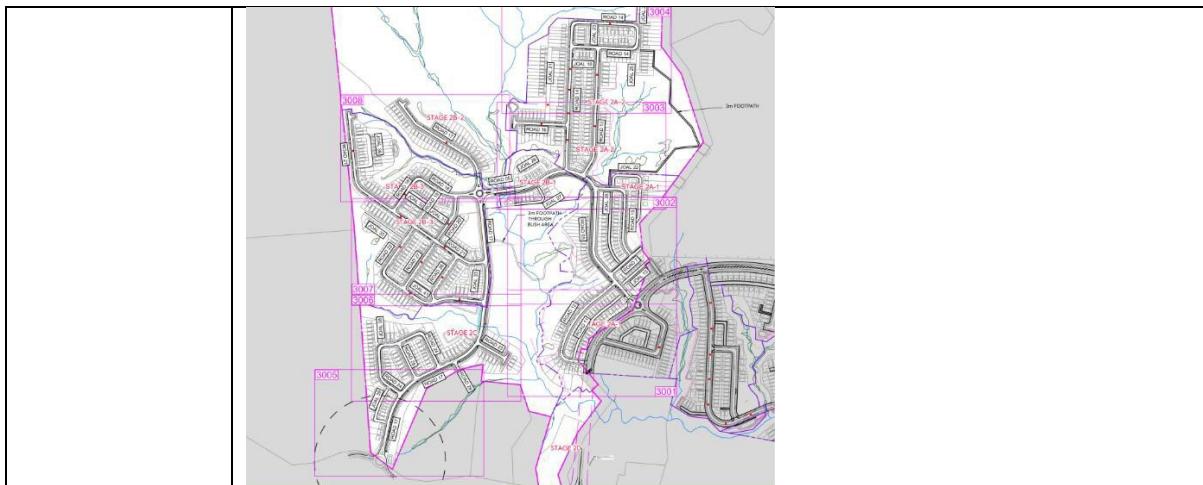




# Memorandum

To:	Principal Project Lead – Premium (AC) External Council Planner (DCS) Acting Development Planning Manager (AT)	
From:	Principal Planner – Strategic Development Partnerships (AT)	
Date:	20/11/2025	
Subject:	PRR00043360 - Delmore FT2 Application	
Has a meeting occurred:	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
When did the meeting occur:	Thursday 21 November 2025 1.00 – 2.30 pm, in-person at 138 Albert Street Council offices L14 R 8  [REDACTED]	
		Vineway Vineway B&A B&A Commute Don McKenzie Consulting McKenzie & Co McKenzie & Co Public Works Advisory
Site Address:	Wainui, Rodney Auckland	
AUP Zoning:	Zone <ul style="list-style-type: none"><li>Future Urban Zone</li></ul> <b>Designations:</b> <ul style="list-style-type: none"><li>NoR6</li></ul>	
Proposal:	<ul style="list-style-type: none"><li>The proposed development involves a master planned primarily residential development comprising arterial, collector, local roads, JOALS, and provision for active modes.</li></ul>	
Relevant Network Factors:	Future Arterial NoR6	
Proposed Site Layout:	<b>Stage 1</b>   <b>Stage 2</b>	

# Memorandum



## Introduction

Thank you for the opportunity to provide further commentary on the pre-application for the Delmore Proposal (proposal) located at Wainui. As part of AT's review for Auckland Council (AC), the following pre-application documents were received and reviewed:

- Commute Memo External Upgrades
- Roading plans and sections
- Paper road stopping information
- Staging Plan
- Wastewater filling station vehicle tracking

As part of AT's review of the pre-application documents, the following specialist teams provided commentary on the proposal:

- SGA – [REDACTED].
- Development Planning Consultants – [REDACTED],
- Transport Modes Design - [REDACTED]
- Property – [REDACTED]

## Initial Comments

As previously mentioned, in providing preliminary feedback of the available information, comments have been received from specialists including consultants. Their comments and feedback, which were raised during the pre-application meeting, have been outlined below. Delmore's initial comment to some of the issues discussed and likely further actions are in **blue** type. Please note due to time constraints not all matters were able to be discussed at the meeting. These matters have also been summarised below and the response that Delmore is to advise further.



# Memorandum

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## Proposed External Road Network

### 1. Wastewater private.

Pipes unable to be placed in road without an encroachment licence. Approval is not guaranteed and is generally given for 20 years.

Delmore confirmed that they are aware of the need for an encroachment licence to be sought.

Applicant response: As noted in the AEE, the applicant will apply for encroachment licenses for private infrastructure within the road reserve once resource consent is granted. This does not apply if the infrastructure is vested to Watercare.

### 2. NOR6 connection to Grand Drive

The NoR6 road connection between the Delmore site and the Grand Drive motorway interchange is still an outstanding issue. A legal mechanism is needed to show legal access and road drawings.

It was advised that this roading needs to be part of the application.

Applicant response: Refer to section 7.5.1 of the AEE on this matter.

### 3. NOR6 connection to Upper Orewa Road

The NOR6 road connection to Upper Orewa Rd is still an outstanding issue. ATs expectation is that the developer vests and builds the road to Upper Orewa Rd as discussed previously.

As with NoR6 this needs to be part of the application.

Applicant response: Refer to Section 7.5.2 of the AEE on this matter. It is noted that the applicant met with Auckland Council's Urban Development Office (ADUO) in December 2025, following receipt of these comments, with the intention of preparing an infrastructure agreement between ADUO and the applicant. These conversations are ongoing.

### 4. Lack of Integration between Delmore and Ara Hills

AT suggestions for integration.

When the Ara Hills Precinct Plan is overlaid with the Delmore Fast Track #2 proposed road network it is apparent that there is a lack of integration between the two networks. Prior to lodging the formal fast track application both Delmore and Ara Hills should privately agree a road network that is integrated and agreement in principle is reached on the levels of the two roads being connected (acknowledging the limitations provided by topography in some locations may prevent future connections). The following changes should be considered by both applicants in Delmore and Ara Hills:

# Memorandum



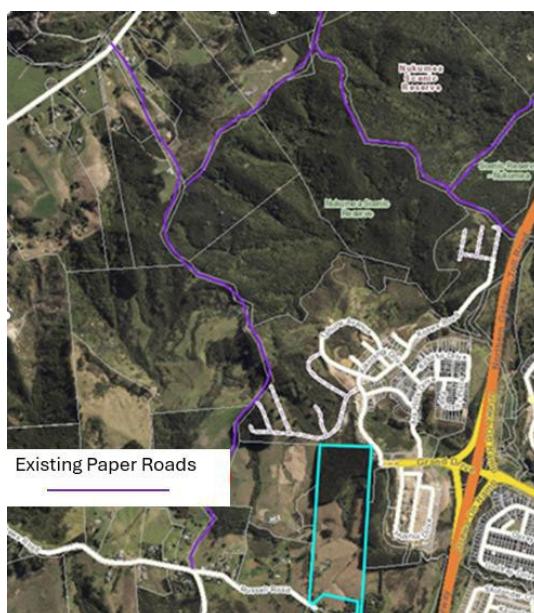
Delmore advised that they would look at what they could provide/achieve on their own and what could potentially be achieved with Ara Hills. This would include justification for the roading system and reasons why suggestions are unable to be done perhaps because of topography and alignment.

AT recommends that meetings be held with Ara Hills to enable integration of the two developments.

**Applicant response:** Refer to the memo titled “Appendix 9.1 – Auckland Transport Response Memo” which provides an assessment against each of these locations.

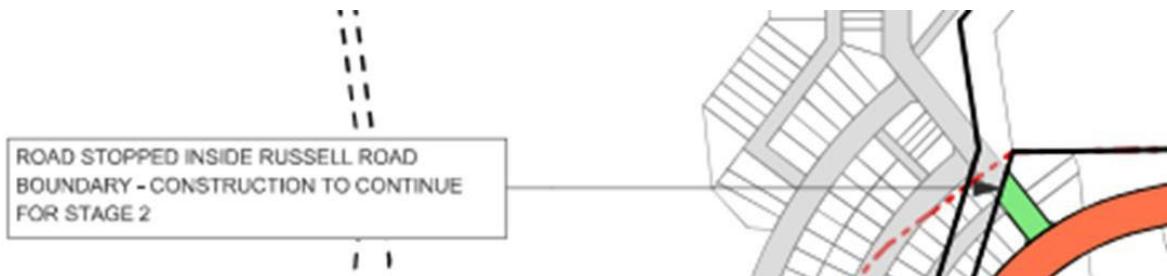
## 5. Paper Roads

The section of paper road (now shown in blue on new plan) are part of a large network of unformed legal road as shown in purple below. It is important that this network remains fully connected.



# Memorandum

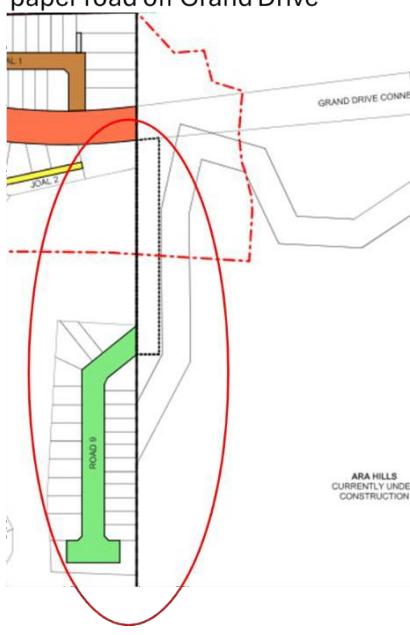
The plan provided at the pre-app meeting with AT Property Services on 17 December 2024 relating to an intended future closed road application showed a proposed local road connecting to the unformed road and onto the NOR 6 road, which would provide continuity of access to the unformed road network. It is not clear why the proposed network has changed to connect at road 7 and the original local road shown green below has now become a JOAL.



**Applicant response:** Refer to the memo titled "Appendix 9.1 – Auckland Transport Response Memo" which provides an assessment against each of these locations.

In addition, AT is concerned that the recently created paper road on the Delmore/Ara Hills boundary no longer has a direct connection through to Delmore as was previously proposed to AT. JOAL 40 was to be a public local road to connect with the existing paper road. As advised to the applicant at the pre-app meeting with AT Property Services on 17 December 2024, any proposed reconfiguration of the development site that impacts any sections of the unformed legal road on the site, will require the applicant applying for a road stopping.

Dec 2024 local road connecting to paper road off Grand Drive



Nov 2025 not connecting to recently created paper road



Delmore to provide additional information on the above points. AT would like Delmore to consider a walking link from JOAL 40 through to Grand Drive. Any such link would

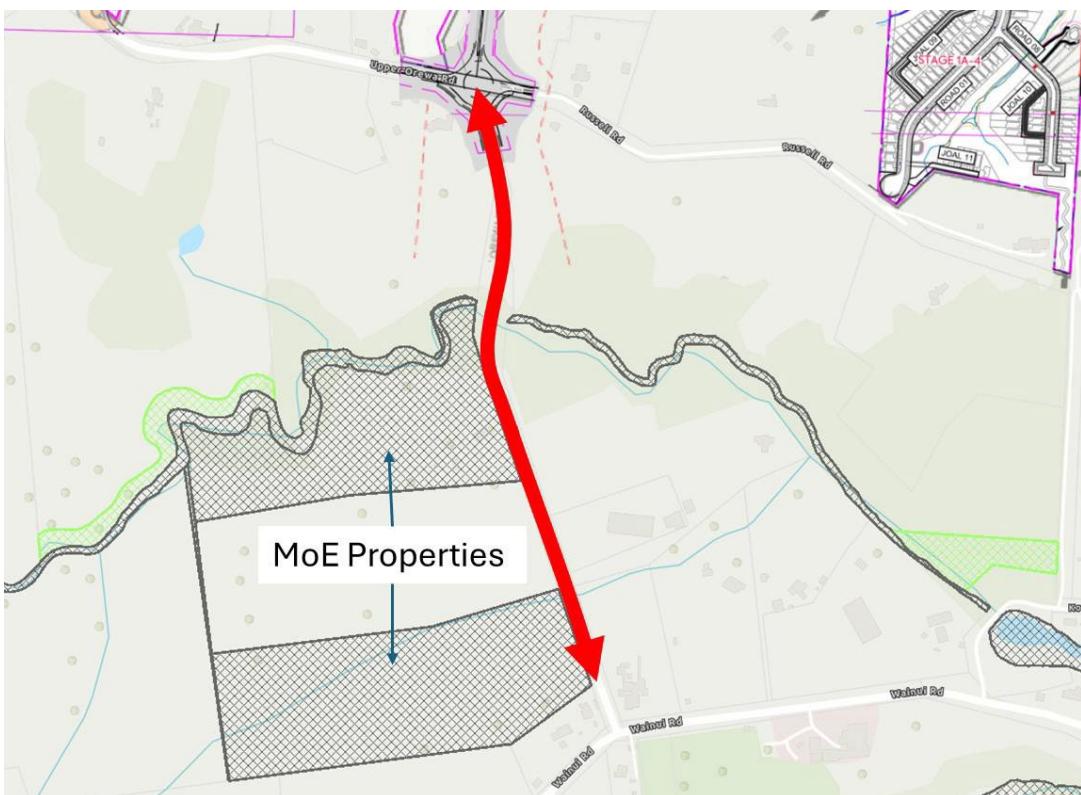
# Memorandum

not necessarily need to follow the location of the paper road on the adjoining ARA Hills site.

Applicant response: Pedestrian access within the JOAL is proposed, which would connect to the site's eastern boundary. The applicant does not propose to construct pathways outside of the site. The road identified by AT is unformed and located within an area of existing native vegetation which is protected via consent notice.

## 6. MoE school site active mode connections

The provision of infrastructure for active modes between the Delmore site and future school on Upper Orewa Rd is still an outstanding issue. This needs assessment of infrastructure requirements and draft triggers within conditions. To be built when school opened. Condition on landuse consent, and subdivision consent as an encumbrance.



Noted by Delmore, not agreed.

Applicant response: The sites identified above are not currently zoned and are not designated by MoE for a school. Therefore, there is uncertainty regarding when the school would be delivered. It would be impractical to include a condition of consent that a path be constructed when the school is opened, because there is uncertainty of timing and the applicant may have completed the development by that stage.

## 7. Shared use path bridge on SH1 Grand Drive Interchange

The resource consent for Stage 1, Stage 2 and Stage 3A of the Ara Hills development (BUN20441333), was granted by Auckland Council in August 2017. The applicant was



# Memorandum

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conditioned to construct a shared path from the Ara Hills development across SH1 via the Grand Drive overbridge to the Arran Drive / Grand Drive intersection. The applicant was issued s176(1)(b) and s178(2) approval from NZTA to construct the shared path within NZTA's designations and notices of requirement in September 2024. However, to date the bridge has not been constructed. There remain no active mode connections between Ara Hills and the wider transport network and a limited number of transport options for those who do not or cannot drive, due to the lack of active mode access to the public transport network. A condition of consent is needed that prior to the occupation of any new dwelling in stage 1 the shared path bridge must be operational.

[Delmore to provide additional information.](#)

**Applicant response:** AVJ has a condition on their resource consent that the overbridge is constructed. We understand this is imminent, given that AVJ were issued s176(1)(b) and s178(2) approval from NZTA to construct the shared path in 2024.

The applicant considers that this is a matter that should be discussed with AT and AVJ (given it is a condition of their resource consent). We understand both AT and NZTA have made a submission on this matter with respect to the Ara Hills plan change.

We understand that a commercial hub is also proposed within the Ara Hills development, and a resource consent for this is currently being processed by Auckland Council. This will provide additional amenities within walking distance of the Delmore site on the western side of the motorway.

## 8. Lack of Resilience for Stage 1

Assuming that stage 1 is able to get access to Grand Drive Interchange, this lack of alternative access for stage 1 creates potential resilience issues and a vulnerability in the network in the event that the interchange is subject to closure or heavy congestion. It would be helpful to include an assessment of operations and resilience under incident scenarios, factoring in cumulative traffic from other recent and approved developments in Ara Hills.

Stage 1 will have access to Russell Rd (via intersection with Road 1) which provides emergency resilience, but it is unclear how this access is proposed to operate. Please confirm how the access to Russell Rd will be managed for both stages including during events when Grand Drive Interchange is closed.

[Delmore advised that for emergencies there could be access via Road 1.](#)

**Applicant response:** Access to Russell Road is provided via Road 1 and is proposed to be controlled by an automatic lifting arm installed to restrict general traffic associated with the temporary wastewater off-take.

In the event of an incident, closure, or significant congestion at the Grand Drive Interchange, this access can be converted to an alternative route for Stage 1 traffic. The lifting arm is capable of being operated remotely or via an emergency override, allowing controlled access to Russell Road when required.

[The use of this access during incident scenarios would be managed in coordination with](#)



# Memorandum

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emergency services and the road controlling authority, with appropriate traffic management measures implemented to ensure safety and maintain network function.

This access arrangement would apply until the secondary access is opened at Upper Orewa Road.

## 9. Grand Drive Interchange 750 dwelling threshold

Section 4 of the Commute letter addresses the potential effects of additional trip generation from Delmore on the Grand Drive motorway interchange referring to a 750-dwelling threshold. It is ATs understanding that this includes the consented 575 dwellings in Ara Hills, but does not take account of the 950 dwellings in Ara Hills which PC119 anticipates suggesting that the 750 dwelling threshold should be reduced to 375 dwellings.

[Delmore to provide additional information](#)

**Applicant response:** The ITA has considered the Ara Hills Plan Change as part of the traffic modelling that has been undertaken. Because Ara Hills is at the preliminary stage of the plan change process and does not currently have consent to increase the total number of dwellings beyond 575, the following condition is proposed:

*Prior to the occupation of more than 1,325 dwellings across the Delmore site and Ara Hills sites, the intersection of Road 17 and Upper Orewa Road must be constructed as a single-lane roundabout and designed to achieve sight distances in accordance with Austroads Guide to Road Design Part 4B: Roundabouts Park 4B for 60km/h operating speeds.*

The threshold of 1,325 dwellings is the point at which modelling predicts declining levels of service on some interchange approaches during the AM peak, signaling the need for additional network mitigation. Further detail is provided in the ITA (Appendix 24 to the AEE), as well as Section 11.8.1 of the AEE. This approach reflects the actual trigger point of the Grand Drive Interchange, as it does not matter from a traffic perspective whether the dwellings are within Ara Hills or Delmore.

It is anticipated that the same requirements would be imposed on Ara Hills through their plan change process.

## 10. Potential Changes to Grand Drive Interchange

A monitoring condition on the Grand Drive interchange is supported in principle. However, the proposed wording of the mitigation condition puts decision making with the independent engineer rather than Council and NZTA (the requiring authority). Feedback should be sought from NZTA as the requiring authority on any works to this interchange. The condition should therefore be extended to ensure that information supplied includes a summary of consultation/discussions undertaken with NZTA as the designating authority.

This relates to a condition imposing a trigger on a slip lane in the future. Delmore to look at the condition to add additional text to ensure discussions with NZTA are documented and forwarded to AT.



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Delmore further advised that the proposed upgrades to Upper Orewa and Wainui Road are intended to take pressure away from the Grand Drive interchange. A sensitivity analysis needed to be undertaken regarding the extent of interchange use. Any upgrade works would need to be undertaken before there is an issue but after some level of development has occurred.

**Applicant response:** The following condition is proposed and has been amended to ensure consultation is undertaken with NZTA.

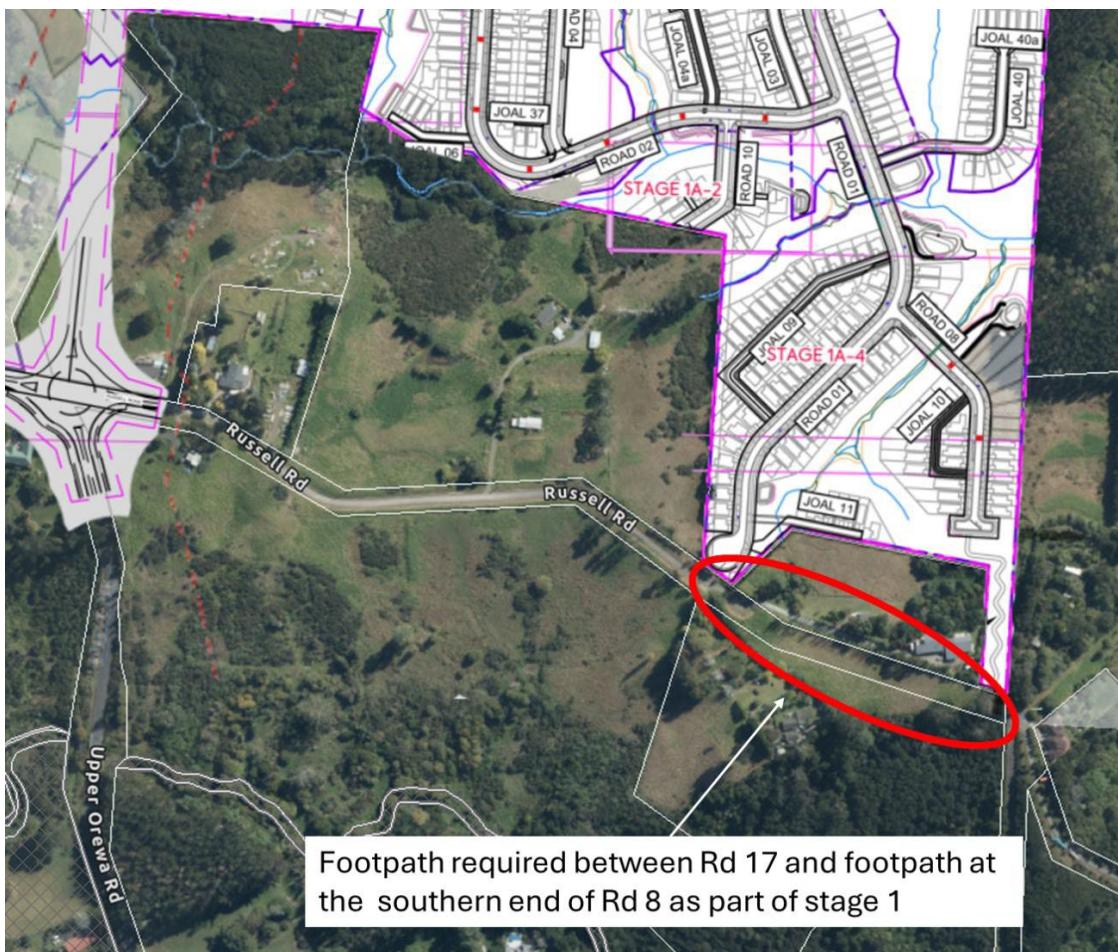
Once development reaches 1,425 dwellings, and prior to the occupation of more than 1,450 dwellings within the Delmore and Ara Hills sites, the consent holder must:

- (a) Provide a written report to Council, prepared by a suitably qualified traffic engineer, setting out the following:
  - i. Results of a survey outlining the level of traffic generated from the Delmore site using the Grand Drive interchange.
  - ii. Results of a survey outlining the level of traffic generated from the Delmore site using the Upper Orewa access (from Road 17).
  - iii. Survey and assessment of performance of the Grand Drive / SH1 interchange. This is to determine if the Level of Service (LOS) has reached "E" for any approach.
  - iv. If the performance level in Condition X(a)(iii) is reached at the time of monitoring, an assessment of traffic effects must be provided, setting out the mitigation options, including physical changes at the Grand Drive interchange, travel and traffic demand management options. The mitigation options must be prepared in consultation with NZTA.
- (b) Construct the mitigation options as outlined in Condition X(a)(iv), if recommended by the written report.

## 11. Path along Upper Orewa Road and Russell Road – This was also covered in the Commute Report

AT is supportive of the proposed active mode path along Upper Orewa Rd and Russell Road. However, the path will need to extend along the Russell Rd Paper Road to the eastern boundary connecting to the footpath at the southern end of Rd 8. This section of footpath should be constructed as part of stage 1 rather than prior to the opening of the Rd 17/Upper Orewa Rd roundabout.

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Delmore proposes a condition and is to look at extending the interim active mode path to the path on Road 8 as part of stage 1. This area is circled in red in the above snip. The design of this interim path and the need for any lighting is to be looked at and outlined in the ITA.

Applicant response: Noted. A condition of consent is proposed to reflect this.

## 12. Widening of Shoulders on Upper Orewa Road – This was also covered in the Commute Report

AT is supportive of the proposal to widen the shoulders on Upper Orewa Road between Road 17 and Wainui Road to 1m wide each side.

[REDACTED] advised his support for the suggested 1m widening of each side of the road along the site frontage and extending through to Wainui Road.

Applicant response: Noted. A condition of consent is proposed to reflect this.

# Memorandum

## 13. Upper Orewa Rd / Wainui Rd Intersection.

A right turn bay at the Wainui Road / Upper Orewa Road intersection is proposed. While this is less safe than a roundabout sought by AT, it addresses many but not all of the potential safety and operational issues at this intersection.

Unlike the roundabout the right turn bay does not slow eastbound through traffic on Wainui Road and there is still potential for a side impact crash at this intersection at a speed where the crash is likely to result in death or serious injury. Please assess the side impact crash potential at this intersection.

The drawings submitted confirm that the relocating or undergrounding of the power poles near the intersection is required. Please confirm this is proposed.



Delmore confirmed that upgrades involve a right turn bay. Delmore did also consider a roundabout but considered the proposed upgrades appropriate to mitigate the effects of development. The upgrades include road widening for additional lanes at the intersection.

In response AT maintained the need for a roundabout. Due to safe system needs and survival impact speeds. There is also a need to the power poles (applicant agreed). AT advised that proportionality arguments need to be put forward by the applicant as there is a potential safety issue with this intersection. Traffic volumes and cyclist safety need further consideration. More detail is needed in the ITA.

AT further advises that the finalised design will need to be integrated with the intended final form of the intersection to minimise future rework where possible.

**Applicant response:** Refer to Section 8.3 of the ITA and conditions of consent included at Appendix 44.



# Memorandum

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## 14. Widening of Shoulders on Wainui Rd - This was also covered in the Commute Report

While widths vary and are as low as 0.4m in many places (AT's TDM standard is for a minimum of 1.0m sealed shoulders in this situation) the assessment provided does not give a good reason why these should not be widened. Please explain why 0.4m is acceptable given that the proposal would result in a significant increase in traffic over and above the existing.

At advised that any upgrades to the shoulder need to pass the safety audit and should enable integration with the NoR. It doesn't appear that the current indicative proposal precludes the NoR so likely to be ok in principle.

It was advised that there is no need for widening where it is 0.8 or 0.9 along Wainui Road.

Delmore agreed with the above.

**Applicant response:** Noted. Further assessment is included in Section 8.2 of the ITA.

## 15. Section

Section 4 of the Commute letter addresses the potential effects of additional trip generation from Delmore on the Grand Drive motorway interchange. They refer to a 750-dwelling threshold. This includes the consented 575 dwellings in Ara Hills but does not take account of the 950 dwellings in Ara Hills which PC119 anticipates. Potentially the 750-dwelling threshold should be reduced to 375 dwellings.

Delmore to review this and provide additional analysis.

**Applicant response:** Refer to the responses on items 9 and 10 above.

## 16. Sight Lines at Russell Rd / Upper Orewa Rd Intersection

Driver sight lines at the Russell Road / Upper Orewa Rd intersection are not supported. The vehicle turning right into Russell Road in Figure 7 of the Commute report is positioned in a location where the driver would need to make a 135-degree right hand turn to access Russell Road. This is not a realistic depiction of where a driver would actually stop when making this turn.

**This was discussed and is to be covered in the ITA.** Some vegetation can be trimmed to improve sight lines for right turning vehicles into Russell Road.

**Applicant response:** Refer to Section 8.4 of the ITA.

## Proposed Internal Road Network

## 17. NOR6

The back berm on the NoR6 road is shown as being only 0.5m wide on Drawing

# Memorandum

37525-1-3600-Rev F. AT TDM minimum width for back berms is 1.0m. Also note that the proposed road layout drawings (3000 roading plans) do not show the cycle lane.

Delmore confirmed the 2m cycle lanes on NoR6. To advise on the back berm widths.

**Applicant response:** The cross section of NoR6 has been rearranged to combine the cycle lane to the north side of NoR6. This enables back berms of 1m to be included on both sides of the road. Updated cross sections showing 1m back berm, are on plan 3600 Rev H. Cycle lanes are highlighted in green on 3725-1-3000 Rev G.

## 18. Collector Road - Road 1

All collector roads should be a minimum of 22m (rather than 17m proposed for Road 1) noting that this road will require indented parking bays along its length so that the carriageway is kept clear for vehicles. In addition, separate cycling facilities will be required on Collector Road 1 given that when the FUZ land to the south of Delmore is eventually developed Road 1 it will open to general vehicles and become the main route between that land and the Grand Drive motorway interchange and at that time the traffic volumes will require separate bicycle facilities. Safe cycling infrastructure is required where cycling with traffic standards is not met (<30km/h, <300 vph).

It is assumed that access to Road 1 via Russell Rd will be restricted to interim Wastewater Trucks and emergency vehicles in stage 1 and 2 noting once full vehicle access is enabled to Russell Rd, Russell Rd will need to be urbanised given it is currently a rural gravel rd.

Note: the current turning head appears to not work for wastewater truck turning. Please provide information on the intended route of these trucks.





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AT maintains that this road, Road 1, should be built to collector standard. A 17m road provides low amenity and justification for 17m is needed on a road that should be designed to accommodate buses with walking and cycling on both sides.

Delmore have provided for active modes via a shared path on one side of this road. Will consider widening Road 1. In terms of the truck tracking there are additional drawings which show the truck turning. The drawing above shows the tracking when a waste collection vehicle is stationary.

The truck can in fact turn around.

**Applicant response:** Section 7.2 of the ITA discusses the width of Road 1 and the justification of the 17m road reserve. Regarding the tracking at the cul-de-sac head of Road 1, this is discussed in section 13.5 of the ITA. The revised tracking in the ITA shows the wastewater truck stopped in the cul-de-sac head and a 10.3m truck undertaking a U-turn. Note the previous diagram showed a 13.5m bus undertaking a U-turn, which from discussions is not required (ie the bus will only use Road 1 when Road 1 links to Russell Road).

## 19. Collector Road – Road 5 and 17

Collector Roads 5 and 17 have a two-directional off-road cycleway along one side only. This type of layout is most appropriate where one side of the road has a lot less vehicle crossings and intersections than the other, and is generally the case with these roads, except for Road 5 where there is a short section where dwellings on the west side have their vehicle crossings across the cycle path. This can be a safety issue as drivers reversing out of lots may not check in both directions on the two-directional off-road cycleway for approaching cyclists.

The side road intersections between Road 5 and Roads 13, 14, and 15 appear to be very closely spaced. This can result in increased crash risk where drivers turning in and out of one intersection conflict with turning drivers at adjacent intersections. The same issue appears on Road 17 at the Road 24 and 25 intersections.

Delmore to review and advise further.

**Applicant response:** Road 5 / 17 does have a two-directional off-road cycleway along one side. This is discussed in Section 7.3 of the ITA. There are 9 crossings on Road 5 across the cycleway which is considered minimal for a collector road of some 1.3km in length (one every 140m). These crossings also have conditions on visibility splays ensuring appropriate visibility is maintained.

The intersection spacing between Road 13, 14 and 15 (on Road 50) is around 40m and are all on the same side of Road 5 which exceeds the TDM requirement of 15m.



# Memorandum

## 20. Long Sections

- The Road 1 long-section shows vertical crest curves on Road 1 with K-values of 7 and 2.5 near the NoR6 and Russel Rd ends of the road respectively. Austroads Guide to Road Design Part 4A Table 3.1 indicates a minimum K-value of 13.8 for a 50km/h design speed to achieve approach sight distance (ASD). This impacts the ability of drivers to see that they are approaching an intersection and see the layout in time to stop safely. Ref Drawing 3725-1-3100-Rev F.
- Drawing 3725-2AB-3100-Rev F shows a crest curve with a K value of 3.5 and a sag curve with a K value of 0.97 on the Road 5 long-section. This is well below both Austroads and TDM minimum for vertical curves.
- Drawing 3725-2AB-3100-Rev F shows crest curves with a K value of 4 and 5 on the Road 5 long-section. This is well below both Austroads and TDM minimum for vertical curves. This drawing also shows a change in gradient without a vertical curve near chainage 30.
- The drawings should be updated to show side road intersection locations on the long-sections and chainages on the plan view drawings. I want to be able to check that the new intersections are not in a place where a crest curve will restrict driver sight lines and cause a road safety problem.
- There is a section of Road 17 on the long-section on Drawing 3725-2AB-3100-Rev F between chainage 180 and 400 with a gradient of 12.5%. This long-section of very steep road will deter walking and cycling as travel modes and will require a departure from standards at EPA stage. Localised reductions of grade at those key points may reduce the problems and enable engineering approval.

Delmore to review and advise further.

- 1) **Applicant response:** Road 1 longsection has been updated to ensure intersection approach K values can accomodate 13.8. Refer to updated longsection 3100 revision G, within the roading drawings (Appendix 26).
- 2) Road 5 longsection crest and sag curves been updated to ensure vertical K values are as per Austroads chapter 3. Refer 3725-2AB-3100 Rev H.
- 3) Road 5 longsection crest and sag curves been updated to ensure vertical K values are as per Austroads chapter 3. Refer 3725-2AB-3100 Rev H.
- 4) Connecting road locations have been added to all longsections.
- 5) Road 17 longsection grades for the collector road section are maximum 7.3%. Refer to 3725-2CDE-3100 Rev K.



# Memorandum

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## 21. JOAL 13

It is not clear what is proposed at the NoR6 / JOAL 13 vehicle crossing. It appears to have been designed as an intersection rather than a standard vehicle crossing, and this is not appropriate. The NoR6 end of JOAL13 should become active modes only and all vehicle access to JOAL13 is from Road 5.

Delmore to review and advise further.

**Applicant response:** JOAL 13 is now shown on the latest Civil plans as a standard vehicle crossing following comments above. The crossing is required to enable rubbish trucks to access the JOAL with the driveway some 50m from the Road 5 / NoR roundabout.

## 22. Road 6

Road 6 / NoR6 Road south intersection should be left-in/left-out only to minimise right turn movements on NoR6.

Delmore to review and advise further.

**Applicant response:** The Civil plans still show this as a full movement intersection given compliance with sight distance and separation to roundabout. This can easily be altered to left in / left out at EPA stage.

## 23. JOAL 1

The eastern JOAL1 / NoR6 Road connection should also be closed off to vehicles and made active modes only. The north side of the roundabout should be used to provide a connection to Ara Hills and JOAL1 is connected to a local road instead of the NoR6 Road.

Delmore to review and advise further.

**Applicant response:** We understand the due to topography, a roading connection (local road) to Ara Hills in this location is challenging. Again, the eastern crossing is required to enable rubbish trucks to access the JOAL with the driveway some 40m from the Road 5 / NoR roundabout.

## 24. JOAL 3

JOAL 3 should connect to Road 1, not the NOR6 road. The location shown on the drawings is too close to the roundabout.

Delmore to review and advise further.

**Applicant response:** We agree. JOAL 3 does not connect to the NoR road (see revised civil plans which do not have a driveway in this location). Although there is no traffic connection, there is pedestrian connection available at this junction.



# Memorandum

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## 25. Bus Tracking required

The carriageways on the collector roads (Roads 1, 5, and 17) are shown as 3.5m wide. This is sufficient for a bus route on straight sections, but more space may be needed on horizontal curves to allow buses from opposite directions to pass each other. Vehicle tracking should be undertaken by the applicant for Road 5 in particular to confirm that no additional land needs to be vested to accommodate space for lane widening for bus tracking.

AT supports roundabouts as proposed at the collector-collector and collector-arterial road intersections. This is a significant improvement for safety at these intersections. AT would like confirmation that the following roundabouts are suitable for a bus to make a U-turn movement:

- NOR 6 / Road 1
- NOR 6 / Road 5
- Road 17 / Road 5.

Delmore to review and advise further.

**Applicant response:** Noted regarding support of roundabouts. Vehicle tracking (including bus) is included in the Appendix F of the ITA.

## 26. Vehicle Tracking Required

Please provide vehicle tracking drawings for all intersections and horizontal curves. Driver sight distance checks should be provided for all intersections and JOALS. The following locations appear to have potential problems (this is not intended to limit the number of locations which need to be checked):

- JOAL37/Road 4 south vehicle crossing.
- JOAL9/Road 1 south vehicle crossing.
- JOAL11/Road 1 vehicle crossing.
- JOAL27/Road 5 vehicle crossing.
- Road 22 / Road 26 intersection.

Delmore to review and advise further.

**Applicant response:** See Appendix E and F of the ITA for sight distance and tracking.

## 25. Comments on potential bus stop locations

In respect to bus stops for Stage 1, the following pairs should be investigated:

- On Grand Drive (NOR 6) as near as possible to the Road 1 roundabout. The westbound stop needs to be east of the roundabout so that buses can U-turn at the roundabout. The eastbound bus could be either side of the roundabout as one bus stop is sufficient until such time that Grand Drive is extended further westward.

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- On Grand Drive (NOR 6) as near as possible to the Road 2

In respect to bus stops for Stage 2, the following pairs should be investigated:

- On Road 5 between Road 7 and Grand Drive
- On Road 5 near Road 13 and Road 14
- Either near the roundabout on Road 17 or on Road 17 near Road 21.
- On Road 17 near Road 25.

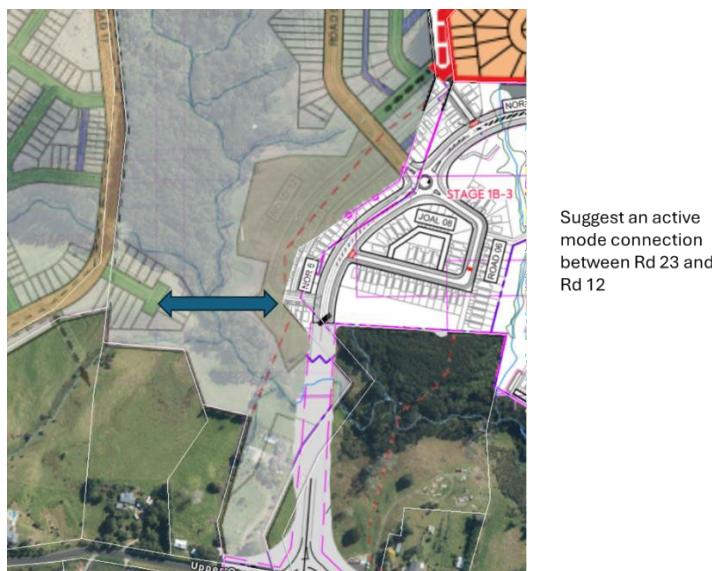
The bus stops need to have the space and foundations for having a bus shelter.

Delmore to review and advise further.

**Applicant response:** We consider the exact location of bus stops should be considered at EPA stage as the timing and route of the bus routes will be more known. We have no issues with the locations specified above.

## 26. Active Mode connecting stage 1 and 2.

Consider as part of stage 2 a new active mode connection to connect stage 1 and stage 2 areas as per below.



Delmore advised that they are open to providing this link, but Council ecology specialists are opposed. AT would like this to be reviewed by Delmore. The area is not a SEA and without the active mode link the development will become car centric with no links to NoR6 which is likely a bus route.

**Applicant response:** A pedestrian bridge has been added to this location. Refer to the masterplan in Appendix 9. Further detail is also provided within Appendix 9.1 – Ecological Setbacks Memo.



# **Memorandum**

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## **27. Acoustic Insulation**

Acoustic insulation is needed adjacent NoR6 to mitigate road traffic noise. A condition should be imposed ensuring that future developments and alterations to any existing buildings mitigate potential road traffic noise effects on activities sensitive to noise from the proposed arterial NoR6.

Delmore to review and advise further.

**Applicant response:** All houses will be constructed in accordance with the Building Act provisions that apply.

## **Transport Design Manual**

The [Transport Design Manual \(TDM\)](#) sets out the engineering design requirements for works within the transport corridor. Please note, any future works within an AT transport corridor, or land to vest with AT will need to be designed to comply with the TDM. Design which cannot be executed in accordance with the TDM will require a Departure from Standards which is at the discretion of AT to approve.

## **Information Required at Resource Consent Stage**

The above matters outlined within the Initial Matters section above, and those matters outlined in the Transport Memo relating to the preliminary Pre-Application meeting held on 28 October



# Memorandum

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2025, need to be addressed within the resource consent application drawings, transport impact assessment and supporting documentation.

## **Other Approvals Required**

- **Road stopping application. All the information on road stopping and how to make an application is on our website at this link: <https://at.govt.nz/about-us/working-on-the-road/road-processes-for-property-owners/changing-the-legal-status-of-a-road>**
- Section 176 or 178 of the Resource Management Act (1991)

The applicant is advised that written approval from Auckland Transport pursuant to Section 176 (or Section 178) of the Resource Management Act 1991 will be required prior to any work commencing within the designation (or Notice of Requirement) area. The attached deposit slip and application for written consent can be found at: <https://at.govt.nz/about-us/working-on-the-road/road-processes-for-property-owners/consent-for-works-in-an-at-designation/> and sent to [AucklandTransportPlanningTeam@at.govt.nz](mailto:AucklandTransportPlanningTeam@at.govt.nz)

The relevant information for submitting your s176 (or s178) application is contained in this link: <https://at.govt.nz/about-us/working-on-the-road/road-processes-for-property-owners/consent-for-works-in-an-at-designation/>

Please note that no works associated within this development located within NoR6 can be commenced without AT's written approval pursuant to s176 (or 178). Matters considered as part of AT's s176 (or s178) written consent process is different from that of a resource consent.

## **Recommendations/Advice**

A further pre-application meeting should be held to discuss transport matters and stormwater ahead of lodging the Resource Consent.

A separate Stormwater meeting has been scheduled for Thursday 27 November with the transport matters to be discussed in a further meeting likely to be scheduled for the second week of December.

An application for road stopping should be lodged and approved prior to resource consent lodgement.

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### *Important note to Auckland Council:*

*The views expressed by AT specialists within a preapplication are the preliminary views, made in good faith, on the applicant's proposal. Not all specialists may have reviewed this proposal, nor has any specialist conducted a precise review for design and standards compliance. We reserve the right to change and/or add to our comments in the future. The views stated in this document are to be taken as high level and used for guidance only.*