Melanie Foote | Town Planning Group

From: Helen Dempster
Sent: Monday, 6 July 2026 9:46 am
To: Melanie Foote | Town Planning Group
Cc: Parkburn TPG [3259-24]; Anita Collie | Town Planning Group
Subject: FW: Parkburn FTA: draft traffic report and draft conditions
Attachments: 15090 parkburn TA draft 2.pdf; 3259-24_Parkburn_Proposed subdivision conditions_D3_18.6.26.docx; SH Intersections Plan April 2026.pdf

Hi Melanie,
Thanks for allowing us the opportunity to see the draft TA and updated SH intersection plan and provide feedback on the proposed conditions.

I note that proposed Condition 4 indicates that Stages 1a, 1b and 2 shall be developed first, in that order. The Staging Plan provided in the Referral application showed that Stage 1a would include the new southern-most intersection onto SH6 ('Road 1'). Assuming that remains your intention, as Stage 1a will include construction of the southern roundabout onto SH6, and the draft TA indicates that that roundabout would be able to accommodate all of the traffic movements from the full Parkburn development, we are accepting of the wording of Condition 4.

In regard to proposed condition 9, as the condition only relates to the creation of the link through to Pisa Moorings, and not all transportation infrastructure, that the heading for this rule is refined accordingly. This condition talks about a 'direct link' to Pisa Moorings being 'created'. I suggest it would make the intention of this condition clearer, if it instead stated that a 'road connection and footpaths' was 'constructed'. In respect to the 710 lot-trigger for construction of the link, we support that number of lots being the trigger.

In respect to Condition 13(p) to (s), which manages the construction of the new southern intersection onto SH6, we note that the wording you have used duplicates that which we suggested to you and as such, we are happy with that condition wording, noting that each of 13(p) to (s) has to be complied with before the Council can issue Section 224C certification. We note that (q) reiterates the need for this intersection to be constructed as part of Stage 1a, which we support.

In respect to 13 (t) to (w), which manages the upgrade of the existing northern intersection, we note that the wording in (t), (u) and (v) duplicates the wording we suggested to you and, as such, we are happy with that wording, except that I think the text in (u) should be proceeded by "The Consent Holder shall submit to CODC…", like you have done for equivalent condition (r), so that its explicitly clear that NZTA's written confirmation has to be submitted to CODC prior to s224C being issued. In regards to 13 (w), we agree that it is appropriate for this intersection upgrade to be delivered prior to Section 224C being issued for the 500th lot.

In regard to condition 13(x) to (z), which manage the upgrade to the existing SH6/8B intersection, we note that the wording essentially duplicates the wording we suggested to you and, as such, we are happy with that wording, except that I think the text in (y) should be proceeded by "The Consent Holder shall submit to CODC…", like you have done for equivalent condition (r), so that its explicitly clear that NZTA's written confirmation has to be submitted to CODC prior to s224C being issued. We note that both (x) and (z) refer to an 875-lot trigger for this upgrade; we are accepting of this trigger point.

We are happy with the wording of Condition 13(aa), which formalises the construction of a Grade 1 shared path connection from the site to the existing Lake Dunstan Cycle Trail. I'd suggest that the text of this condition is amended to make it clear exactly when the construction of this connection must be completed, as the initial

sentence of Condition 13 just states “Prior to certification pursuant to section 224(c) of the Resource Management Act 1991, the subdivider must complete the following and submit to CODC:” without identifying any particular stage. It is NZTA’s preference that this connection is formed prior to the occupation of any residential lots (so at Stage 1a), to avoid any residents using the highway road corridor for pedestrian or cycling access to Pisa Moorings or other settlements.

Lastly, NZTA also has an interest in Condition 16(h), which seeks to manage reverse sensitivity noise effects arising from the normal operation of SH6 on noise sensitive activities established within Parkburn. We note that the wording of Condition 16(h)(i) essentially duplicates that of what we previously suggested to you, except that the 100m distance (area) we identified has been reduced to only 80m. Its not clear to me why that change has been made. Does your client have modelling or another rationale to explain why a lesser distance has been included there?

Once again, thank you for the opportunity to provide feedback on these draft conditions. Please do not hesitate to get in contact if you’d like to discuss matters raised in this email.

Kind regards
Helen

Helen Dempster / Principal Planner
Environmental Planning - Poutiaki Taiao
System Design - Te Toki Tārai

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From: Melanie Foote | Town Planning Group [redacted]
Sent: Friday, 19 June 2026 3:19 pm
To: Helen Dempster [redacted]
Cc: Parkburn TPG [3259-24] [redacted]; Anita Collie | Town Planning Group [redacted]
Subject: Parkburn FTA: draft traffic report and draft conditions

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Hi Helen

We are progressing well with the substantive application.

Attached are the draft traffic report and the latest plans showing the two roundabouts.

Also attached are the draft conditions for your review please. Condition numbers 9 and 13 contain the relevant transport conditions.

Please come back to me if you would like to discuss any matters.

Realistically we are looking to lodge the substantive application towards the end of July.

Regards

Melanie

Melanie Foote | Principal Planner
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Please note my working hours are Monday - Friday 8am - 3pm.

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