

29 January 2026

Minister of Justice
C/- Barker and Associates Limited

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Waitākere District Court, New Courthouse Project: Transport-Related Comments from Panel

This memorandum has been prepared to address the matters raised in the comments to the Expert Consenting Panel with regard to transportation matters associated with the above project. For ease of reference, we have initially set out the matter raised (in some cases, this has been paraphrased or summarised)

Tracking for entry manoeuvres at The Alderman as well as exit manoeuvres

As set out in the application, The Alderman is served via a right-of-way off Alderman Drive. Based on the information provided, the extent of the legal right-of-way is as set out Figure 1 below.

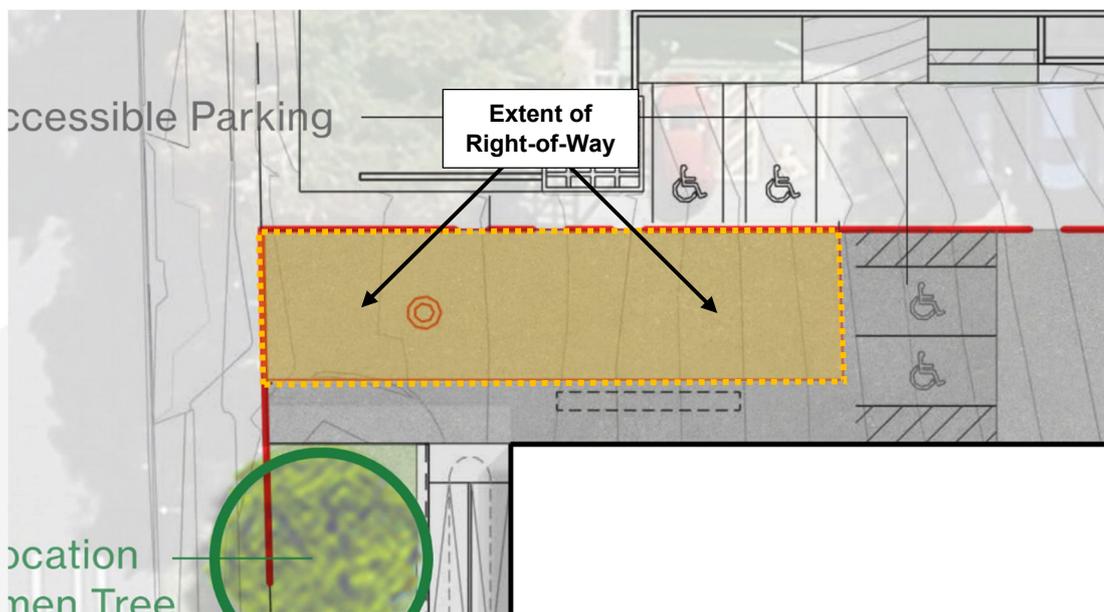


Figure 1: Legal Extent of Right-of-Way (Extract from Architectus Drawing, Annotated)

It is not proposed to make any revisions to the formed layout of this existing vehicle crossing as part of the Notice of Requirement application. As such, there will be no changes to the current vehicle manoeuvring with regard to entry movements arising from the proposed designation.

However, for completeness,, we have shown entry movements from both the north and south on the attached Figure 2 and 3, taking into account the extent of the right-of-way. In these Figures, the cyan line is the area occupied by the vehicle bodywork and the thin red line is a clearance of 300mm around the bodywork to allow for minor protrusions (such as wing mirrors) and for a 'margin of error' if the driver takes a slightly different route to the ones shown.



Vehicle tracking assessment for a waste collection or servicing vehicle at The Alderman

The existing right-of-way is only 5.4m wide, which is not sufficient for an 8m rigid truck to enter and turn. On the attached Figures 4 and 5, we demonstrate how tracking for a 6.4m long rigid vehicle (as specified in the Australian Standard¹ AS2890.2:2018 (*Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities*)) is achieved.

In these Figures, the cyan line is the area occupied by the vehicle bodywork and the thin red line is a clearance of 500mm around the bodywork to allow for minor protrusions (such as wing mirrors) and for a 'margin of error' if the driver takes a slightly different route to the ones shown (we note that the clearance is greater than for a car).

Figure 4 shows the tracking for a truck utilising the existing accessible parking spaces at The Alderman (which are accessed via the right of way easement), and Figure 5 demonstrates the tracking for a truck that utilises the marked 'no-parking' area at The Alderman (which is outside the right of way easement). The tracking diagrams provided demonstrate the existing lawful arrangement does not provide for a 6.4m truck to manoeuvre within the legal extent of the right of way, which is reflective of the current arrangement on the site.

Assessment of the risk that vehicles may choose to reverse manoeuvre onto Alderman Drive as an alternative to undertaking inconvenient multi-point manoeuvres at the end of the right-of-way, in order to be able to exit in a forward direction.

In our Transport Assessment, we previously identified that in the event that a B85 car (that is, a car that represents 85% of the vehicle fleet in New Zealand) was to enter this area and not be able to park, then only one reverse movement would be required to exit in a forward direction. Undertaking one reverse movement is inevitable even when a driver exits a parking space, and we therefore do not consider that this would be inconvenient.

Our analysis also showed that for a B99 car (that is, a car that represents 99% of the vehicle fleet in New Zealand, and which is therefore slightly longer than the B85 car) then two reverse movements would be required. Because this scenario applies only to the B99 car, it therefore does not affect the majority of the fleet but only to the 14% of cars between the 85th and 99th percentiles. As such, it is relevant only for a minority of cars.

We do not consider that two movements would be inconvenient, and in our experience, it is common that drivers of larger vehicles undertake additional reversing compared to drivers of smaller cars. For example, while it is presently in draft form only, the new version of Standard NZS2890.1 sets out that drivers of B85 cars are expected to exit a garaged parking space with just one reverse movement but drivers of B99 cars are permitted to undertake two reverse movements (section 6.2(b)). In our view, if undertaking two reverse movements was particularly problematic for drivers, it would not be specifically allowed within emerging Standard.

Confirmation of any mitigatory measures or interventions to alleviate any constraints identified in the above assessment

We do not consider that any additional measures are required and remain of the view that the proposed suite of transport related Notice of Requirement conditions are appropriate to mitigate effects of the proposal, with respect to transportation matters.

¹ There is no standard vehicle specified in New Zealand guides between a large car (5.2m long) and a medium-sized truck (8.0m long).



Scaled plans should be provided to support the case for a vehicle crossing width of 7 metres or more (being in excess of the maximum 6 metre width permitted by the Unitary Plan Transport Chapter)

The drawings show one location where a width of more than 6m is provided, which lies to the southeast of the site. Tracking curves are shown in the attached Figures 5 and 6 for this. As noted above, the cyan line represents the vehicle bodywork and the thin red line is a clearance of 300mm or 500mm (for cars and trucks respectively) from the bodywork.

Enlarged scaled plans should be provided which show internal layouts, site infrastructure and tracking paths more clearly

Although some detail is shown on Figures 5 and 6 (as the need for a 7m wide vehicle crossing is influenced by the internal layout), the application is for a designation and as such there is no confirmed internal layout at this time. Rather, matters of future design are controlled through proposed conditions on the designation which provide for a certainty of outcome without a detailed layout being currently available. Any tracking could therefore only be indicative and would potentially be subject to change, and so it has not been provided at this time.

Conditions

The following comments are made with respect to the recommended changes to conditions:

Condition 21: Accessible Parking Spaces

The Council's suggestion is that this condition should explicitly reference that the mobility spaces are to be provided to meet Standard NZS 4121:2001 ('*Design for Access and Mobility – Buildings and Associated Facilities*'). Although this is the appropriate Standard for ensuring the appropriate provision of mobility spaces, we do not consider that it is necessary to specify it within the condition because any design has to meet this Standard if it is to obtain a Building Consent.

Condition 24: Vehicle Access on Edmonton Road

In respect of Condition 24, the Council's suggestion is for the addition of text that "*where right turn movements into or out of the site are proposed, a Transport Assessment undertaken by a suitably qualified traffic engineer must be provided to confirm whether these movements can be safely accommodated.*"

Although the application is for a designation, it is relevant that there is already a vehicle crossing onto Edmonton Road serving a car park. As set out in the Transportation Assessment, the proposed Justice Facility enabled by the designation would generate traffic volumes comparable with surveyed volumes at the car park, and much lower than volumes that could occur as of right (paragraph 7.1.4). There are no limitations on right-turn movements associated with the site at present.

We also considered the matter of right-turn movements into and out of the site at Edmonton Road in paragraphs 7.1.8 and 7.1.9 of the Transportation Assessment.

On this basis we do not consider the proposed wording regarding further assessment of right-turn movements to be necessary due to the traffic flows being comparable to the existing use of the site, and that the matter has already been considered in the Transportation Assessment.



Condition 26: Vehicle Crossing Width

The Council suggests including wording that tracking diagrams are to be provided to demonstrate the need for a vehicle crossing that is wider than 6m. We have provided these diagrams within this letter and so we do not consider that it is necessary to specify them in a condition. We also reiterate that we consider a vehicle crossing of 7m width will operate safely for vehicles entering the site and road users passing the site, as set out in the Transportation Assessment (paragraphs 8.2.11.5 to 8.2.11.7)

New Condition

A suggestion has also been made for a new condition of consent, that *“No service vehicle or refuse collection vehicle shall be required to load or unload from a location that obstructs any other vehicle from entering or passing the site unless a further assessment is undertaken by a suitably qualified traffic engineer in consultation with the Road Controlling Authority which confirms that this will not have adverse effects on the surrounding transportation networks”*.

In the event that a service vehicle was to obstruct vehicles from entering this site, we consider that this is already addressed through Condition 25, which requires the provision of queuing space at any vehicle crossing that provides entry to the site. We consider that this achieves the outcome of the first part of this suggested condition, and avoids the scenario of incoming vehicle being obstructed from entering the site.

We also consider that Condition 25 prevents (in part) a scenario where service vehicles loading or unloading obstruct vehicles that are passing the site, because sufficient queuing space is required to be available within the site such that a service vehicle would not need to stop partially or wholly within the legal road reserve.

In the event that a layout was progressed which utilised some form of loading within the legal road reserve, this would require relevant permissions to be obtained from the road controlling authority and could not be put in place as of right. This is partially because the legal road reserve is not within the site and so there can be no reliance on utilising it (as is the case for any development) without formal approvals, which could be withheld. However we also highlight that there are No Stopping At Any Time (NSAAT)² markings along both Alderman Drive and Edmonton Road. It is not lawful for a service vehicle to stop on either road in order to load or unload at any time, and we do not consider that it is any benefit in repeating this through a condition on the designation.

Please do not hesitate to contact me if you require anything further or would like clarification of any matters.

Kind regards
Carriageway Consulting Limited

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² Commonly, ‘no parking’ restrictions that are shown by broken yellow lines adjacent to the kerb.

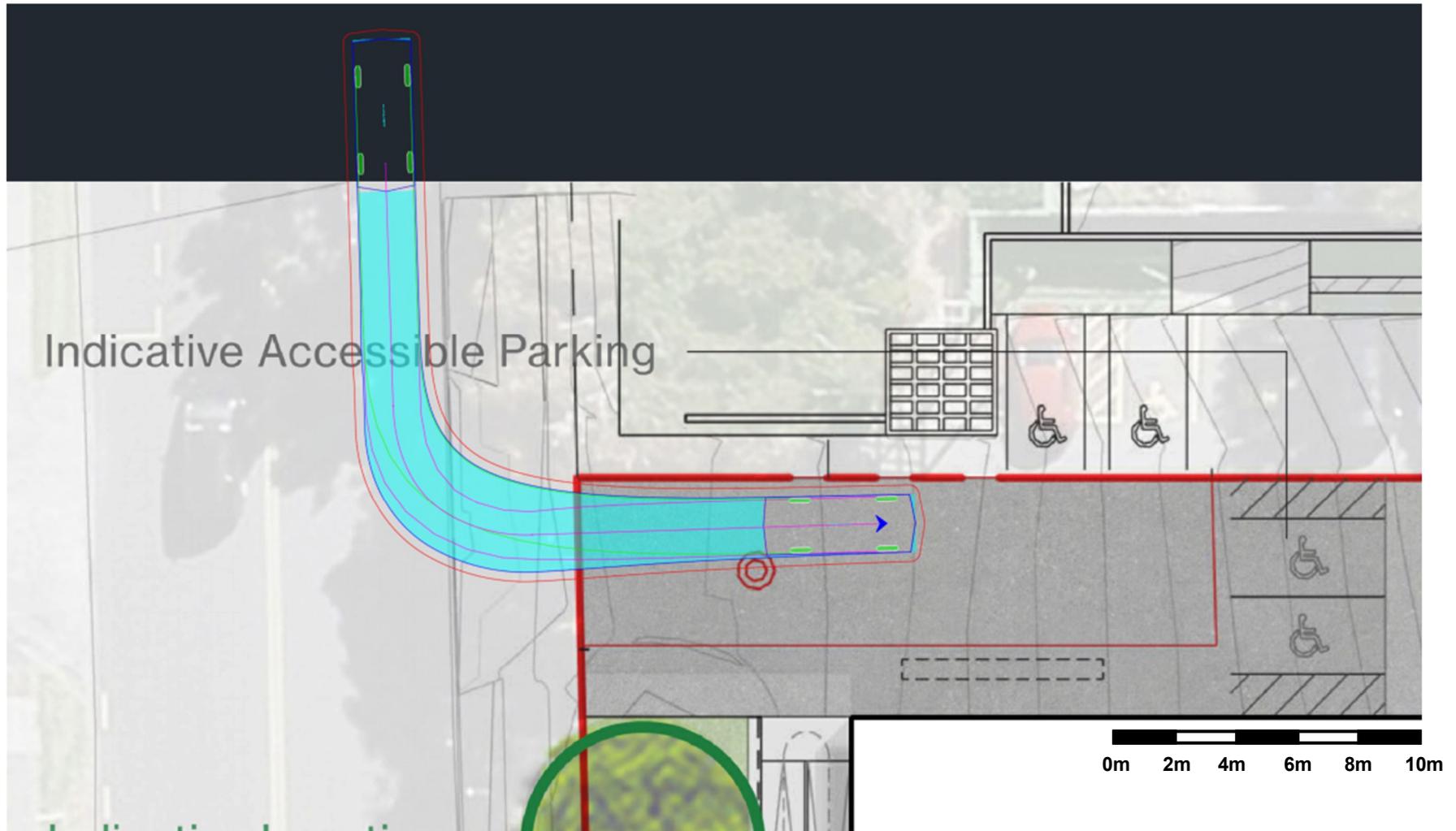


Figure 2: B85 Car Turning Left and Entering The Alderman Right-of-Way

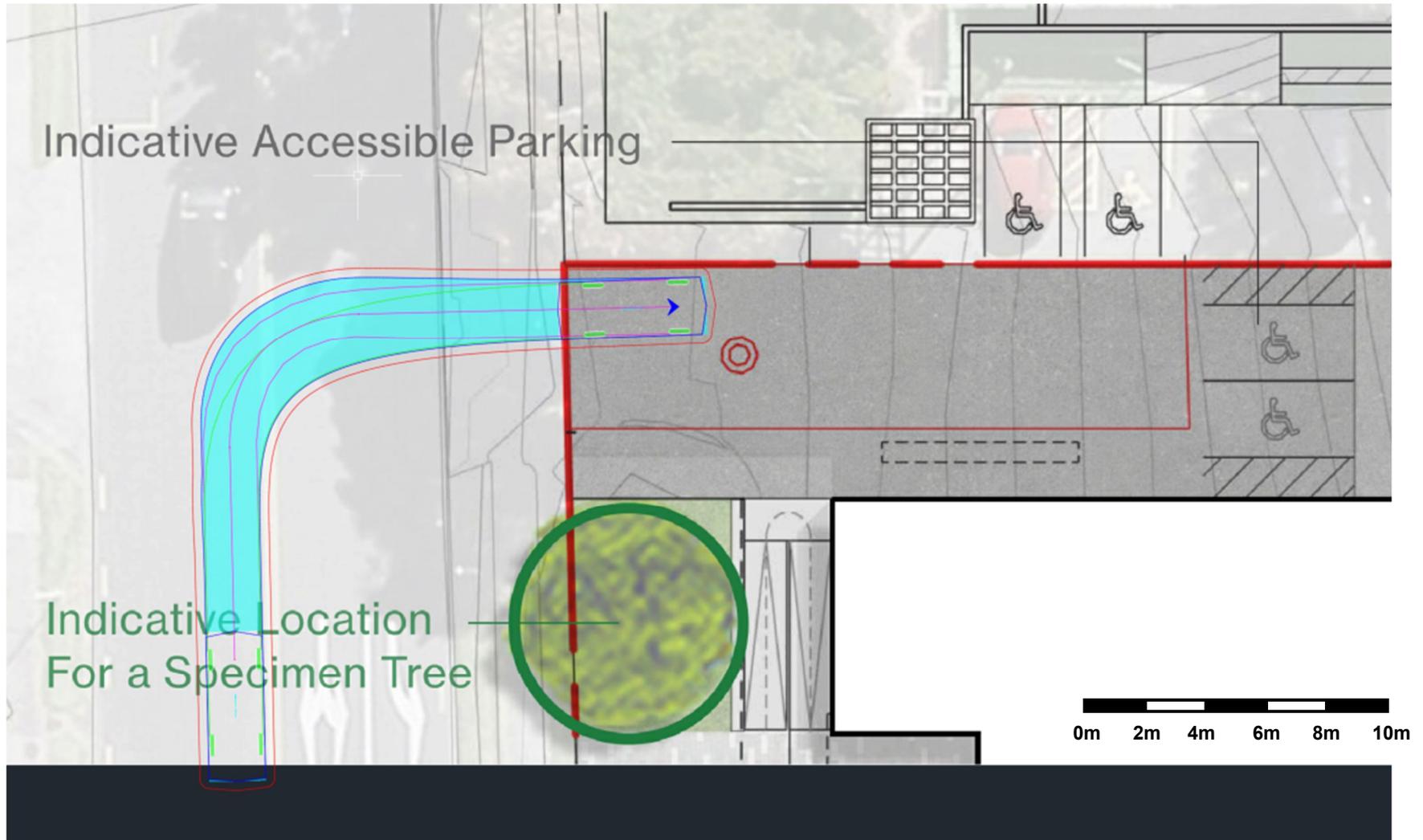


Figure 3: B85 Car Turning Right and Entering The Alderman Right-of-Way

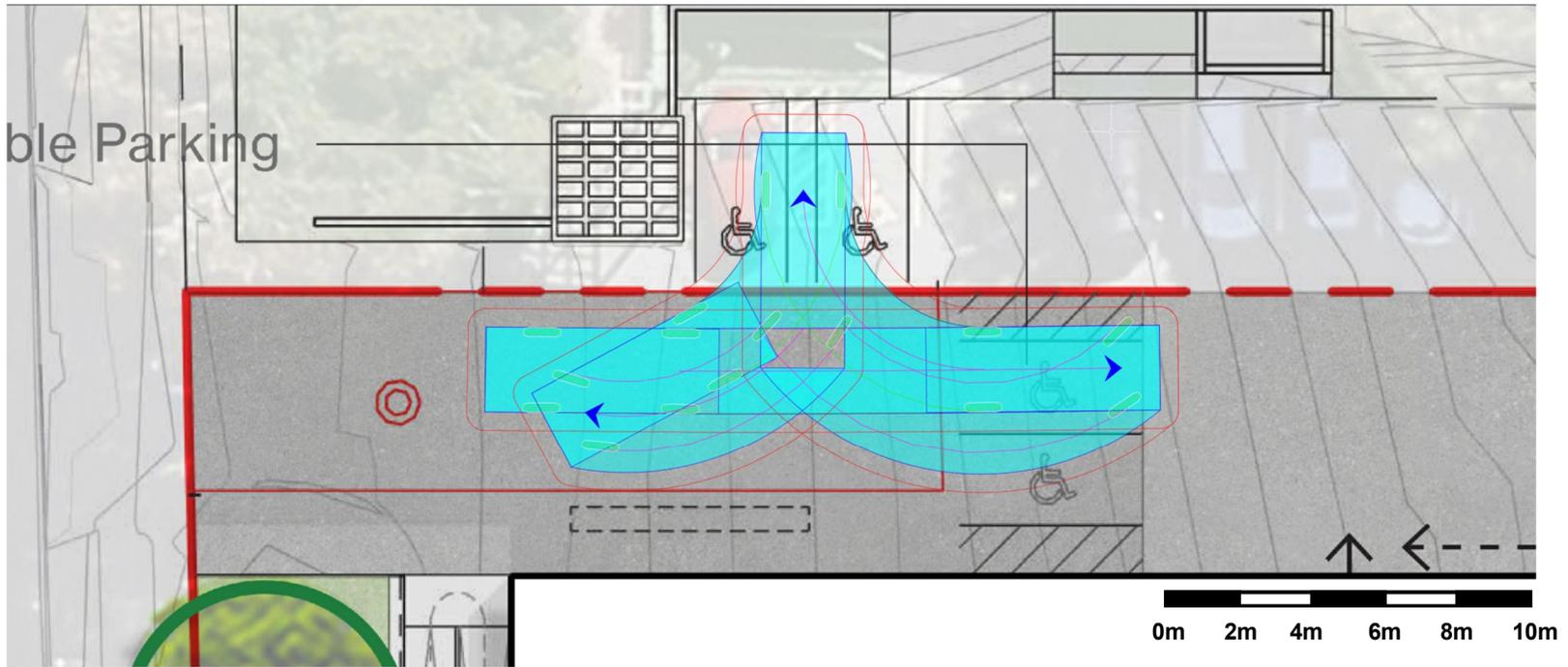


Figure 3: 6.4m Truck (AS2890.2) Reversing into Mobility Spaces

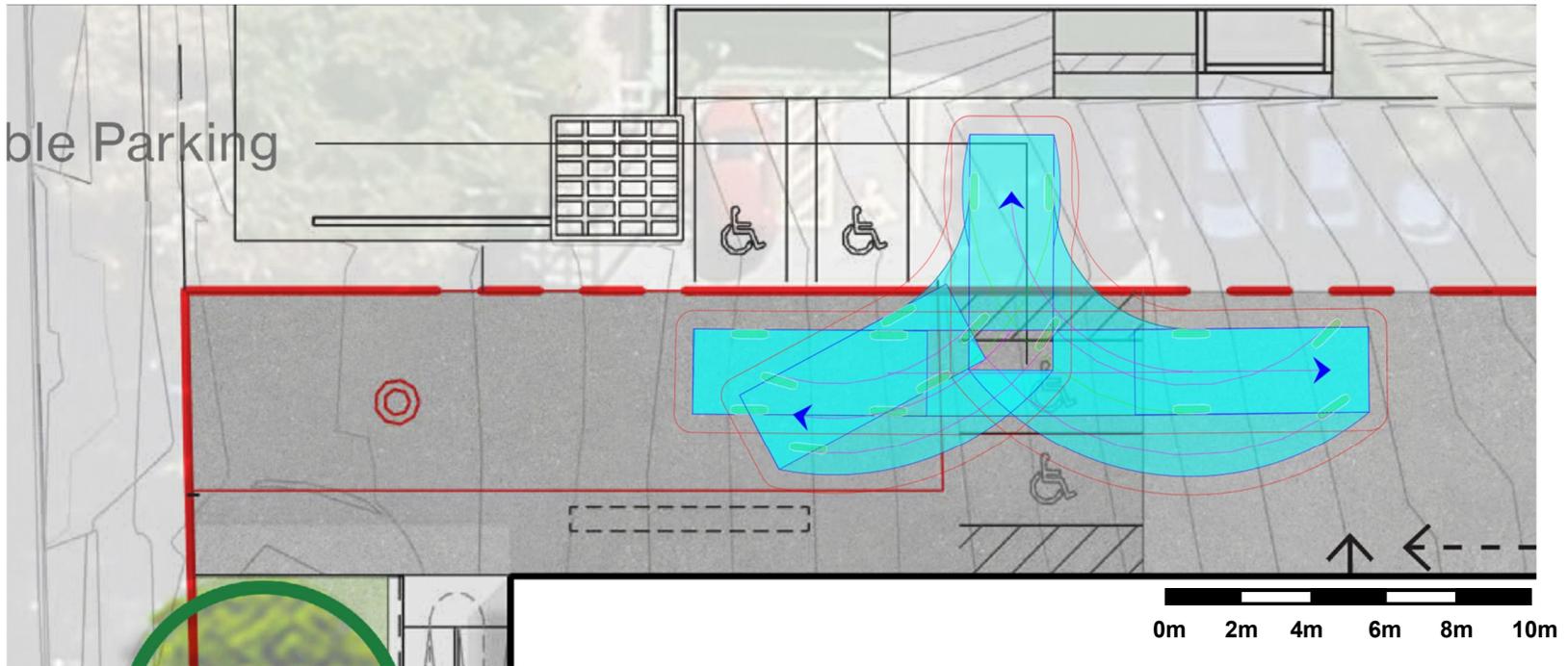


Figure 4: 6.4m Truck (AS2890.2) Reversing into Existing 'No Parking' Area

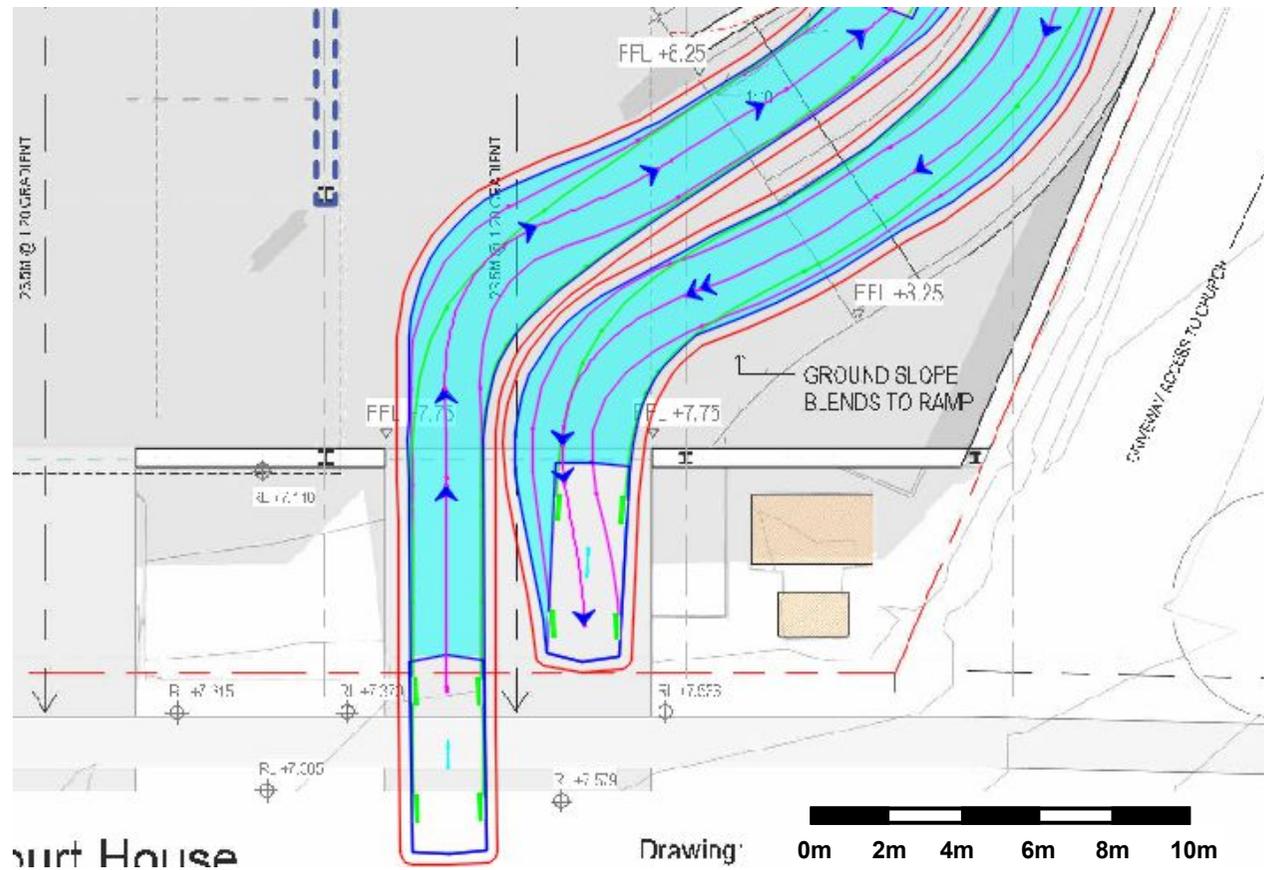
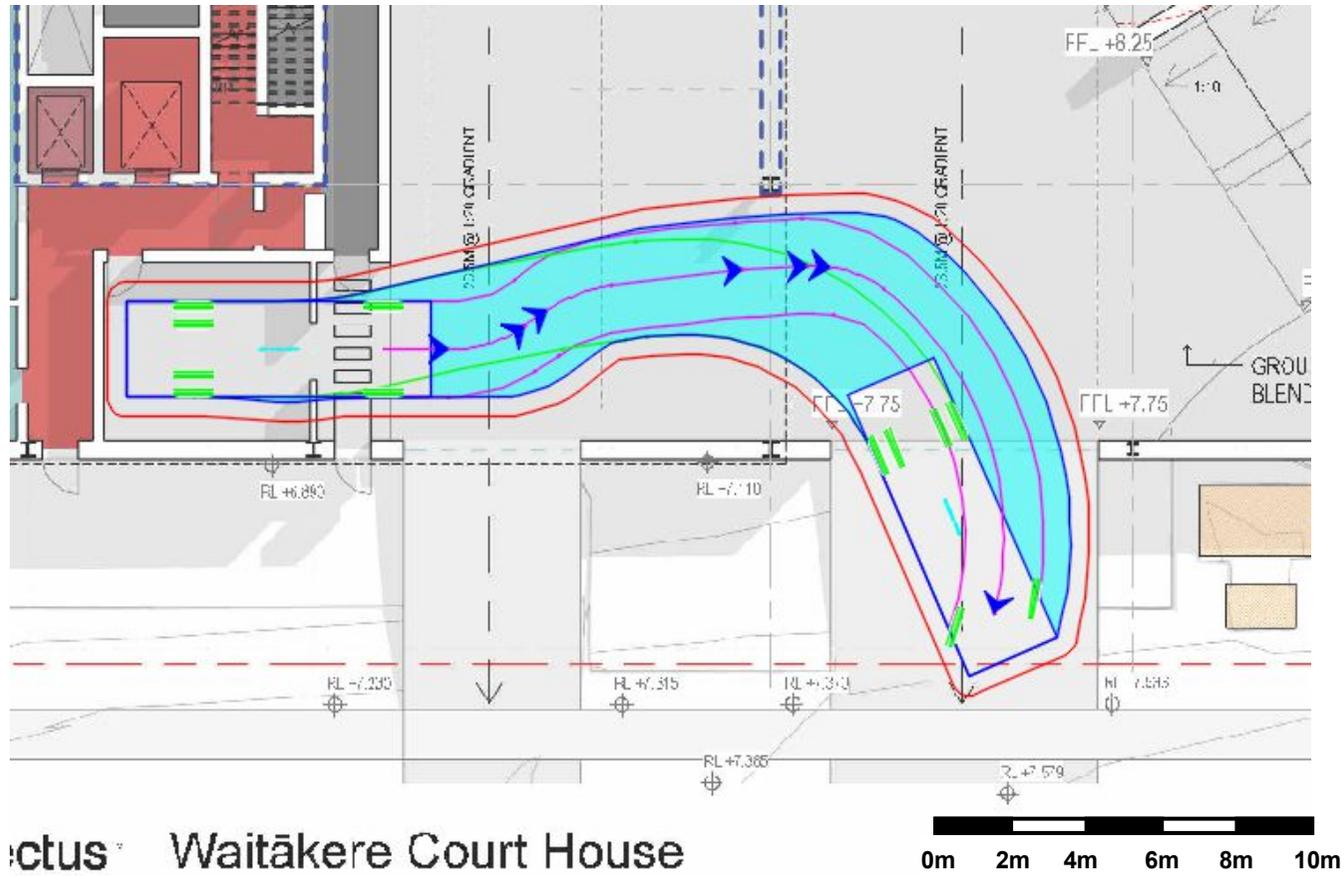


Figure 5: Two B99 Cars Passing at Southeastern Site Access



ectus Waitākere Court House

Figure 6: 8m Truck Exiting Southeastern Site Access