reduced. The improved sightlines and additional signage proposed by Scarbro will further reduce this risk. This is contrary to AT’s position that the Drury Managed Fill can never be made safe to proceed.
- 59 Scarbro’s expert Leo Hills states in response to the issues raised by AT that:⁴³

Any traffic count / recording is a snapshot of that hour, day or week. There will always be a degree of variability in volumes;

³⁸ Affidavit of Leo Hills at paragraph 28.

³⁹ Affidavit of Leo Hills at paragraph 29.

⁴⁰ 2025 Technical Memo on page 1.

⁴¹ 2025 Technical Memo on page 3.

⁴² Affidavit of Todd Langwell at paragraph 14, emphasis added.

⁴³ Affidavit of Leo Hills at paragraph 31.

I agree that under NZTA's classification system (as Auckland Transport use) some larger SUV's / Utes are classified as Heavy Vehicles (Class 4). This is however consistent with how Auckland Transport classify vehicles over their entire network.

The Scarbro tube count data over the seven days show 78% of Heavy Vehicles were Class 4 (smallest class of heavy vehicles) and thus 22% were larger than this (Class 5 and above) so there are still significant numbers of heavier vehicles than class 4.

Both the traffic count specifically undertaken for this application, together with the Auckland Transport counts show similar total traffic, and show the road already caters for heavy vehicles (just a different proportion).

At present the inclusion of the traffic signals at a one-way section in the gorge means a further traffic count at this time will unlikely be representative of typical demand.

60 Todd Langwell concludes that:⁴⁴

I consider the potential traffic generated to and from the site can be accommodated both within the site and on the adjacent road network without adverse efficiency or safety risks

Safety Risks on Hunua Road

61 AT also raised concerns of safety risks on Hunua Road, as summarised in the Section 42A Report on Scarbro's resource consent application:⁴⁵

- There are four identified physically constrained and narrow sections of Hunua Road. There is less than 0.5m clearance distance between two opposing truck-and-trailer units at these bends (even when considering widening proposed by the applicant). While the applicant has proposed operational mitigation (through GPS monitoring and communication between their trucks), Mr Ford has summarised the key issue with this mitigation in Paragraph 25 of their memo as follows:

"AT cannot accept these mitigation measures as fleet coordination (GPS/radio) is an operational mitigation and cannot substitute for geometric provision for mixed traffic. As non-Scarbro vehicles are not subject to fleet controls and residual conflict risk remains material. There will be many situations where a Scarbro truck and trailer will need to simultaneously pass another large heavy vehicle that is not operated by Scarbro. How the driver of another heavy vehicle reacts to a situation where a Scarbro truck and trailer is tracking over the centreline is outside of the Applicant's control."

Auckland Transport considers the identified safety risk to be unacceptable, and a significant adverse safety effect.

...

- Hunua Road is a high-risk crash environment, and the increase in traffic volumes (particularly heavy vehicles) introduces additional crash risk onto an already constrained and safety-challenged section of the transport network.

62 However, Leo Hills disagrees. AT has accepted that all four narrow points on Hunua Road (A, B, C and D) are not wide enough for a truck and trailer to pass a van (let alone another truck).⁴⁶ As described above, based on all traffic data, heavy vehicles are already using this section of Hunua Road and so a safety risk exists currently. However, if the

⁴⁴ Affidavit of Todd Langwell at paragraph 21(b).

⁴⁵ Section 42A Report on page 23.

⁴⁶ Affidavit of Leo Hills at paragraph 32.

upgrades proceed, safety on Hunua Road will be significantly improved and risks will be reduced by the improved sightlines and additional signage.

63 Thus, Leo Hills concluded in the 2025 Technical Memo that:⁴⁷

Overall, with the mitigation proposed and the small increase in traffic, the overall effect on the gorge is now considered neutral, if not positive.

64 Leo Hills further states in response to these safety concerns that:⁴⁸

While it is impossible to completely eliminate the risk of crash, the mitigation I have recommended to Hunua Road is proportionally appropriate given the expected traffic generation. The Drury Managed Fill will only increase trucks on Hunua Road by an average of 2-3 trucks per hour (or 4-6 truck movements per hour) during operation days / hours

The proposed vegetation removal will enable vehicles to better observe each other in the gorge (both Scarbro trucks and other trucks).

65 Regarding crash data, Leo Hills has analysed the surrounding area's road safety record using the NZTA's CAS database to consider all crash records for the period 2020 – 2025 for Hunua Road between Dominion Road and Ponga Road.⁴⁹ This includes a total of 39 crashes with 26 attributed to "loss of control", only five involving truck movements and there were only four "head-on" crashes. Leo Hills concludes that the proposed Drury Managed Fill is not expected to have any adverse effects on the road safety in the surrounding area:⁵⁰

The crash pattern shows no reported "head-on" crashes in the narrow areas of the gorge over the last 5 years. This is despite the existing deficiencies / narrow sections. In my opinion, this is due to the low speed of vehicles in the gorge itself which allow drivers to make appropriate measures / decisions.

66 Todd Langwell has also reviewed the historical crash data and key trends and confirms:⁵¹

I consider this level and types of crashes to be typical on windy rural roads and can be addressed through speed management and appropriate signage, markings and improved sightlines to warn drivers of the approaching vehicles and the related risks.

Pavement Impact Assessment

67 As set out in the Affidavit of Leo Hills, AT also raised the potential need for a pavement impact assessment (**PIA**) due to the risk of the added truck movements for the proposed Drury Manged Fill deteriorating the pavement quality of Hunua Road.⁵²

68 Leo Hills considers that:⁵³

⁴⁷ 2025 Technical Memo on page 5.

⁴⁸ Affidavit of Leo Hills at paragraphs 33 - 34.

⁴⁹ Affidavit of Leo Hills at paragraphs 36 - 41.

⁵⁰ Affidavit of Leo Hills at paragraph 41.

⁵¹ Affidavit of Todd Langwell at paragraph 16.

⁵² Affidavit of Leo Hills at paragraph 45.

⁵³ Affidavit of Leo Hills at paragraph 46.

... the area where there will be potential noticeable pavement damage relating to truck braking and turning attributable to the proposed Drury Managed Fill, is within 100m of the site driveway.

- 69 In addition, in the decision under the Act on the Drury Quarry Expansion – Sutton Block, which was approved, the expert panel held that a condition requiring a PIA was “not reasonable or appropriate” and would be “unduly onerous in the context of section 83 of the FTAA.”⁵⁴

Clearance Distances

- 70 The Section 42A reports summarises AT as stating, in relation to the Updated Hunua Road Vehicle Tracking from Leo Hills (which accompanied the 2025 Technical Memo):⁵⁵

... tracking diagrams with truck-and-trailer units opposing emergency vehicles, school buses, or light vehicles have not had a clearance distance disclosed, and it cannot be concluded that these interactions can be safely managed.

- 71 This is factually incorrect. All drawings are to scale (so can be measured) and 0.5m vehicle clearance lines from the vehicle body are clearly shown on all the drawings.

School Bus Stops

- 72 The issue raised by AT, as summarised in the Section 42A Report is:⁵⁶

The increase in traffic volumes from the proposal proportionately increases the residual pedestrian safety risk with regard to school bus stops along Hunua Road that cannot be fully mitigated through signage.

- 73 There are already a significant number of heavy vehicles travelling Hunua Road without the benefit of additional signage and improved sightlines. Scarbro submit that the increase in traffic volumes from the Drury Managed Fill are minimal - 2.8% of total volume and 10% of total heavy vehicles, as set out above.

- 74 Scarbro’s experts have recommended that additional school bus stop signage be installed to further reduce the pedestrian safety risk at school bus stops. In the opinion of Leo Hills:⁵⁷

For context children are likely to be waiting at a bus stop for 15-30 minutes a day. In one hour the increase in trucks is expected to be 4-6 truck movements or one truck every 10-15 minutes and as such the children waiting at the bus stop are likely to have 1-3 additional trucks per day travel past their stop. This in an environment which already caters for over 1900 vehicles per day and up to 140-160 vehicles per hour in the school peaks including existing trucks (regardless of which traffic count is used).

Overall, I consider the risk to children waiting at the bus stop to be overstated and that risk would only marginally increase as a result of the proposal.

⁵⁴ Affidavit of Leo Hills at paragraph 47 – referring to the decision of the Expert Panel on the Drury Quarry Expansion – Sutton Block dated 11 December 2025 at paragraph 390.

⁵⁵ Section 42A Report on page 23.

⁵⁶ Section 42A Report on page 23.

⁵⁷ Affidavit of Leo Hills at paragraphs 43 - 44.

Backloading through Winstone Aggregates Quarry

- 75 Part of the proposal for the Drury Managed Fill was that there would be greater efficiency as the Scarbro trucks, after disposing of managed fill at the site, would be able to “backload” by picking up metal at the Winstone Aggregates Quarry down Hunua Road to bring back to construction sites.
- 76 The Section 42A Report noted a concern raised by AT regarding backloading:⁵⁸
- The applicant’s section 92 response indicates that the proximity of the site to the Winstone’s Quarry results in transport efficiencies for backloading. However, the access arrangement on Hunua Road does not accommodate left-turning truck-and trailer travelling towards the quarry from the subject site, and there should be no reliance on these claimed efficiencies unless the road entrance to the quarry is suitably upgraded.
- 77 Scarbro submit that the Winstone Aggregates Quarry is accessible from either direction along Hunua Road. In fact, left-turning traffic is safer as it does not need to cross the centreline. Liam Scarborough (Managing Director of Scarbro) has also corresponded with Chris Edmond (Operations Manager at Winstone Aggregates) regarding this matter. Mr Edmond has confirmed “no traffic rules at all. Come from any direction”.⁵⁹

UPDATES

- 78 There have also been developments that further increase the need for the Drury Managed Fill, and thus the regional economic benefit in approving it for fast-track consents. Auckland Airport have recently acquired the land and assets of Ihumatao Quarries Limited which previously operated a clean fill service at 292 Ihumatao Road Mangere in South Auckland. Auckland Airport, now operating as The Landing Quarry, have informed Scarbro that they will not be providing clean fill services going forward.⁶⁰
- 79 Scarbro previously used the Ihumatao Quarries clean fill site to dispose of clean fill from their infrastructure and construction projects, when required. This closure is a further reduction in publicly available clean/managed fill services in Auckland which will further increase the demand for and price of other services and, in turn, further increases the need for the Drury Managed Fill to proceed.

Yours sincerely

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s 9(2)(a)

Barrister

s 9(2)(a)

Employed Barrister

DDI: s 9(2)(a)

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⁵⁸ Section 42A Report on page 24.

⁵⁹ Text messages between Liam Scarborough and Chris Edmond.

⁶⁰ Email from The Landing Quarry to Scarbro dated Monday 30 March 2026.

APPENDIX A – TIMELINE

Date	Event and Description
<p>22 November 2024</p>	<p>Scarbro Environmental Limited (Scarbro) apply to Auckland Council for resource consent for the Drury Managed Fill under the Resource Management Act 1991.</p> <p>The Application was accompanied by the Traffic Impact Assessment from Leo Hills dated 22 November 2024.</p> <p>That evidence recommended on page 19 that mitigation measures be undertaken by AT immediately (emphasis added):</p> <p><i>Upon assessing Hunua Road between Dominion Road and the site access, the following is concluded:</i></p> <ul style="list-style-type: none"> • <i>No mitigation is considered required between Dominion Road and Winstone Aggregate Quarry access.</i> • <i>Some mitigation is considered beneficial between Winstone Aggregate Quarry access and Ardmore Quarry Road.</i> • <i>No mitigation is considered required between Ardmore Quarry Road and the site access.</i> <p><i>A total of three segments have been identified between Winstone Aggregate Quarry access and Ardmore Quarry Road where conflict might arise. We note that this section is part of AT's freight network which is already required to be able to accommodate the largest legal vehicles within normal legal limits.</i></p> <p><i>Mitigation is recommended between Winstone Aggregate Quarry access and Ardmore Quarry Road to address the existing sightline issues our reporting has identified to Auckland Transport. This could include signs where truck movements are operating in opposing direction and also improving visibility in the areas where tracking is constrained. While this proposal will be increasing the two-way traffic, the recommended mitigation measures would resolve the current risk existing in the road network and any risk from traffic associated with this activity. We suggest those mitigations should be undertaken and not rely on a decision on this proposal to facilitate those works.</i></p> <p>This was restated on page 25 (emphasis added):</p> <p><i>Auckland Transport provided no specific commentary on whether the advice on mitigations might be actioned but our primary recommendation remains that these should be undertaken irrespective of a decision on this proposal. We understand that if actioned by Auckland Transport matters such as a Corridor Access Request and any resource consent thresholds are the responsibility of Auckland Transport as the agency responsible for this land.</i></p>

<p>20 May 2025</p>	<p>Section 95 Notification Report issued by Auckland Council</p> <p>The report records that AT agreed with mitigation measures proposed by Leo Hills in the 2024 TIA:</p> <ul style="list-style-type: none"> • <i>A wider assessment of Hunua Road including truck tracking plans, crash data and sightlines assessments has been undertaken by the applicant. Auckland Transport identified concerns regarding potential adverse safety effects due to the narrow road and tracking envelopes where two truck and trailers drive past each other at specific points along Hunua Road. Physical road widening is not feasible, and the applicant has proposed to improve sightlines at these bends through a combination of vegetation trimming (prior to and at 6 monthly intervals), monitoring reports, and informative signage.</i> • <i>Furthermore, the applicant has confirmed that all of their trucks are GPS monitored and have constant communications with each other, and they can therefore coordinate their trips to reduce potential conflicts on Hunua Road. This form of active management would form part of a Traffic Management Plan that the applicant will implement.</i> • <i>Based on the above mitigation measures, Mr. Ford concludes that the potential adverse safety effects are acceptable.</i>
<p>24 November 2025</p>	<p>Following Section 92 Requests for further information (including from AT), Scarbo provide the Technical Memo from Leo Hills dated 24 November 2025</p>
<p>17 December 2025</p>	<p>AT changes classification of Hunua Road so that it is no longer a “strategic freight route”</p> <p>The Memorandum from Matt Ford dated 20 January 2026 states:</p> <p><i>Since the proposal was lodged, AT’s Future Connect planning tool was updated on the 17 December 2025, with significant changes to the Freight and General Traffic networks to better align with emerging growth areas and evolving corridor usage patterns. As part of these updates, AT notes that Hunua Road is no longer identified as a strategic freight route. This change has important implications for the proposal. Previously, the Applicant had relied on Hunua Road’s inclusion in the freight network as an indication that AT intended to maintain or upgrade the corridor to accommodate freight movements. That assumption is no longer valid. The removal of Hunua Road from the strategic freight network signals that AT does not prioritise this corridor for freight investment or upgrades beyond standard maintenance. While Future Connect does not carry statutory weight and is primarily a planning tool rather than a legal instrument, it reflects AT’s strategic intent and investment priorities. Consequently, any pavement strengthening or safety improvements required to support the</i></p>

	<i>proposed truck movements must be addressed entirely through consent conditions (if the consent is approved) and should not be assumed to occur as part of AT's future strategic programme.</i>
29 January 2026	Section 42A Report is released which relies on the Memorandum from Matt Ford dated 20 January 2026 and its appendices

APPENDIX B – SUPPORTING DOCUMENTS PROVIDED IN DROPBOX

- Traffic Impact Assessment from Leo Hills – 22 November 2024
- Section 95 Report – Auckland Council – 20 May 2025
- Technical Memo from Leo Hills – 24 November 2025 (responses to section 92 requests)
- Section 42A – Specialist Reports – Auckland Transport (AT) ONLY – Includes memoranda of Matt Ford and Paul Schischka
- Section 42A Report – Auckland Council – 29 January 2026
- Scarbro Tube Count Data – March 2024
- Auckland Transport Traffic Surveys – July 2012 to December 2025 (including February and May 2025 Surveys on Hunua Road)
- Affidavit of Leo Donald Hills dated 1 April 2026
- Affidavit of Todd James Langwell dated 1 April 2026