

10 June 2024

Sarah Haydock  
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**AUCKLAND 1142**

Dear Sarah

## **WAITOMOKIA ESTATE PLAN CHANGE – TRANSPORT CLAUSE 23 RESPONSES**

Flow Transportation Specialists Limited (Flow) has prepared this letter responding to outstanding further information requests received from Auckland Council (Council) on the proposed Waitomokia Estate Plan Change in Mangere, Auckland (the Site).

The outstanding requests relate to

- ♦ 7(b)(i) Transport – Proposed Road Access (now referred to 8(b)(i) in the tracking table)

We note that the application is for a plan change and not a land use resource consent or an engineering plan approval process, where matters such as lane widths and design elements will be confirmed. It is also worth highlighting the uncertainty at this time as to whether the road will be a public road or private road.

We have liaised with the Council Planner on the further requests received and while in disagreement with the specificity of certain requests, in the context of a plan change, have provided further clarification to assist Council to assist with addressing the outstanding matters.

### **Responses to transport related Section 92 RFI**

#### ***Council's request item 7 (b)(i) - Proposed road access (further request)***

*Upon reviewing the applicant's reply, further information request 9(b)(i) is still considered to be outstanding as the response provided does not contain sufficient information to verify that the future form of the new access road, including its intersection with Montgomerie Road, will be fit for fulfilling its required functions and effectively integrating with the wider transport network.*

*In support of the above determination, while the response and accompanying concept design for the new intersection layout design confirm that sufficient vehicle intervisibility can be achieved to comply with the requirements of Austroads Guide Part 4A, further information is still needed in relation to the form of the new access road serving the proposed precinct.*

*The concept design infers a road lane width of 3.5 metres for the new access, which exceeds the maximum width of 3.0 metres for a local road, as recommended in Auckland Transport’s Code of Practice (ATCOP) but falls below the maximum width of 4.0 metres recommended for a Collector Road. The latter parameter is recommended for a collector road that is extensively used for freight movement and / or bus movements (for comparison, Pavilion Drive, whilst only recognised as a local road in council’s hierarchy, has a typical width of around 12 metres, to cater for two-way traffic movement and parking in both directions, including a high proportion of heavy trucks).*

*It is therefore considered that further clarity is needed in relation to the function and form of the new access road serving the proposed precinct, including clarity over whether future form is intended to be commensurate with that of a collector road or a local road and alignment with appropriate ATCOP layout and geometric requirements. This should include an assessment to determine whether additional width is appropriate to cater for freight movements and freight parking, taking into account any proposed accommodation of on-street parking for cars and/or freight vehicles, as is presently the case along Pavilion Drive.*

*Furthermore, for the reasons outlined above, Auckland Transport have requested confirmation of the following details, which relate to the proposed internal access road within the Precinct and its connections to the adjoining road network:*

- *confirmation of the expected speed limit for new internal road. In the event that the speed limit is to be below the default urban speed limit of 50km/hr (e.g. 30 – 40 km/hr), it would be beneficial for this road to have walking and cycling facilities and parking for staff, to encourage a safer low speed environment;*
- *the extent to which the proposed Precinct provisions can be amended to:*
  - *include upgrading of the footpath and crossing on Montgomerie Road or providing footpaths along the internal access road; and*
  - *further limit access to Orurarangi Road by extending the Vehicle Access Restriction (VAR) which applies along Orurarangi Road within sub-precinct B to the section in sub-precinct D as well.*

### **Flow’s response**

There are several matters raised in the Council request. We have addressed each in turn.

### **Responses to Auckland Council matters**

As highlighted in the opening to this response, the design of the road has not yet been completed, as this is a plan change. The drawings included in Appendix C of the initial Clause 23 response (Flow letter dated 9 February 2024) were presented, as this work was initiated by Goodman in order to confirm the location of a safe intersection, such that the intersection location could be placed into the masterplanning of the Site.

As per the Precinct Plan, the internal road proposes a turning head internal to the Precinct, with no new road connection proposed onto Oruarangi Road. Being a cul-de-sac design, the road will only serve the immediate catchment, being that of the Precinct. As such, it will be a local road, with access to land use activities.

The form of the road will provide for active users, by way of footpaths. These are not included in the concepts shown in Appendix C of the initial RFI response, as the purpose of the drawings focussed on the intersection location and footprint, not the form of the new proposed road. In relation to provision of on street parking, this may or may not be provided for, and will be subject to further design. The indicative horizontal curves and need for access will likely limit on-street parking provision in order to maintain acceptable sight distance for vehicles travelling along the road and about vehicle access locations.

With regard to the intersection, the drawings provided in the initial response clearly indicate the intersection being able to cater for large semi-trailer trucks, with supporting traffic modelling showing sufficient capacity being available. Again, further detail will be completed to support the design put forward at Engineering Plan Approval. No clarification on ATCOP standards are required at this time.

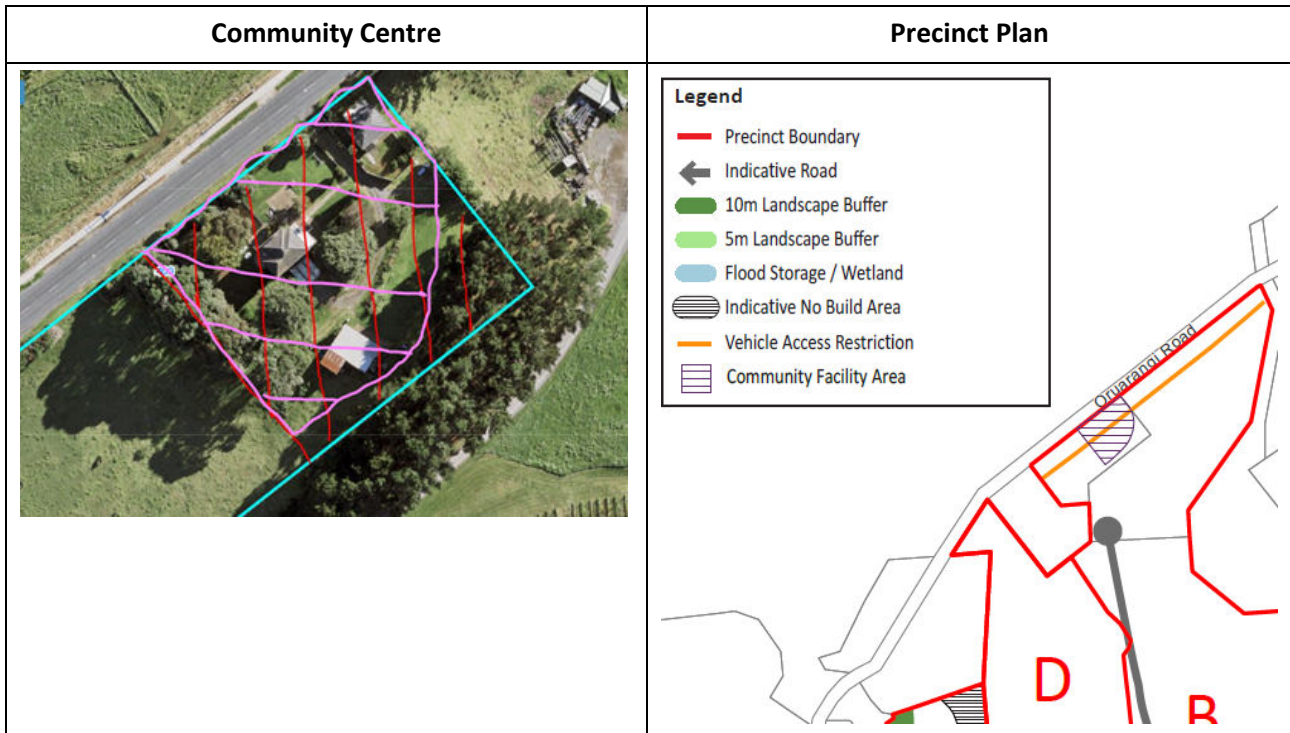
#### **Responses to Auckland Transport matters**

The speed limit of the road will be confirmed at detailed design, but will most likely be consistent with the other local roads about the industrial area, being 50 km/hr. The wider lane widths required for large trucks unfortunately give rise to the operating speed for general vehicles as noted in the Auckland Transport TDM. The higher speed will require larger sight lines and therefore provide a safer environment for all users when considering visibility. Safe separated facilities will be provided for pedestrians, consistent with the other local roads about the immediate area. With regard to parking, and as mentioned above, limited on-street parking may be provided given the horizontal curves indicated in the alignment shown on the precinct plan.

We do not consider there to be any need for the Precinct Provisions to include the need for a footpath on the local road. This will be a default position that will be picked up through land use consent and engineering plan approval.

With regard to the access restriction being placed on Oruarangi Road for the frontage of Sub-Precinct D, we note that an existing site access already exists at this location. Further, as a result of engagement with Mana Whenua the Precinct Provisions have been updated to enable community activities at 400 Ōruarangi Road (approximate location in the pink hash in Figure 1) and as shown in the precinct plan. We note that access through the VAR is permitted for Community Facilities only.

Figure 1: Oruarangi Road Access



If the concern associated with the Sub-Precinct D frontage to Oruarangi Road relates to the possibility of the new indicative road connecting through to Oruarangi Road, we consider the Precinct Plan to provide sufficient direction on the road extent, with the road being clearly shown as a cul-de-sac and no connection with Oruarangi Road. As such, no further guidance is considered necessary.

We trust the above provides the necessary clarification on the outstanding matters raised by Auckland Council and Auckland Transport. Much of the detail sits in the future phases of the project, either land use consent or engineering plan approval.

Yours sincerely



Gerhard van der Westhuizen  
PRINCIPAL TRANSPORTATION ENGINEER



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Reference: \\flownz.local\Shares\Projects\good\015 Waitomokia Estate Plan Change Transport Assessment\4.0 Reporting\cl23 response\L2A240610 cl23 Further Requests.docx - Gerhard.Vdwesthuizen@flownz.com