

Technical Specialist Memo – Contaminated land

To:

Emma Chandler – Lead Planner (Consultant) & Warwick Pascoe - Principal Project Lead, Auckland Council

From:

Nagaraj Prabhakara, Principal Planner- Auckland Transport

Qualifications & Relevant Experience:

I hold the qualifications of: Bachelor of Civil Engineering and Master of Engineering Studies, majoring in Transportation, and have 20 years of experience in Civil and Traffic Engineering. I am a full member of Engineering New Zealand. I have prepared expert evidence and technical assessments for resource consent applications and fast-track applications and have appeared as an expert witness before consent authorities and at hearings on multiple occasions.

Preparation in Accordance with the Code of Conduct:

I confirm that I have read the Environment Court Practice Note 2023 – Code of Conduct for Expert Witnesses ([Code](#)), and have complied with it in the preparation of this memorandum. I also agree to follow the Code when participating in any subsequent processes, such as expert conferencing, directed by the Panel. I confirm that the opinions I have expressed are within my area of expertise and are my own, except where I have stated that I am relying on the work or evidence of others, which I have specified.

Date:

22 June 2026

1.0 APPLICATION DESCRIPTION

Application and property details

Fast-Track project name:

Hunua Quarry Development

Fast-Track application number:

FTAA-2603-1185 (Council Reference BUN60464053)

Site address:

489 Hunua Road, Hunua

2.0 Executive Summary / Principal Issues

Auckland Transport (**AT**) has reviewed the Hunua Quarry Development substantive application and considers there is the potential for significant adverse impacts on the road network and the safety of road users.

The proposal seeks to increase annual quarry production from 2,943,052 tonnes to a peak of approximately 5,400,000 tonnes, and to enable extraction for a further 50–81 years.

Based on the survey data, the existing quarry operation generates 76 Heavy Commercial Vehicle (HCV) truck movements in the AM peak hour and 64 truck movements in the PM peak hour.

The anticipated truck trip generation from the proposed extraction is:

- 161 truck movements in the AM peak hour (an increase of 85 trips), and
- 135 truck movements in the PM peak hour (an increase of 71 trips).

The proposal includes a new right-turning bay at the existing vehicle crossing, along with Audio-Tactile Profiled marking (ATP) (“rumble strips”) at the sharp bend on Hunua Road, where two crashes were recorded in 2023 and 2025.

AT acknowledges that the quarry has been in operation for over 100 years and is one of Auckland’s three most strategically important sources of aggregate.

However, AT recommends that the applicant provide additional information to address safety and operational concerns. AT requested that the applicant provide a 1 m road shoulder widening as part of the proposed road widening works, along with a road safety assessment of the existing bend located on the eastern side of the vehicle access on Hunua Road. The assessment should demonstrate that adequate intervisibility/sightlines between approaching vehicles at the bend can be achieved to avoid potential conflicts associated with increased truck movements. This information is necessary to determine whether the adverse safety effects arising from increased truck trips can be appropriately mitigated.

The applicant has proposed installing ATP along the centreline of the carriageway at the Hunua Road bend as a mitigation measure to discourage vehicles from crossing the centreline.



Image 1: Google street view at the bend.

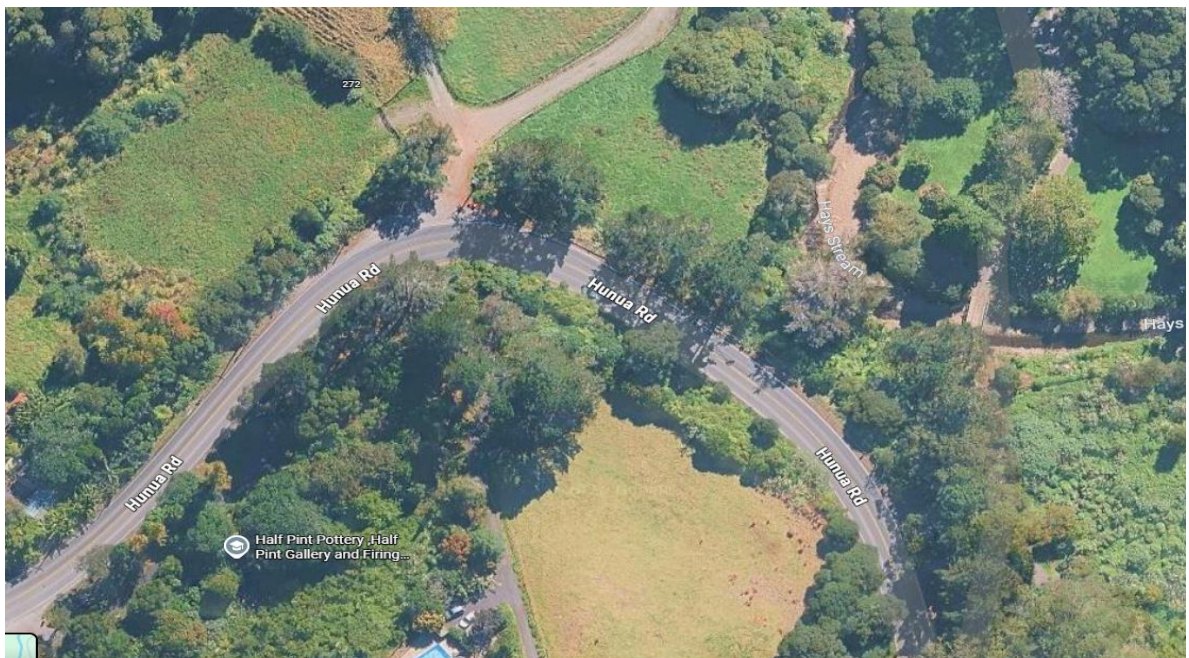


Image 2: Aerial view at the bend.

A meeting was held with the applicant on 4th June 2026 to discuss the traffic matters raised by AT. AT and the applicant's representatives were generally in agreement with AT's recommended conditions and advice notes, except in relation to the proposed road improvement works at the existing bend.

The applicant's traffic engineer, Commute Transportation Consultants, provided a response dated 16th June 2026 addressing AT's further information request on traffic and road safety matters.

The applicant offered a condition, that the consent holder must obtain a separate Engineering plan Approval from Auckland Council for the proposed works within the Hunua Road carriageway, which includes installation of ATP, road carriageway widening works, carriageway upgrade works near the vehicle entrance including carriageway pavement upgrade works with a right turning bay prior to carrying the works within the public road carriageway.

According to the applicant's traffic engineer's response, the proposed ATP will mitigate safety risks at the bend.

AT's traffic and road safety specialist reviewed the applicant's response, the proposed ATP are considered unlikely to mitigate the safety risks. The mitigation measures should also include improvement to the sightlines between the opposing traffic vehicles at the bend to increase reaction time, reduce centreline encroachment risk, improve safety of heavy vehicle interaction and have a direct reduction in crash likelihood and severity.

3.0 Documents Reviewed

- Assessment of Environmental Effects and Application for Resource Consent – Hunua Quarry Development (AEE) prepared by Boffa Miskell, dated 30 March 2026
- Appendix B12.4.14: Traffic Assessment prepared by Commute Transportation Consultants, dated 26 March 2026
- S67 response titled "FTAA Hunua Quarry Development- Specialist Traffic Comments Response" prepared by Commute Transportation Consultants, dated 16 June 2026
- Appendix B12.7: *Draft Conditions dated 9 June 2026.*

4.0 Additional Reasons for Consent Not included in AEE

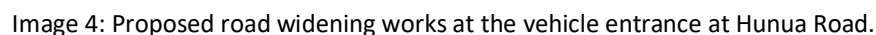
There are no additional reasons for consent identified by AT that are not included in the AEE.

5.0 Specialist Assessment

Visibility/Sightlines at Hunua Road bend.

Two serious crashes were recorded at the Hunua Road bend in 2023 and 2025, indicating an existing and ongoing safety concern. The horizontal curvature, combined with vegetation and roadside features, restricts sightlines between opposing vehicles. Please refer to image 1.

The proposed additional truck movements associated with the activity are likely to increase safety risks, particularly due to the reduced visibility for oncoming traffic at the bend. Heavy vehicles require greater stopping distances and occupy more lane width, further exacerbating the risk of conflict within this constrained section of road.



The Traffic Report recommends the installation of a right-turning bay within the public road carriageway at the vehicle entrance. This includes upgrading the existing carriageway, modifying the existing vehicle crossing, removing the existing stone wall near the vehicle crossing, and relocating the existing gate further within the property boundary.

AT supports the proposed road widening works, including the modification of the vehicle crossing. A Safe System Audit report should be provided at the future Engineering Approval (EA) stage.

Detailed design aspects of the proposed modifications to the public road carriageway will be reviewed as part of the future EA application process.

6.0 Section 67 Information Gap

AT issued a Section 67 memo to Council on 29 April 2026. AT is not satisfied with the applicant's response regarding the sightlines assessment at the existing bend on Hunua Road, where two serious crashes were recorded in 2023 and 2025.

7.0 Recommendation

AT has reviewed the draft consent conditions provided by the applicant (dated 9 June 2026) and recommends the inclusion of an additional condition to improve sightlines at the Hunua Road bend.

8.0 Proposed Conditions

Auckland Transport (AT) has reviewed the proposed draft conditions provided by the applicant (dated 9 June 2026) and recommends the inclusion of the following additional conditions:

1. Road Safety Mitigation – ATP Centreline Markings

The Consent Holder must install audio tactile profiled (ATP) centreline markings ("rumble strips") on Hunua Road, on the western approach to the subject site access.

The ATP markings must be located along the centreline of the horizontal curve in the vicinity of the recorded serious injury crashes (CAS Crash IDs 2025326299 and 2023273856), or as otherwise agreed in writing by the Road Controlling Authority.

The ATP markings must be installed **within 3 months of this consent being given effect to, and prior to any material increase in heavy vehicle movements associated with the exercise of this consent**, unless otherwise agreed in writing by the Road Controlling Authority.

The purpose of this measure is to improve lane discipline and reduce the risk of opposing vehicles encroaching across the centreline, thereby mitigating the likelihood of head-on and side-swipe crashes.

All works must be undertaken in accordance with the standards and requirements of the Road Controlling Authority.

2. Road Safety Mitigation – Sight Distance Improvements

The Consent Holder must implement additional road safety mitigation measures on Hunua Road at the horizontal curve located on the western approach to the subject site access, in the vicinity of the recorded serious injury crashes (CAS Crash IDs 2025326299 and 2023273856).

The mitigation measures must include, but are not limited to, **benching or regrading of the cut slope on the inside of the curve** to improve forward visibility and sight distance between opposing drivers. These works must be undertaken in addition to the installation of audio tactile profiled (ATP) centreline markings required by this consent.

The detailed design and extent of the mitigation measures must be provided to, and approved in writing by, the Road Controlling Authority prior to implementation.

The mitigation measures must be implemented within **3 months of this consent being given effect to, and prior to any material increase in heavy vehicle movements associated with the exercise of this consent**, unless otherwise agreed in writing by the Road Controlling Authority.

The purpose of these works is to improve intervisibility between vehicles travelling in opposite directions and to reduce the risk of head-on and side-swipe crashes.

All works must be undertaken in accordance with the standards and requirements of the Road Controlling Authority.

Advice notes:

Engineering Approval

Prior to the commencement of any engineering works within the road reserve, the consent holder must submit engineering plans to the Council for approval in writing.

The engineering plan application forms including fees can be found at the following Auckland Council website:

<https://www.aucklandcouncil.govt.nz/building-and-consents/engineering-approvals/Pages/default.aspx>

Corridor Access Requests

The consent holder will need to obtain a Corridor Access Request approval from Auckland Transport for the proposed works within the road reserve.

It will be the responsibility of the consent holder to determine the presence of any underground services that may be affected by the applicant's work in the road reserve. Should any services exist, the applicant must contact the owners of those and agree on the service owner's future access for maintenance and upgrades. Services information may be obtained from <https://www.beforeudig.co.nz/>.

All work in the road reserve must be carried out in accordance with the general requirements of the National Code of Practice for Utility Operators' Access to Transport Corridors <https://nzuag.org.nz/wp-content/uploads/2018/11/National-Code-amended-version-29-Nov-2018.pdf> and Auckland Transport Design Manual <https://at.govt.nz/about-us/manuals-guidelines/transport-design-manual/>

Prior to carrying out any work in the road corridor, the consent holder must submit to Auckland Transport a Corridor Access Request (CAR) and temporary Traffic management plan (TMP), the latter prepared by an NZ Transport Agency qualified person and work must not commence until such a time as the applicant has approval in the form of a Works Access Permit (WAP). The application may be made at <https://at.govt.nz/about-us/working-on-the-road/corridor-access-requests> and 15 working days should be allowed for approval.