

Item	Status	Specialist	AC comment	Applicant response 09/07/2019
1	Information request	Auckland Council	Include West Coast road through Glen Eden and Woodlands Park Road in Section 2.1. Whichc describes the transport environment on heavy construction vehicle routes.	Woodlands Park Road was already included in Sections 2.1. West Coast Road has been added in Section 2.1 of the Transport Assessment.
2	Information request	Auckland Council	Please assess the history of crashes involving heavy vehicles on all heavy construction vehicle routes to help identify if heavy vehicles create any safety issues that might need mitigation during construction.	Additional information has been provided in the Transport Assessment Report, Section 2.4.2. The assessment has found no specific location or recurring crash causations in the recorded crash data for heavy vehicle movements on the identified heeavy vehicle routes to/from the main regional freight network.
3	Information request	Auckland Council	Please refine the residual capacity lane capacity approach to assessing construction traffic congestion effects so that it takes proper account of siituations where lanes are regularly blocked for significant propoertion of the time, notably routes with school crossings before and and after shcoll and at the signalised pedestrian crossing in Titirangi Village.	Additional discussion has been provided in Sections 4.1.1 and 4.1.3 of the Traffic Assessment Report
4	Information request	Auckland Council	Explain the steep uphill grade on atkinson Road is not adressed in Section 4.1.1?	Additional discussion has been provided in Section 4.1.1 of the Traffic Assessment Report
5	Information request	Auckland Council	The adequacy of route widths to carry significantly increased volumes of heavy vehicles does not appear to be adequatley addressed in Section 4.1.1.	A vehicle demonstration is being arranged and the outcomes will be to AC/AT. The demonstration will cover the recommended truck routes.
6	Information request	Auckland Council	Advise why heavy vehicle movements should not be avoided at weekday school and commuter peaks and weekend midday peak, rahter than just limited as suggested in Section 4.1.2.	<p>Section 4.1.2 in the Transport Assessment Report simply discusses the initial assumptions around the potential operating hours for the construction activities and associated traffic movements.</p> <p>However, as identified in Section 6 and the Section 4.2 of the Draft CTMP, where necessary, it is proposed that heavy trucks will not be permitted (where practicable) at certain times of day on certain routes, such as during the periods around the start and end of the school day along the Atkinson/ Kaurilands/ Glendale Road and Parau site routes.</p> <p>Additional discussion has been provided in Sections 4.1.1 and 4.1.3 of the Traffic Assessment Report relating to the commuter and weekend peaks periods</p>
7	Information request	Auckland Council	Advise what m easures will be taken to manage conflict at construction site access points between consstruction traffis and pedestrians and cyclists.	<p>As discussed in the Transport Assessment Report and draft CTMP, Site-Specific Traffic Management Plans (SSTMPs), to be prepared by the contractor (once appointed), are the appropriate place for the detail of the traffic and transport measures at the site access points to be provided.</p> <p>Further information outlining key management measures and priorities that should be included in the SSTMPs have been provided in draft CTMP.</p>

8	Information request	Auckland Council	Please advise the width of the vehicle crossing point for the new WTP and assess if the continuous width that pedestrians must cross.	For the operational phase, the WTP vehicle crossing design is based on vehicle tracking (Appendix D of the Transport Assessment Report) and operational considerations, as advised by Watercare. This includes providing a crossing width that allows for operational heavy vehicles to enter and exit without conflict. However, it is recognised that the vehicle tracking in the TAR indicates there is the potential for further design to allow for a pedestrian refuge between the entering and exiting vehicle swept paths. This would reduce the width pedestrians would need to cross in a single stage. It is considered that this can be addressed as part of the OPW conditions for later design development.
9	Information request	Auckland Council	Submitters will want to understand why the areas needed to be cleared for the WTP are the size proposed. Provide scale plan showing the location and dimensions of parking proposed at the new WTP.	This information is provided with the Tonkin & Taylor AEE and on the associated GHD drawings for the proposed WTP site. It is noted that the internal layout for the WTP simply provides a conceptual bulk and location plan. It is expected that this would be further refined as the design of the WTP is developed following any consent approval. As identified in Section 4.3 and Appendix D of the Transport Assessment Report, staff and visitor parking on the site will be provided in accordance the requirements of Auckland Unitary Plan/site demand.
10	Information request	Auckland Council	Advise why a flush median is required on the southern east-west internal access driveway.	As per Item 9, the internal site layout simply provides a conceptual bulk and location plan, which will be refined as the WTP site design is developed.
11	Information request	Auckland Council	X axis labels in Table 3-3 to Table 3-7 incorrectly labelled..	Graphs have been updated in the Transport Assessment Report in Sections 3 and 4.