I hereby give notice that a hearing by commissioners will be held on:

| | |
|---|---|
| **Date:** | **Monday 5th, Tuesday 6th, Wednesday 7th (and Thursday 8th Overflow) May 2025** |
| **Time:** | **9.30am** |
| **Meeting Room:** | **Council chamber** |
| **Venue:** | **Ground floor, Auckland town hall, 301-303 Queen Street, Auckland** |

# HEARING REPORT VOLUME 1

## 152 KEPA ROAD, ORAKEI

## MCDONALD'S RESTAURANTS (NEW ZEALAND) LIMITED

**COMMISSIONERS**

| | |
|---|---|
| **Chairperson** | **Karyn Sinclair (Chairperson)** |
| **Commissioners** | **Andrew Wilkinson** |
| | **Rebecca Skidmore** |

**CHAYLA WALKER**
**KAITOHUTOHU WHAKAWĀTANGA**
**HEARINGS ADVISOR**

Telephone: 098902009 or 0272315937
Email: chayla.walker@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

**Note:** The reports contained within this document are for consideration and should not be construed as a decision of Council. Should commissioners require further information relating to any reports, please contact the hearings advisor.

## WHAT HAPPENS AT A HEARING

**Te Reo Māori and Sign Language Interpretation**
Any party intending to give evidence in Māori or NZ sign language should advise the hearings advisor at least ten working days before the hearing so a qualified interpreter can be arranged.

**Hearing Schedule**
If you would like to appear at the hearing please return the appearance form to the hearings advisor by the date requested. A schedule will be prepared approximately one week before the hearing with speaking slots for those who have returned the appearance form. If changes need to be made to the schedule the hearings advisor will advise you of the changes.
Please note: during the course of the hearing changing circumstances may mean the proposed schedule may run ahead or behind time.

**Cross Examination**
No cross examination by the applicant or submitters is allowed at the hearing. Only the hearing commissioners are able to ask questions of the applicant or submitters. Attendees may suggest questions to the commissioners and they will decide whether or not to ask them.

**The Hearing Procedure**
The usual hearing procedure is:

- **the chairperson** will introduce the commissioners and will briefly outline the hearing procedure. The Chairperson may then call upon the parties present to introduce themselves. The Chairperson is addressed as Madam Chair or Mr Chairman.
- The **applicant** will be called upon to present their case. They may be represented by legal counsel or consultants and call witnesses in support of the application. The hearing panel may ask questions of the speakers.
- The **local board** may wish to present comments. These comments do not constitute a submission however the Local Government Act allows the local board to make the interests and preferences of the people in its area known to the hearing panel.
- **Submitters** (for and against the application) are then called upon to speak. Submitters' active participation in the hearing process is completed after the presentation of their evidence so ensure you tell the hearing panel everything you want them to know during your presentation time. Submitters may be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker.
    - Late submissions: The council officer's report will identify submissions received outside of the submission period. At the hearing, late submitters may be asked to address the panel on why their submission should be accepted. Late submitters can speak only if the hearing panel accepts the late submission.
    - Should you wish to present written evidence in support of your submission please ensure you provide the number of copies indicated in the notification letter.
- **Council Officers** will then have the opportunity to clarify their position and provide any comments based on what they have heard at the hearing.
- The **applicant** or their representative then has the right to summarise the application and reply to matters raised. Hearing panel members may further question the applicant. The applicants reply may be provided in writing after the hearing has adjourned.
- **The chairperson** will outline the next steps in the process and adjourn or close the hearing.
- If adjourned the hearing panel will decide when they have enough information to make a decision and close the hearing. The hearings advisor will contact you once the hearing is closed.
- Decisions are usually available within 15 working days of the hearing closing.

**Please note**

- that the hearing will be audio recorded and this will be publicly available after the hearing
- catering is not provided at the hearing.

# A NOTIFIED ACTIVITY RESOURCE CONSENT APPLICATION BY MCDONALD'S RESTAURANTS (NEW ZEALAND) LIMITED


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Perry Ng, Planner

Reporting on an application To construct and operate a 24/7 drive-thru restaurant at 152 Kepa Road, Orakei. The reporting officer is recommending, subject to contrary or additional information being received at the hearing, that the application be **REFUSED**

**APPLICANT:** MCDONALD'S RESTAURANTS (NEW ZEALAND) LIMITED

| **SUBMITTERS – VOLUME 2:** | |
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| Page 16 | Geoff Dale |
| Page 18 | David Goldkorn |
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| Page 57 | Palestine Solidarity Network Aotearoa - Tamaki Makaurau represented by Neil Scott |
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| Page 95 | Clair Macpherson Jones |
| Page 96 | Pahoia Petals represented by Karen Simmons |
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| Page 208 | Pipe and Cable Support represented by Mark Robert Holland |
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| Page 540 | Jane Rosevear |
| Page 542 | Heather Joan Lees |
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| Page 666 | Karen Eady |
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| Page 675 | PAUL ELSMORE |

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| Page 678 | Paul J Davies |
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| Page 17 | Shelley Liefting |
| Page 19 | Frederick Pollock |
| Page 21 | Julia Ogden |
| Page 26 | Rob Sherlock - Orakei Community Association |
| Page 31 | David Hood Everard |
| Page 33 | Donna White |
| Page 35 | Wendy Leitch - St Matthias Church Panmure |
| Page 38 | Josephine Downs - Pourewa Native Nursery |
| Page 39 | John Griffiths |
| Page 43 | Georgia Doughty |
| Page 45 | Anne Ridsdale |
| Page 49 | Katharine Maude |
| Page 51 | Lynn Ann Maude - Orakei Primary School |
| Page 53 | Freya Davies |
| Page 55 | Angelic Murray |
| Page 56 | Emily Boese |
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| Page 59 | Larissa Chapman |
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| Page 63 | Dale Elsmore |
| Page 65 | Linda Chambers |
| Page 67 | C P Martin |
| Page 68 | Annette Fasher-Dow |
| Page 70 | Sharon Elsmore |
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| Page 73 | Fletcher Kelleher |
| Page 74 | Wayne Turei |
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| Page 82 | Sheryl Valentine |
| Page 84 | Richard Sell |

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| Page 96 | Bruce West |
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| Page 102 | Megan Jennings |
| Page 104 | Dylan Vaughan |
| Page 105 | Charmaine Vaughan |
| Page 107 | Mary Therese Rennie |
| Page 109 | Amanda Pope |
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| Page 114 | Chelsea Wilnierak |
| Page 115 | Diane Robinson |
| Page 119 | Leslee Sinton |
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| Page 131 | Jennifer Wills |
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| Page 159 | Lucia Loy |
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| Page 164 | Rene Koome |
| Page 166 | Colin James Rennie |
| Page 168 | Matt Murphy |
| Page 171 | Gwenyth Gribble |

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| Page 173 | Stuart J Selby - Orakei School |
| Page 178 | Mary Jane Hellaby |
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| Page 190 | Erika Whittome |
| Page 198 | Carol Wham |
| Page 205 | Briget Lander |
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| Page 209 | Tania Hill |
| Page 210 | Regan Hawkins |
| Page 212 | Elaine Pujji |
| Page 214 | Jasmine Millet |
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| Page 222 | Oonagh Kirkpatrick |
| Page 224 | Marama Royal - Ngāti Whātua Ōrākei Trust |
| Page 226 | James McGlinn |
| Page 228 | Richard Seemann |
| Page 230 | Charmaine Lei Watkins |
| Page 232 | Glen Irving |
| Page 234 | Anne Sussman |
| Page 236 | Malcolm Kirby |
| Page 238 | Joanna Glen |
| Page 243 | Jeff Robertson |
| Page 245 | K Phillips |
| Page 247 | Sarah Sussman |
| Page 249 | Robert Kohler |
| Page 250 | Mark Barber |
| Page 252 | Madeleine Willis |
| Page 254 | Adrienne Calder |
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| Page 258 | Alistair Cran |
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| Page 264 | Carla Drake |
| Page 265 | Hanne Sorensen |
| Page 266 | Anthony Hall - Orakei School |
| Page 273 | Ministry of Education |
| Page 278 | Jacqui Harema - Hāpai Te Hauora Tāpui Ltd |
| Page 287 | Marika Czaja |
| Page 291 | Nicholas Peter Munro Maude |
| Page 293 | Bodo Lang |
| Page 296 | Thomas Rainer Greve |
| Page 301 | Rob Sherlock - Orakei Community Association |
| Page 313 | Sue Bennett - St Joseph's School Orakei |
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| Page 336 | Alastair Crombie - Purewa Cemetery Trust Board |
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| Page 367 | Penny Coman |
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| Page 389 | Katarina Scrimshaw |
| Page 391 | Cynthia Morris |
| Page 393 | Sue Peploe |
| Page 395 | Elena Arduini |

| **LATE SUBMITTERS:** | |
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| Page 398 | Suraya Esau |
| Page 403 | Jill and David Tyler |
| Page 405 | Del Robie and David Robie |

# Report on an application for resource consent under the Resource Management Act 1991 (RMA)

Restricted discretionary activity

| | |
|---|---|
| **To:** | Independent Hearing Commissioners |
| **From:** | Perry Ng, Intermediate Planner |
| **Hearing date:** | 5 May 2025 |

## Note:

- This is not the decision on the application.
- This report sets out the advice and recommendation of the reporting planner.
- This report has yet to be considered by the independent hearing commissioners delegated by Auckland Council to decide this resource consent application.
- The decision will be made by the independent hearing commissioners only after they have considered the application and heard from the applicant, submitters and council officers.

## 1. Application description

| | |
|---|---|
| **Application number:** | LUC60431090 |
| **Applicant:** | MCDONALD'S RESTAURANTS (NEW ZEALAND) LIMITED |
| **Site address:** | 152 Kepa Road, Orakei |
| **Lodgement date:** | 11 April 2024 |
| **Notification date:** | 21 November 2024 |
| **Submission period ended:** | 31 January 2025 |
| **Number of submissions received:** | 45 in support<br>331 in opposition<br>5 neutral |

## 2. Locality Plan




**Figure 1**: Aerial image does not reflect the site conditions, noting the site is now vacant.

(Source: Auckland Council GIS)



**Figure 2:** Subject site as viewed from Kepa Road during my most recent site visit on 20.03.2025. (Source: By author)

## 3. Application documents

The list of application documents and drawings is set out in attachment 1 and 7 of this report.

## 4. Adequacy of information

The information submitted by the applicant is sufficiently comprehensive to enable the consideration of the following matters on an informed basis:

- The nature and scope of the proposed activity that the applicant is seeking resource consent for.
- The extent and scale of the actual and potential effects on the environment.
- Those persons and / or customary rights holders who may be adversely affected.
- The requirements of the relevant legislation.

Requests for further information under s92 of the RMA were made on 14 May 2024 and 19 February 2025. The applicant provided all of the information requested on 26 February 2025.

I note that Auckland Transport has concluded that sufficient information has not been provided to fully determine the extent of the effects. However, based on the available information, Auckland Transport considers that the adverse effects on the road network, particularly in relation to queuing, could be significant.

## 5. Qualifications and/or experience

I hold a Bachelor of Urban Planning (Hons) and Master of Urban Design from the University of Auckland, which I obtained in 2020 and 2021 respectively.

I have four years of planning and resource management experience. My experience has included working as a planner in the private sector and I have been working as a processing planner in the council since 2021.

I am an Intermediate member of the New Zealand Planning Institute.

## 6. Report and assessment methodology

The application is appropriately detailed and comprehensive and includes a number of expert assessments. Accordingly, no undue repetition of descriptions or assessments from the application is made in this report.

I have made a separate and independent assessment of the proposal, with the review of technical aspects by independent experts engaged by the council, as needed.

Where there is agreement on any descriptions or assessments in the application material, this is identified in this report.

Where professional opinions differ, or extra assessment and / or consideration is needed for any reason, the relevant points of difference of approach, assessment, or conclusions are detailed. Also – the implications for any professional difference in findings in the overall recommendation is provided.

The assessment in this report also relies on reviews and advice from the following specialists:

- Jin Lee – Senior Development Engineer, Auckland Council
- Honwin Shen – Senior Traffic Engineer, Auckland Council

- Neil Stone – Principal Development Planner, Auckland Transport
    - Supported by Paul Schischka – Principal Transportation Engineer, PTM Consultants
- Nicholas Allen – Urban Design Specialist, Auckland Council
- Andrew Gordon – Senior Specialist (Noise), Auckland Council
- Fran Osten – Specialist (Contaminated Land), Auckland Council
- Laz Petkovic – Parks Planner, Auckland Council
- Paul Hansen – Arborist, Auckland Council
- Domenico De Vincentis – Consultant Lighting Specialist, Stephenson & Turner Limited

These assessments are included in attachment 2 of this report.

**This report is prepared by:** Perry Ng, Intermediate Planner, Resource Consents

Signed:



Date: Date: 3 April 2025

**Reviewed and approved for release by:** Sam Gibbs, Team Leader, Resource Consents

Signed:



Date: Date: 3 April 2025

# 7. Executive summary

McDonald's Restaurants (New Zealand) Limited has applied to the council for resource consent to construct and operate a 24/7 drive-through restaurant at 152 Kepa Road, Orakei, Auckland. The proposal involves the use of the site for a drive-through restaurant and the construction of a restaurant building and vehicle crossing with associated land disturbance.

The application requires resource consent as a restricted discretionary activity under the Auckland Unitary Plan Operative in Part (AUP(OP)) and National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health (NES:CS). Specifically, consent is required due to the construction of the building in the Business – Mixed Use Zone and other district-wide matters, including E23 Signs and E27 Transport.

The application was publicly notified on 21 November 2024 at the request of the applicant. A total of 381 submissions were received, including 331 in opposition, 5 in neutral and 45 in support. The resource management concerns raised by submitters, particularly regarding effects on the transport network, safety and amenity, have been assessed in this report. In addition, I also acknowledge there are other non-resource management matters raised by the submitters, particularly regarding public health and nutrient matters.

The main issue in contention, as further explored below, is that of traffic effects on Kepa Road and the broader network as affected by any potential queuing onto Kepa Road and subsequent blockages. After a comprehensive assessment of the application, supporting technical reports, and submissions, I conclude that the actual and potential effects of the proposal cannot be adequately avoided or mitigated to an acceptable level. In particular, the proposal is expected to result in potential adverse effects that are unacceptable on the adjacent transport network and the safety of its users.

Given the findings, I find the proposal does not meet the objectives and policies as set out in Chapter B2 and B3 of the Regional Policy Statement and Chapter 27 of the Auckland Unitary Plan (Operative in Part).

Therefore, it is recommended that this application be **refused**, unless new evidence is presented at the hearing that warrants reconsideration of this assessment.

# 8. The proposal, site and locality description

## Proposal

Maiah Barnfield, reviewed by Hannah Hoogeveen, of Barker & Associates Limited has provided a description of the proposal and subject site on pages 10 – 14 of the Assessment of Environmental Effects (AEE) titled: "*Assessment of Environmental Effects and Statutory Analysis*", dated 10 April 2024.

In brief, the applicant is proposing the following development:

Development & operation

- To construct a new single-storey building on the site and establish a new drive-through restaurant.

- The restaurant provides internal seating for approximately 27 persons with associated operation and storage area.
- The drive-through restaurant will operate 24 hours per day, seven days per week.

Access and other facility

- 18 car parking spaces are proposed, including 15 x customer parking spaces, 1 x 'grill order' space for waiting and 2 x staff parking spaces, in which two of the customer parking spaces are accessible parking spaces. In addition, an informal loading space is proposed at the rear of the parking area. The 'grill order' space at the front of the site will provide a waiting area for vehicles that may need to wait longer for the drive-through order.
- A drive-through lane wraps around the building's western, northern and eastern sides operating in an anti-clockwise direction.
- A lighting concept plan outlines the location and type of lighting schedule within the site, including wall-mounted and pole-mounted lights.
- Installation of comprehensive development signages, including standalone signs, wall-mounted signs, ordering canopies with digital menus and speakers, and road signs.

Waste collection and loading

- Private waste collection is proposed outside peak hours (collection can occur 10 am – 12 pm and 2 pm – 4 pm), three times a week.
- Food deliveries are proposed to occur outside peak hours between 8 pm and 6 am, three times a week.

Land disturbance

- 627$m^3$ (34$m^3$ cut and 593$m^3$ fill) of earthworks over an area of 1,615$m^2$ with a maximum cut depth of 0.2m and a maximum fill height of 0.2m proposed.
- Two fill keystone retaining walls are proposed along the northern and western boundary adjoining the Kupe Reserve.
- Sediment and erosion controls are proposed, including clean water division bund, stabilised entry and silt fence.
- Excavated land will be replanted as outlined in the landscape plan, including specimen trees and low shrubs.
- Excavated soils will be exported and disposed of at an off-site facility.

Infrastructure

- The existing wastewater connection will be retained to provide wastewater discharge.
- New stormwater connections, including manhole and extensions, are proposed to provide connections to the proposal.

## Site and surrounding environment description

Maiah Barnfield of Barker and Associated Limited has provided a description of the subject site and surrounding neighbourhood on pages 8 – 10 in the AEE.

The AEE states '*The site address is 152 Kepa Road, Orakei (legally referred to as Lot 149 DP 37691). The site is located on the northern side of Kepa Road and is approximately 1615$m^2$. The property to the east of the application site is an established*

*petrol station (Z Petrol) and is separated physically from the site by an established fence along the petrol station boundary. To the west is an accessway to the Kupe Reserve and residential apartments. There is also a formed pedestrian crossing across Kepa Road providing access to the reserve pathway. The land to the south of the subject site is also open space and comprises the Pourewa Community Hub.*

*The site is rectangular in shape, relatively flat with a slight slope down from north-west to south-east. The location of the site is identified below in Figure 1, noting it is now vacant*.

*The site is accessed from a formed vehicle crossing at Kepa Road in the location shown in Figure 1, and Kepa Road is classed as a Primary Arterial Road under the AUP. It provides access between eastern suburbs including St Heliers and Glen Innes, and the CBD linking in to Tamaki Drive.*

*The site is zoned Business – Mixed Use Zone, with the eastern adjacent site zoned the same, the parcels to the north and west are zoned Open Space – Sport and Active Recreation Zone and are owned by Auckland Council. The land to the south of the site, across Kepa Road, is zoned Open Space – Informal Recreation Zone".*

Having undertaken a site visit on 16 April 2024,23 May 2024 and 20 March 2025, I note that the site is now vacant, and I concur with the description.



**Figure 3**: Kepa Road looking toward the east. (Source: By author)



**Figure 4**: Kepa Road looking toward the west. (Source: By author)





**Figure 5**: Open space to the south of Kepa Road. (Source: By author)

**Figure 6**: Existing crossing facility. (Source: By author)

I make the following comments about the surrounding area:

- This portion of Kepa Road (between Coates Avenue and Kupe Street or 144 Kepa Road to 160 Kepa Road) has a mixture of activities, including low-rise apartment buildings, a community centre, a petrol station and open space.
- The wider environment includes the Eastridge Shopping Centre, with a separation distance of approximately 500m from the subject site. To the north and west, Orakei is a developed suburb with predominantly low-density development of one to two dwellings per site in standalone or duplex building typology. A few in-fill intensifications exist within the suburb, particularly along Kupe Street. To the south, it connects to the open space adjoining the Orakei Basin.
- The consented Engineering Plan Approval (ENG60426682-A) at Kepa Road and Kupe Street intersection has commenced construction works (see attachment 8 for the latest EPA plan). In particular, this EPA involves:
    - Signalisation of the T-intersection (Kupe Street and Kepa Road), including the installation of traffic lights, and roading arrangement/marking.
    - To construct two cycle paths (eastbound along the northern side of the road while westbound along the southern side of the road)
    - Road works, including road upgrading, and construction of two bus stops with associated infrastructures.
    - Install street furniture and tree planting.



**Figure 7**: Kepa Road and Kupe Street intersection upgrade in progress

# 9. Background

### Consenting history

On 1 September 2023, Resource Consent LUC60422724 was lodged, which sought to construct and operate a 24/7 drive-through restaurant with associated earthworks. This resource consent

was publicly notified on 27 November 2023 (see attachment 12). The applicant subsequently withdrew this application in February 2024. The application was publicly notified for the following reasons:

- The adverse amenity value on the environment would be more than minor.
- It was found that the cumulative adverse effects of the non-compliance and boundary treatment would not provide adequate buffer and screening to the paved area.

**Local Board Comments**

Local Board member comment on the proposed application was sought from Mr Troy Churton, the planning spokesperson for Orakei Local Board, and was received by the council's processing planner on 30 April 2024, 9 May 2024 and 22 January 2025.

I acknowledge the comments provided by the local board, while detailed comments refer to attachment 6.

**Consultation**

The agent has provided a consultation summary for the proposed development, titled "Consultation Summary", dated 13 June 2024. It is noted that further consultation was undertaken with the council, Auckland Transport and Ngāti Whātua Ōrākei between 13 February 2024 and 11 April 2024. In particular, an on-site hui was held at the Ngāti Whātua Ōrākei marae on 29 April 2024 with the applicant.

**Public Interest (petitions) received before the notification process**

The council has been made aware of two petitions on https://www.change.org, for which there was one related to resource consent application LUC60422724 (previous consent application) and one for LUC60431090 (current consent application). The latter petition notes:

*After a failed application due to strong community backlash in 2023, the developers of 152 Kepa Road are back to try again. SAY NO TO THIS HARMFUL JUNK FOOD IN OUR COMMUNITY. Local iwi have made such positive steps forward with the Pourewa Mara Kai Vegetable Gardens across the road. Having a McDonald's directly opposite this proposed site is the antithesis of healthy kai. St Joseph's Primary School is also opposite the site and having our young kids facing McDonald's straight after school surely gives them the wrong message. We have vulnerable people living in the immediate vicinity. Lets not make the "convenience" of this unhealthy choice the 'go-to' meal. Kepa Road is an already busy arterial route. By adding this 24/7 monster it will create traffic mayhem with drive through queues spilling onto the road from this small site. There are other McDonald's within approx 4kms in other directions of this site, why another one? The rubbish, odour, noise and visual pollution is not what our quiet community needs.*

*https://www.change.org/p/stop-mcdonald-s-orakei?source_location=search*

As of 28 March 2025, the petition had been signed by 416 people.

A number of comments have been made as part of both petitions which can be summarised as:

- Increase in traffic and traffic congestion

- Traffic safety due to proximity to the dangerous intersection with the service station
- Public health considerations and close proximity to local schools and community garden
- Waste and rubbish control and security considerations

**Email correspondence from local community before the notification process**

The Orakei Community Association wrote to the council on 10 May 2024 outlining the following concerns about the proposal.

- The need for notification.
- Concerns in relation to traffic and pedestrian safety, due to the proximity to local schools, and housing redevelopment etc.
- Concerns in relation to the built character and streetscape effects of the proposal.
- Concerns raised by Ngāti Whātua Ōrākei in relation to the community vegetable garden māra kai – a revegetation nursery for the whānau of Ngāti Whātua Ōrākei – directly opposite the road from the subject site.
- Initial feedback from Orakei residents during the first petition last year with more than 2,000 signatures.

In addition, the public has provided written correspondence in email format. I have read these emails and summarise these comments as follows:

- Concerns in relation to the operation of the drive-through restaurant, including traffic, noise pollution, unpleasant smells, lighting, parking, and waste management.
- Concerns in relation to public health and sensitivity to the local community gardens.

**Resource consent applications within adjoining sites within the last five years**

| Address | Proposal | Consent Number(s) | Date Approved |
|---|---|---|---|
| 105-111 Kepa Road, Orakei (south) | Construction of new vehicle crossing and accessway | LUC60429920 | Withdrawn by applicant |
| 105-111 Kepa Road, Orakei (south) | To construct a new planting bay to an existing conversation nursery with associated earthworks and changes to the existing stormwater discharge system | BUN60427093 | 30/08/2024 |
| 105-111 Kepa Road, Orakei (south) | Upgrade of an existing telecommunication facility. | LUC60397659 | 28/03/2022 |
| 144 Kepa Road, Orakei (west) | Council system does not have any unimplemented resource or building consents | / | / |
| 146 Kepa Road, Orakei (west & north) | Rerouting the existing private stormwater drainage into the new stormwater connection. | EXE21510946 | 03/11/2020 |
| | Removal of 2 trees | TRE60350036 | 07/01/2020 |
| | Remove seven monkey apple trees, tree pruning. | TRE60335781 | 12/04/2019 |

**Proposed Plan Change 79 Decision version**

The Proposed Plan Change 79 Decision Version (PC79 DV) was notified on 9 August 2024. This replaces the Proposed Plan Change 79 notified version. I have considered the provisions of PC79 DV and find that there are no new reasons for consent relevant to this application.

***Plan Change 78***

PIan Change 78 (intensification) was notified on 18 August 2022 and no decision has yet been made. Under the PC78, the proposal is found that there are no new reasons for consent relevant to this application.

**Permitted activities**

- Stormwater runoff from the impervious area within the site will be connected and discharged to the public stormwater network, and it is deemed to be a permitted activity under E8 Stormwater – Discharge and Diversion E8.4.1(A1).
- The proposal includes 627$m^3$ earthwork (34$m^3$ cut and 593$m^3$ fill) over an area of 1,615$m^2$. Ms Jin Lee, Senior Development Engineer of Auckland Council, has reviewed the proposal, and it is deemed to be a permitted activity under chapter E12 Land Disturbance – District of the AUP(OP).
- The proposal does not include deep fat or oil frying exceeding 250kg/hour, which is a permitted activity pursuant to E14 of the AUP(OP).
- The proposal includes works within the protected root zone and pruning of four trees located within Kupe Reserve, which is outlined in the Arboriculture Assessment prepared by Peers Brown Miller Limited, dated 16 August 2023. Council Arborist Mr Paul Hansen has peer-reviewed the report and concluded that the proposed activities are deemed to be permitted activity under E16.4.1(A5) & (A7).
- The applicant has submitted an acoustic report which demonstrates that the proposal (construction and operation) is able to comply with the relevant noise standards for the zone. This is peer-reviewed by the council noise specialist, Mr Andrew Gordon, and noted that the proposal can and will be designed to comply with the permitted noise levels specified in the E25 Noise and Vibration chapter.
- The applicant's lighting specialist – IBEX has submitted a Lighting Assessment, which complies with relevant standards in E24.6.1.2. The subject site is zoned as a Business – Mixed Use Zone, which falls within the Lighting Category 3 with medium brightness under E24.6.1.1. The lighting assessment confirms that all wall-mounted and pole lighting will comply with the luminous intensity during pre-curfew time (7 am to 10 pm) and curfew time (10 pm to 7 am). This is reviewed by Mr Domenico De Vincentis, consultant lighting specialist on behalf of the council.
- To operate drive-through restaurants at the site is a permitted activity under rule H13.4.1(A10).
- Drive-through restaurants require a 30m separation distance to the residentially zoned site under standard H13.6.0, while the proposal provides a 48m separation distance to the close residential zoned site. The proposal, therefore, complies with standard H13.6.0.

**Specialist input**

- In his memo, Neil Stone (Transport Planner Auckland Transport), clarifies in their memo that the assessment input from Auckland Transport relies on the technical expertise of AT consulting transport specialists, including PTM Consultants Limited (PTM) and other internal AT specialists (with peer-review assistance from Flow Transport). In particular it has been noted that PTM remains AT's main technical expert in this consent application regarding traffic effects.
- The peer-review report from Flow was provided to Auckland Transport on 21 November 2024, before the submission period (public notice date on 12 December 2024).

- I also note Flow Transport provided technical input for two of the submitters during the submission period (see submissions ID24281 and ID24283 in attachment 13) however this was after work was commissioned and completed for Auckland Transport and after the date that they ceased further work for Auckland Transport.
- I consider that I am able to rely on the expert assessment of Auckland Transport as presented by PTM and that a conflict does not exist in this regard.

# 10. Reasons for the application

Resource consent is required for the following reasons:

## Land use consent (s9) – LUC60431090

Auckland Unitary Plan (Operative in part)

**District land use (operative plan provisions)**

*Business – Mixed Use Zone*

- To construct a new building, is a restricted discretionary activity under rule H13.4.1(A45).
- The proposal involves development under rules H13.4.1(A45)) that fails to meet the following standards and is a restricted discretionary activity under rule C1.9(2):
    - The proposed landscaping buffer will have a maximum width of 1.0m over a length of approximately 9.0m or a shortfall of approximately 7m$^2$ landscape buffer. which is less than the 2m required under standard H13.6.6.

*Transport*

- The proposal involves accessory loading and access that does not meet the following loading and access standards and is a restricted discretionary activity under rule E27.4.1(A2).
    - The proposal does not provide a dedicated loading space which does not meet the minimum loading space requirements of one loading space for retail uses greater than 300m$^2$ and up to 5,000m$^2$ gross floor area required under E27.6.2.7(T109).
    - The proposed vehicle crossing is 7m wide, and therefore exceeds by 1m the maximum vehicle crossing width of 6m under standard E27.6.4.3(1)(b) and table E27.6.4.3.2(T153).
- The proposal involves the construction and use of a vehicle crossing which a Vehicle Access Restriction applies under Standards E27.6.4.1(2) or E27.6.4.1(3) as the site has frontage to Kepa Road, which is identified as an arterial road on the planning maps. This is a restricted discretionary activity under rule E27.4.1(A5).

*Signs*

- To install comprehensive development signages within the site for wayfinding purposes, is a restricted discretionary activity under rule E23.4.1.

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES:CS)

- The site includes a 'piece of land' under Regulation 5(7) of the NES:CS as activities included on the Hazardous Activities and Industries List have potentially been undertaken on the site and the soil disturbance proposed exceeds the Permitted Activity threshold for the piece of land under NES-CS Regulation 8(3). As a Detailed Site Investigation exists this is a Controlled Activity pursuant to Regulation 9(1) of the NES-CS.

The reasons for consent are considered together as a restricted discretionary activity overall.

# 11. Notification and submissions

## Notification background

The application was publicly notified on 21 November 2024 at the request of the applicant (refer attachment 3).

## Submissions

When the submission period ended, a total of 381 submissions were received and 3 submissions were received late after the close of the submission period. A recommendation on the late submissions is addressed below.

A map showing the location of submitters is attached as attachment 4.

Of the submissions received:

45 in support 5 neutral 331 opposing

2 submissions were subsequently withdrawn before the close of submission. These submissions are removed from the above totals.

| | 1km | All |
|---|---|---|
| Total | 226 | 381 |
| In support | 22 | 45 |
| Neutral | 3 | 5 |
| In opposition | 201 | 331 |

A summary of the issues raised in submissions together with the relief sought by the submitters is set out as follows:

This table is only a summary of the key issues raised in submissions. For the specific details, refer to the full set of submissions, included in attachment 13 to this report.

This summary of submissions identifies the following:

- the issues raised in submissions in terms of the key issues below
- details any relief sought by the submitter
- whether a submitter wishes to be heard at the hearing.

## Summary of submissions in opposition

| Issues raised: | | |
|---|---|---|
| 1. | Traffic | 249 |
| 2. | Pedestrian safety | 73 |
| 3. | Noise | 61 |
| 4. | Lighting | 63 |
| 5. | Character and amenity | 70 |
| 6. | Signage | 11 |
| 7. | Operation hours | 38 |
| 8. | Infrastructure (stormwater, wastewater, general) | 1 |
| 9. | Site selection (Mana Whenua/proximity to other MCD/close to school or community garden/unfavourable use of land) | 118 |
| 10. | Social/cultural considerations | 155 |
| 11. | Local economic and employment | 38 |
| 12. | Air pollution (odour, vehicle emission) | 19 |
| 13. | Unhealthy food/nutrient | 204 |
| 14. | Rubbish/litter | 102 |
| 15. | Anti-social behaviour/safety | 47 |
| 16. | International Conflict | 21 |
| 17. | Heritage (Ex church) | 1 |

| Relief sought: | | |
|---|---|---|
| A. | Refuse consent | 302 |
| B. | Restrict operation hours | 5 |
| C. | Road improvement | 2 |
| D. | Manage traffic effects | 1 |
| E. | Reduce signage, increase greenery | 1 |
| F. | Grant consent subject to conditions | 1 |
| G. | No specific relief sought | 5 |
| H. | Revise the proposal other than the above reasons | 4 |
| I. | Not in this location | 12 |

| Relief sought: | | |
|---|---|---|
| J. | Thorough decision-making consideration | 2 |

The following table summarises the submissions received:

## Summary of submissions in support

| Issues raised: | | |
|---|---|---|
| 1. | Contribution to character/amenity (Positive to street) | 2 |
| 2. | Local growth/productivity (economic growth) | 5 |
| 3. | Employment for local (employment | 13 |
| 4. | Food options | 8 |
| 5. | Convenience/affordability | 14 |
| 6. | Availability of transport infrastructure | 1 |
| 7. | Business decision | 2 |
| 8. | Consumer preference | 2 |
| 9. | Healthy food/nutrient | 1 |
| 10. | Traffic effects** | 2 |
| 11. | Noise effects** | 1 |
| 12. | Local economic effects** | 1 |
| 13. | Character/amenity effects** | 2 |
| 14. | Unhealthy food/nutrient** | 1 |

| Relief sought: | | |
|---|---|---|
| A. | Grant consent | 31 |
| B. | Consideration of road network capacity and pedestrian safety | 3 |
| C. | Consideration of additional traffic management facility | 1 |
| D. | No specific relief sought | 8 |
| F. | Refuse consent** | 3 |

** Submissions ID24037, 24043, and 24088 were marked as supportive; however, the details of the submission contradict this position.

## Summary of submissions in neutral

| Issues raised: | | |
|---|---|---|
| 1. | Traffic and pedestrian effects | 3 |
| 2. | Local economy and job opportunities | 1 |

| Issues raised: | | |
|---|---|---|
| 3. | Consideration of waste and noise effects | 1 |
| 4. | Construction traffic | 1 |

| Relief sought: | | |
|---|---|---|
| A. | Refuse consent | 2 |
| B. | Manage traffic and safety effects | 1 |
| C. | Manage waste and litter | 1 |
| D. | Noise prevention measures including design/operating hours | 1 |
| F. | Manage heavy vehicle access during construction stage | 1 |

A table summarising the submissions received and whether those persons wish to be heard can be found in attachment 5 to this report.

## Late submissions

At the start of the hearing, the independent hearing commissioners must decide whether to extend the closing date for submissions. For this decision, the considerations under ss37 and 37A of the RMA in making this decision are:

- the interests of any person who, in the council's opinion, may be directly affected by the waiver;
- the interests of the community in achieving adequate assessment of the effects of the proposal; and
- the council's duty under s21 of the RMA to avoid unreasonable delay.

Of the submissions received late:

- All 3 late submissions are in opposition.

A recommendation on the above late submissions is included in section 19 of this report.

## Written Approvals

The applicant has not obtained the written approval from any persons.

## Amendments to the application following notification

After the submission period ended, the applicant provided further information on a number of matters. These amendments and additional information are included in attachment 7 of this report.

This information forms part of the application and is considered in this report. The amendments are considered to be within the scope of the original application, and therefore re-notification of the application was not required.

The applicant provided the following information after the submission period:

- Finalised Integrated Transport Assessment, prepared by Traffic Planning Consultants Limited, dated 17 February 2025.
- Section 92 requests for further information, prepared by Traffic Planning Consultants Limited, dated 25 February 2025.
- Transportation Peer Review, prepared by Commute Transportation Consultants, dated 26 February 2025.
- Proposed Conditions of Consent, prepared by Barker and Associates.
- Draft Drive Through Management Plan.
- Supporting documents including technical assessments from LUC60422724 (first land use consent at the same site for the construction of a 24/7 drive-through restaurant).

# Consideration of the application

## 12. Statutory considerations

### Resource Management Act 1991

In considering any application for resource consent and any submissions received, the council must have regard to the following requirements under s104(1) of the RMA – which are subject to Part 2 (the purpose and principles):

- any actual and potential effects on the environment of allowing the activity;
- any measure proposed to or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity;
- any relevant provisions of national policy statements, New Zealand coastal policy statement; a regional policy statement or proposed regional policy statement; a plan or proposed plan, a national environmental standard (NES), or any other regulations; and
- any other matter the council considers relevant and reasonably necessary to determine the application.

When considering any actual or potential effects, the council may disregard any adverse effects that arise from permitted activities in a NES or a plan (the permitted baseline). The council has discretion whether to apply this permitted baseline.

As a restricted discretionary activity, the council may grant or refuse consent (under s104C). It must only consider those matters specified in the plan over which it restricted the exercise of its discretion. Any conditions are also limited to these matters of restricted discretion.

Sections 108 and 108AA provide for consent to be granted subject to conditions and sets out the kind of conditions that may be imposed.

## 13. Actual and potential effects on the environment

Sections 104(1)(a) and 104(1)(ab) of the RMA requires the council to have regard to:

- any actual and potential effects on the environment of allowing the activity (including both the positive and the adverse effects); and

- any measure proposed to or agreed to by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity.

## Positive effects

The proposal will have the following positive effects:

- The proposal will provide a new restaurant in the area and generate employment opportunities.

## Adverse effects

In considering the adverse effects of the proposal, the council:

- may disregard those effects where the plan permits an activity with that effect; and
- must disregard those effects on a person who has provided written approval, and trade competition or the effects of trade competition.

## Effects that must be disregarded

Any effect on a person who has given written approval to the application

No persons have provided their written approval, and as such, no effects on any persons have been disregarded.

Trade competition

There are no persons/organisations identified that are in trade competition with the applicant that are required to disregard adverse effects.

## Effects that may be disregarded

Permitted baseline assessment

The permitted baseline refers to permitted activities on the subject site. The permitted baseline may be taken into account and the council has the discretion to disregard those effects where an activity is not fanciful.

In this case:

- Demolition of a building within the Business – Mixed Use Zone is a permitted activity
- The use the site for drive-through restaurant, is a permitted activity.
- The zone permits a range of activities on the site, including commercial activities such as drive-through restaurants, entertainment facilities, food and beverage, retail up to 200m$^2$ gross floor area per tenancy, and supermarket up to 450m$^2$ gross floor area per tenancy.
- In terms of industry, industrial laboratories, light manufacturing and servicing, repair and maintenance services, as well as warehousing and storage as a permitted activities subject to compliance with the relevant standards.

- However, all new buildings within the zone require resource consent as a restricted discretionary activity. Specifically, new buildings related to a drive-through restaurant require the assessment of the amenities of surrounding areas, streetscape and pedestrian amenities, in particular of the location and design of the building and associated access.
- Installation of comprehensive development signage will require resource consent.
- In terms of vehicle crossing arrangements, the construction and use of vehicle crossing onto an urban arterial road is a restricted discretionary activity and consent is required.

In this case, I acknowledge that the use of the site as a drive-through restaurant is permitted subject to the separation distance to the closest residential zoned site standard. This is a compatible and helpful indicator for understanding the anticipated use of the site. However, the proposed restaurant building, associated operation area and vehicle crossing construction will require resource consent with relevant assessments. As such, I do not consider there is a permitted baseline in this case.

## Assessment

Receiving environment

The receiving environment beyond the subject site includes permitted activities under the relevant plans, lawfully established activities (via existing use rights or resource consent), and any unimplemented resource consents that are likely to be implemented. The effects of any unimplemented consents on the subject site that are likely to be implemented (and which are not being replaced by the current proposal) also form part of this reasonably foreseeable receiving environment. This is the environment within which the adverse effects of this application must be assessed.

The receiving environment includes the subject site, which is a vacant site. The wider receiving environment includes:

- With regard to the existing characteristics of the surrounding environment, the character is a mix of residential, business, community and open space. The character of business activity includes a 24/7 service station to the east of the site, residential developments in walk-up apartment formats along the specific portion of Kepa Road while the lower-density residential zone consists of predominantly standalone dwellings located to the north. There are more business activities on the other side of Kupe Street to the east.
- The adjoining site to the east shares the same zoning as the subject site, Business Mixed Use Zone. The subject site adjoins the Kupe Reserve, which is zoned Open Space.
- The applicant's agent has provided a comprehensive description on pages 9 – 10 of the AEE as well as section 8 of this report.
- I am not aware of any relevant unimplemented consents within the subject site and adjoining sites.

Adverse effects

While having regard to the above, the following assessment has been undertaken as follows:

- analysed the application (including any proposed mitigation measures);
- visited the site and surrounds;

- reviewed the council's records;
- reviewed the submissions received; and
- taken advice from appropriate experts.

The following adverse effects have been identified.

- Transport effects
- Streetscape, visual and amenity effects
- Signage effects
- Stormwater management effects
- Contamination effects

**Transport effects**

The following effects assessment will focus specifically on traffic impacts, while the amenity effects related to transport will be assessed separately in the next section.

More than 200 submissions raised concerns about the impact of the proposed activity on the local transport network and pedestrian safety, particularly regarding the increase in traffic on an already congested road network, access arrangements and pedestrian risks. Additionally, one submission detailed concerns related to construction traffic matters, specifically the use of a crossing onto Kepa Road by heavy traffic vehicles.

The Orakei Community Association (OCA) – Submission-ID 24283 has commissioned and provided a traffic memo, prepared by Mr Gerhard van der Westhuizen of Flow Transportation Specialists, as part of the submissions. The full tech memo can be found in attachment 15 and I summarise some of the key comments by Mr Van der Westhuizen as follows:

- The key concerns remain the potential impact of the proposal on the road network, particularly the operation and safety of the transport network and its effects on pedestrians and cyclists using the adjacent footpath and cycleway.
- The applicant's trip generation assumptions are too low; a more reliable prediction is 200 vehicles per hour, which better aligns with the industry guidelines.
- The applicant's queuing analysis underestimates the potential queuing impact, including concerns about queuing outside of peak hours.
- The proposed right-turn measures are insufficient to prevent right-turn exit, which may lead to unsafe manoeuvre and safety risks.
- There is a risk of footpath and cycleway blockage due to vehicles waiting to enter or exit the site.

After the submission period, the applicant's traffic engineer, Mr Todd Langwell of Traffic Planning Consultants Limited, provided further information, including an Integrated Transport Assessment and additional information in response to Auckland Transport enquiries. In addition, the applicant submitted a peer-review report prepared by Mr Leo Hills of Commute from a traffic engineering perspective; these technical assessments are included in attachment 7.

The proposal along with all additional information submitted after the submission period, has been reviewed by Council's Senior Traffic Engineer, Mr Honwin Shen and Auckland Transport Principal

Development Planner, Mr Neil Stone (supported by consultant traffic engineer Mr Paul Schischka of Project and Transportation Management Consultants (PTM) Consultants). Their technical memos dated 2 April and 3 April 2025 respectively are provided in attachment 2. Mr Shen's assessment focuses on the transport elements and operation matters within the site, while Mr Stone provides assessments of the proposal's transport effects beyond the site on the wider road network.

In summary, Mr Langwell and Mr Stone have reached different conclusions regarding the degree of transport effects; in particular, the professional disagreements are related to the traffic modelling provided and the extent of queuing that could result from the drive-through component. The extent of queuing is a traffic issue relating to an adverse effect on the wider transport network. The findings of both traffic specialists will first be summarised in the following sections, followed by an assessment of the effects. There are however, no disagreements in regards to effects on site, as confirmed by Councils Traffic Engineer, Mr Honwin Shen, who is in agreement with Mr Langwell regarding on site effects such as parking arrangement, loading, servicing etc.

## 1. Overview of the drive-through operation

The proposal includes a double-width crossing for vehicular access and a dedicated pedestrian path access to Kepa Road. The dine-in restaurant component will provide 27 seatings and 15 customer parking spaces, including 2 accessible parking spaces. Additionally, four bicycle parking spaces, 2 staff parking and 1 loading area will be proposed.

Mr Langwell confirms that the restaurant will accommodate three types of transactions, including in-store, drive-through and online orders for delivery, in which drive-through transactions are expected to account for 33% to 72% of the total transactions.

The drive-through component includes ordering, waiting and pick-up areas. Vehicles will enter the site and follow the directional signs to the first control point, the ordering point. They will then proceed clockwise to the second point, the payment window, followed by the third and fourth control points, the pick-up counters. In addition, there is a designated waiting area, "grilled space", located to the south of the restaurant for orders that require longer preparation times.

Mr Langwell has identified two main variables – trip generation and servicing time, in determining the extent of queuing.

### 1.1. Findings on Trip Generation

I note the following findings in the latest Integrated Transport Assessment (TIA) rev C prepared by Mr Langwell, dated 17 February 2025 and s92 correspondences in the following:

- Mr Langwell has predicted a trip generation rate of 112 vehicles per hour[1] (vph) during the lunchtime peak and 133 vph during the dinner peak. These estimates are based on the transaction data provided by the applicant from five existing drive-through restaurants (under the same brand) in Auckland, including Cavendish Drive – Manukau, Constellation Drive – North Shore, Railside Avenue – Henderson, Great North Road – Point Chevalier and Manukau – Pukekohe. Mr Langwell considers that the selected five restaurants are relevant and appropriate for predicting the anticipated trip generation of the proposed development.

[1] Trip generation: noting that each vehicle visits the site generates two trips: one arriving and one leaving.

Table 5 – Trip Generation Comparison (vehicle movements per hour)

| Category | Predicted Kepa Road Trip Generation (vph) | Other Restaurants Trip Generation (vph) |
|---|---|---|
| **Total Site Vehicle Trips** | | |
| Weekday Lunchtime Peak | 112 | 110-128 |
| Weekday Dinner Peak | 133 | 115-139 |
| Weekend Lunchtime Peak | 112 | 116-137 |
| Weekend Dinner Peak | 133 | 110-132 |
| **Drive Through Trips Only** | | |
| Weekday Lunchtime Peak | 76 | 52-92 |
| Weekday Dinner Peak | 102 | 62-114 |
| Weekend Lunchtime Peak | 76 | 64-110 |
| Weekend Dinner Peak | 102 | 52-100 |

**Figure 8**: Trip generation prediction with comparison (Source: ITA rev C)

- Friday is predicted to be the busiest weekday, with a total daily trip generation of approximately 1,780 vehicle movements/day or 890 customer vehicles. Saturday is expected to be the busiest non-weekday with 1,664 vehicle movements/day or 832 customer vehicles/day.
- Of the two busiest days, Friday and Saturday, peak hour trip generation is predicted to have 90 vph in the morning commuter peak,120 vph during the lunchtime peak and 135 vph during the evening peak.
- Mr Langwell acknowledges that the predicted numbers are lower than the rates in Research Report 543[2]. However, Mr Langwell argues that utilising recent transaction data provides a more reasonable and accurate estimate.
- During the consenting process, Mr Langwell provided a site-specific survey at Cavendish Drive and Railside Avenue in September 2024 to validate the predicted trip generations during peak hours across two days, particularly for Friday and Saturday. Overall, the survey shows that Cavendish Drive has a range of 70 – 116 vph, while Railside Avenue has a range of 172 – 202 vph.

Table 3 – Trip Generation Comparison (vehicle movements per hour)

| Category | Cavendish Drive Trip Generation (vph) | Railside Avenue Trip Generation (vph) |
|---|---|---|
| Total Site Vehicle Trips | | |
| Weekday Lunchtime Peak | 116 | 172 |
| Weekday Dinner Peak | 108 | 202 |
| Weekend Lunchtime Peak | 100 | 206 |
| Weekend Dinner Peak | 70 | 172 |
| Drive Through Trips Only | | |
| Weekday Lunchtime Peak | 106 | 130 |
| Weekday Dinner Peak | 90 | 162 |
| Weekend Lunchtime Peak | 84 | 140 |
| Weekend Dinner Peak | 68 | 130 |

**Figure 9**: Video survey on trip generation table (Source: s92 traffic response 1 October 2024)

- In the peer-review report, Mr Hills considers that Mr Langwell's assessment is likely to present the most appropriate trip generation estimation for the following reasons:
    - The trip generation assessment provided by Mr Langwell is site-specific.

[2] *Research Report 453 Trips and parking related to land use* is a national database of information on trips and parking related to land use in New Zealand, published by New Zealand Transport Agency in 2011

- The trip generation rates suggested under RR453/TRICS 2008[3] are higher than the average trip generation model provided by Mr Langwell.
- The subject site has a smaller Gross Floor Area compared to other comparable restaurants.
- The industry guidelines are more than 10 years old and are likely to be out of date.

However, Mr Stone from Auckland Transport has differing findings regarding the predicted trip generation with the following comments summarised:

- Friday evening peak is expected to have the highest trip generation, given the high volume of eastbound traffic during the dinner period.
- The sample size of the video surveys of the two selected sites (Cavendish Drive and Railside Avenue) is not sufficient; a third site survey, as requested, has not been provided. It is observed that there is a substantial difference in trip generation during peak hours at the two surveyed sites,
    - 202 trips in weekday dinner peak at Railside Avenue compared to 108 trips at Cavendish Drive
    - 206 trips in weekend lunch peak at Railside Avenue compared to 100 trips at Cavendish Drive.
- The two surveyed sites are considered to have a smaller customer catchment
    - Particularly, Railside Avenue and Cavendish Drive restaurants are separated from the nearest existing drive-through restaurants of the same brand by approximately 2.1km and 2.3km, respectively.
    - The proposed Kepa Road drive-through restaurant will be approximately 4.5km from the nearest drive-through restaurants (Quay Street or Glen Innes) under the same brand.
    - This suggests that the anticipated trip generation for the proposed site may differ from the surveyed sites.
- The predicted 133 vph during peak hours for the proposal falls between the numbers from Cavendish Drive and Railside Avenue. In addition, the predicted figure is below the average of 188 vehicle trips during the *Site PM Peak* hour in Sydney, as per the NSW Guide[4] published in 2024 and 169 vehicle trips from the NZTA Research Report 453 published in 2011.
- Therefore, it is suggested that the submitted information cannot demonstrate with accuracy that the predicted trip generation will be 133 vehicle trips during peak hours.

I have extracted the above-mentioned numbers in the below table format.

[3] Trip Rate Information Computer System (TRICS) is a database for trips and parking rates from the UK
[4] Guide to Transport Impact Assessment 2004 (NSW Guide) is a technical guidance for transport practitioners

| Summary of trip generation comparison findings | | | | |
|---|---|---|---|---|
| | Weekday | | Weekend | |
| | Lunch peak | Dinner peak | Lunch peak | Dinner peak |
| Predicted (Kepa Road) | 112 vph | 133 vph | 112 vph | 133 vph |
| Cavendish Drive survey | 116 vph | 108 vph | 100 vph | 70 vph |
| Railside Avenue survey | 172 vph | 202 vph | 206 vph | 172 vph |
| NZTA research paper 453 | 169 vph | | | |
| NSW Guide | 188 vph | | | |
| Submitter traffic specialist | 200 vph | | | |

**Table 1**: Summary of the trip generation findings.

Overall, I acknowledge there are different findings for the predicted trip generation; in particular, Mr Stone, and Mr Van der Westhuizen (submitter's traffic specialist) consider the proposed trip generation to be lower than the comparable industry standards. However, while Mr Langwell and Mr Hills acknowledge the discrepancies, they consider the use of site-specific data extracted from comparable drive-through restaurants in the Auckland region to be more reliable and relevant in this case.

### 1.2. Findings on Servicing Time

Another factor contributing to the operation of the drive-through operation is the servicing time. Mr Langwell elaborates that the "servicing time" refers to the time vehicles wait at the ordering point, which has a greater influence on queuing back to the crossing.

The video survey, conducted in September 2024 (Friday and Saturday) also recorded the servicing time, showing that the average servicing time at Cavendish Drive is 84 seconds while Railside Avenue is 66 seconds.

It was observed that Saturday midday peak at the Cavendish Drive site has an average servicing time of 110 seconds. Mr Langwell comments that the overall drive-through setting, including ordering systems and infrastructure, is consistent; the key variance is likely due to human factors, such as staff numbers or experience, etc.

In the ITA Rev C, Mr Langwell utilises an average servicing time of 66 seconds as well as a sensitive rate of 84 seconds in the subsequent queuing model calculations.

Mr Stone notes there is a large variance in the recorded servicing time and emphasises that an accurate service time is considered vital to predict the potential vehicle queuing.

### 1.3. Findings on the Extent of Queuing

The first control point or ordering point will be located approximately 45m from the vehicle crossing, and the length of an 85$^{th}$ percentile car is 4.91m. Mr Stone notes that only 10 vehicles can be accommodated within the queue while this number could potentially be reduced to 9 vehicles subject to driver behaviour.

The video survey results also captured the longest queue observed at both restaurants, Mr Langwell notes that the survey results from September showed a queue of no more than eight vehicles in total. This indicates that this could also be applicable in the Kepa Road case.

Mr Langwell has utilised *the M/M/2 queuing model*[5] to predict the four scenarios based on the predicted trip generation and servicing time during peak hours, particularly assessing the queuing pattern from the drive-through component based on the above findings. I have summarised the key observations of the four predicted scenarios:

| | **Predicted scenario** | **Scenario test 1** | **Scenario test 2** | **Scenario test 3** |
|---|---|---|---|---|
| **Setting** | 51 vehicles<br>66 servicing time | 51 vehicles<br>84 servicing time | 60 vehicles<br>66 servicing time | 66 vehicles<br>84 servicing time |
| **50th percentile** | 0 – 1 vehicle in queue | 0 – 1 vehicle in queue | 0 – 1 vehicle in queue | 2 – 3 vehicles in queue |
| **75th percentile** | 1 – 2 vehicles in queue | 2 – 3 vehicles in queue | 1 – 2 vehicles in queue | 4 – 5 vehicles in queue |
| **95th percentile** | 3 – 4 vehicles in queue | 5 – 6 vehicles in queue | 4 – 5 vehicles in queue | 10 – 11 vehicles in queue |
| **% of more than 9 vehicles in the queue** | Equal or less than 0.01% | Equal or less than 0.7% | Equal or less than 0.2% | Equal or less than 6.4% |
| **% of more than 10 vehicles in the queue** | 0% | Equal or less than 0.4% | Equal or less than 0.1% | Equal or less than 4.9% |

**Table 2**: Findings on the four predicted scenarios (Source: Extracted from ITA Rev C, Attachment 2 & s92 response, dated 25 Feb 2025, Attachment)

Overall, Mr Langwell considers the *M/M/2 model* to be appropriate for predicting the queue lengths, and Mr Langwell also acknowledged that other factors, such as the second control point (payment window) and third control point (pick up window), could influence the total time customers spend on the site. Mr Langwell does not anticipate that queuing will extend to the vehicle crossing or out onto Kepa Road. However, in any unforeseen situations, the proposed Drive-Through Management Plan will be implemented to address any potential queuing issues. The proposed mitigation offered by the applicant will be discussed in the following sections.

Mr Hills's position is that the *M/M/2 model* is considered to be suitable for the proposal, but Mr Hills also acknowledges that the prediction has a number of variables that could change. As such, Mr Hills consider the video survey conducted at the above-mentioned sites to be more reliable for determining if queuing will extend to / near Kepa Road. Specifically, the observed trip generation at Railside Avenue exceeds the predicted scenario, but queuing remains contained within the site. As reiterated by Mr Hills, Railside Avenue survey data showed that 75 vehicles (81 vehicles) entering the drive-through lane with a 95th percentile queue of 2 – 3 vehicles per order point, and no more than 4 vehicles were observed or in other words, meaning a maximum of 8 vehicles in

[5] M/M/2 is a queuing theory model to analysis and predict queuing scenario based on three factors i.e. arrivals, servicing rate and number of servers.

the queue. Overall, Mr Hills considers it to be highly unlikely that queuing from the proposed drive-through will extend near or onto Kepa Road.

Table 6 – Survey of Arrivals and Queuing at Existing McDonald's Restaurants

| Location | Time | Arrival Rate (vehicles per hour) | | | Service Rate (seconds per vehicle) | | | Surveyed Queue | |
|---|---|---|---|---|---|---|---|---|---|
| | | Point A | Point B | Overall | Point A | Point B | Average | Average | 95%ile |
| Cavendish | Friday Midday | 26 | 26 | 52 | 0:01:03 | 0:01:06 | 64 | 1.09 | 3.00 |
| | Friday PM | 20 | 24 | 44 | 0:01:34 | 0:01:18 | 85 | 1.11 | 3.00 |
| | Saturday Midday | 24 | 18 | 42 | 0:01:36 | 0:02:00 | 110 | 0.64 | 2.00 |
| | Saturday PM | 14 | 19 | 33 | 0:01:09 | 0:01:05 | 67 | 0.50 | 2.00 |
| | Average | | | 43 | | | 84 | 0.82 | 2.46 |
| | | | | | | | | | |
| Henderson | Friday Midday | 31 | 32 | 63 | 0:01:01 | 0:01:44 | 60 | 0.84 | 2.00 |
| | Friday PM | 38 | 37 | 75 | 0:01:10 | 0:01:09 | 69 | 1.48 | 3.00 |
| | Saturday Midday | 35 | 34 | 69 | 0:01:01 | 0:01:10 | 65 | 1.40 | 3.00 |
| | Saturday PM | 28 | 39 | 67 | 0:01:09 | 0:01:10 | 70 | 1.29 | 2.00 |
| | Average | | | 69 | | | 66 | 1.27 | 2.51 |

**Figure 10**: Video survey result at Cavendish Drive and Railside Avenue (Source: ITA Rev C, p.11)

On the other hand, Mr Stone has utilised the highest numbers, given the uncertainty surrounding the findings on trip generation and servicing times (based on the model). It is observed that the 66 trips/84-second servicing model shows a 6.4% probability that the queue will exceed 9 vehicles from the ordering point during the pm commuter peak. Mr Schischka interprets this figure to suggest that the proposal could result in a potential for 230 seconds of congestion on Kepa Road during peak pm hours, and further assessment will be discussed in sub-section 3 below.

In addition, Mr Stone noted that the analysis provided by Mr Langwell does not rely on the model but refers to the site-specific survey, which leads to a position that the sampling size is not sufficient to justify this scenario. In particular, there is only an additional buffer of 2 vehicles before reaching the maximum queuing capacity within the site.

Overall, Mr Stone's view is that the current information demonstrates that queuing into Kepa Road is anticipated. The implications and effects of queuing will be discussed in sub-section 3 below.

### 1.4. Findings on compliance with the right exit ban

As part of the proposal, the right exit for egress traffic is proposed to be restricted, given that making a right turn out of the site is particularly difficult, with an average predicted delay of 783 seconds or 13 minutes to make a right turn exit, as suggested by Mr Langwell. Mitigation measures, including a No Right Turn sign, are proposed at the exit, together with a left turn arrow road marking and a mountable "island" at the berm to further reinforce the right exit movements (see Figure 11 below).

Mr Schischka notes that not all drivers will comply with the restriction in the absence of physical blocks such as a raised median island on Kepa Road. Mr Stone further notes the model still has not addressed and determined the point where queuing would occur of the right turn ban non-compliance. Mr Langwell considers that in the situation assuming all exit vehicles to comply with the left-exit only arrangement, based on the agreed 20% and 40% sensitive tests, the extent of queuing back to the drive-through lane would result in minimal delay to existing traffic. Mr Schischka agrees with this analysis and considers that queue lengths for existing vehicles would not extend back to the pick-up window.

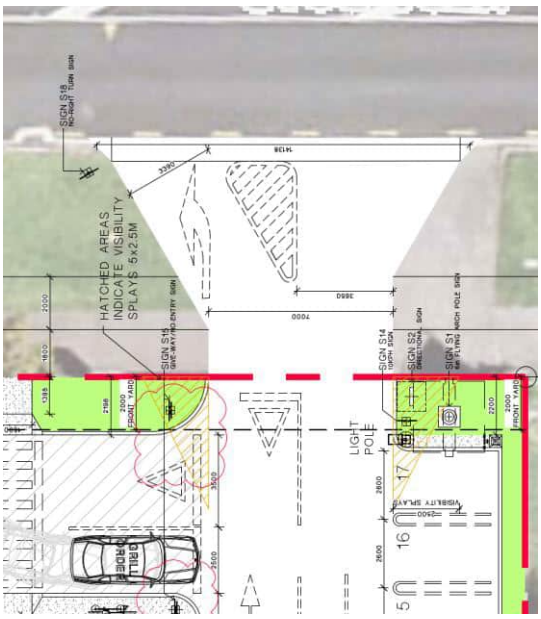



**Figure 11**: Proposed crossing layout (Source: Drawing plan RC010)

## 2. Effects of the use of vehicle crossing onto Kepa Road

### 2.1. Context of Kepa Road

Mr Langwell notes the most recent traffic count carried out by Auckland Transport indicates that Kepa Road experiences a total traffic volume of approximately 22,000 vehicles during weekdays and around 18,000 vehicles during the weekends. In addition to the above, Mr Langwell carried out traffic counts on Kepa Road on Friday, 16 June 2023, and considered 12 pm to 2 pm and 4 pm to 6 pm periods as the busiest commuter peak hours on Kepa Road.

Mr Langwell has analysed six reported crashes on Kepa Road, particularly along the section between Brenton Place and Kupe Street, and found no specific crash patterns in the vicinity of the site.

Mr Stone expands on the function and importance of Kepa Road as an urban arterial road, and I note the following comments:

- Kepa Road is a single-lane arterial road that serves as a frequent transport corridor, a major cycling route, and a key route for freight and over-dimensional routes.
- For freight users, Kepa Road provides the most direct route between the Ports of Auckland and Mt Wellington and Glen Innes's industrial areas.
- Public transport services, including 781, 782, 783 and 76 (a frequent service), utilise Kepa Road, with up to 3,000 passengers per weekday. Auckland Transport records show that the current frequent 76 bus service is operating below its target rate.
- Approximately 360 cyclists pass the site per day, and the number is expected to increase significantly with the completion of the cycleway along the site frontage, which will integrate into the wider cycling network.
- The signalisation of the Kupe Street / Kepa Road intersection is under construction to support future housing development to the north of Kupe Street.

## 3. Actual and potential effects of the use of the vehicle crossing

I consider the transport network to be a physical resource, that facilitates general vehicle movement, freight, public transport, pedestrians and bicycle users.

I adopt the *M/M/2 model* as a useful tool for understanding the potential extent of queueing for the drive-through restaurant's operation. I accept that Mr Langwell and Mr Stone have different findings in terms of the prediction of the trip generation and servicing time, which consequently leads to different queuing outcomes and therefore a differing view as to adverse effects. In this case, I consider Kepa Road to be a key strategic and frequent transport route in the area, and I consider this as part of the receiving environment.

In terms of the extent of effects, I acknowledge Mr Langwell's comments based on site-specific survey results in Cavendish Drive, which recorded 75 drive-through vehicles with an average of 69 servicing times during a Friday peak; the survey confirms a queue of no more than eight vehicles. I understand that the recorded 75 drive-through vehicles will be higher than the predicted numbers based on the *M/M/2 model*. However, I lean towards Mr Stone's viewpoint that the sampling size of the video survey may not be sufficient to accurately represent the most appropriate data for calculation, given the two-day survey period. In other words, the information provided by Mr Langwell may not sufficiently assure that queuing can be fully contained within the site during the normal operating scenario.

I further refer to Scenario Test 3 (Table 2 above) prepared by Mr Langwell, which suggests a 6.4% chance that vehicles will spill out from the site under the settings of 66 vph and 84 servicing time. Mr Schischka further elaborates on the implication of a 6.4% probability in the following two comments:

- The queued vehicles could extend beyond the site boundary for approximately 3 minutes and 50 seconds (230.4 seconds) during peak hours. However, this queuing would not necessarily occur continuously – but could be spread out over shorter periods throughout the hour.
- Or, if the queue length were to be monitored 1,000 times during peak hours, it would likely extend beyond the site boundary approximately 64 times (or 6.4% of the time).

Overall, I am in a position to prefer the probability prediction by the *M/M/2 model*; therefore, I prefer Mr Stone's assessment that with a 6.4% chance or probability of potential spill-out traffic from the site, this raises safety and operation concerns for other road users. In particular, the gap between the traffic lane and the edge of the cycleway is about 3.9m, which is insufficient to accommodate a vehicle waiting at the berm without causing it to protrude into either the traffic lane or the cycle path, or potentially both. This situation may result in road safety risks for cyclists and pedestrians, including pedestrians who may walk around the back of a waiting vehicle or cyclists who may use the pedestrian path to pass a waiting vehicle. Further, Mr Stone highlights that delays caused by potential queuing may lead to driver frustration, which might lead to unsafe/aggressive driving behaviour, such as making u-turns or attempting to bypass the queue.

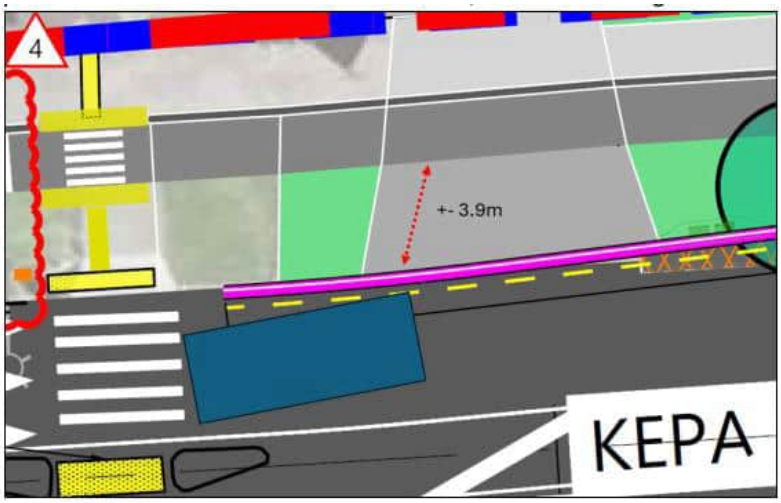



**Figure 12**: Illustration of ingress vehicles to the site (Source: AT technical memo, p12)

Figure 12 above shows that vehicles waiting to make a left turn into the site will obstruct the eastbound lane, with no alternative for behind traffic from passing. Any delay to Kepa Road will create operation concerns for other road users, including public transport, freight and general vehicle users. In particular, if the proposed drive-through causes a 230-second delay during peak hours because of spill-out queuing (predicted at being 6.4% of the time), it will exacerbate delays for frequent bus services in the area, which are already experiencing performance issues.

I rely on the assessment provided by Mr Stone that should queuing vehicles spill out from the site as predicted above, it will further hinder the operation efficiency of the road network, particularly affecting general users and public transport. In addition, further reduction in the reliability of public transport will likely increase the use of private vehicles, which will worsen the operation performance of the roading network. Mr Stone further commented on the expected growth in freight and additional delays that could compromise the function of this key strategic arterial road.

In light of this, I adopt the comments provided by Mr Stone, and I consider that any potential queuing from the site, notably the 6.4% of potential queuing predicted above, will exacerbate issues with the operation, safety and efficiency of the road network and the roading environment with a potential 230-second delay on Kepa Road. This represents an adverse effect on the transport network that is unacceptable; in particular, queuing traffic from the use of the vehicle crossing will obstruct the movement of people and goods on the road network efficiently, required under E27.3(20). In addition, any potential queuing traffic from the site will impact the effective, efficient and safe operation of the adjacent arterial road and the associated pedestrian and cycle paths, required under E24.3(21). The objectives and policies establish a framework for the level of acceptability of impacts within the road network and to pedestrian and cyclist safety to be assessed, and as identified above it is concluded that unacceptable effects are likely to be generated in this regard.

<u>Proposed mitigation measures</u>

Although Mr Langwell considers that any potential queuing will be contained within the site, additional measures have been proposed to address the potential transport effects that could arise from unforeseen scenarios, including queuing beyond the site. The applicant has proposed an effect management hierarchy to mitigate any adverse effects, including crossing design

adjustments, the implementation of the drive-through management plan and review conditions to manage potential non-compliance with the right-exit ban.

Firstly, the applicant's planning consultant, Barker and Associates, has proposed conditions to ensure the installation of a speed bump and "Do not block footpath" or similar sign at the exit point of the crossing. I consider this measure will help prevent exit vehicles from blocking the berm, thus reducing the likelihood of vehicles encroaching on the pedestrian and cycling paths.

Secondly, the proposed draft drive-through management plan is a high-level document aimed at ensuring the restaurant, including the drive-through component, can be operated efficiently and avoid vehicle queues extending from the site onto Kepa Road. The draft management plan outlines the following measures that can be implemented as part of the operation procedure:

- It is proposed that the restaurant owner/operator and restaurant managers be responsible for the implementation of the drive-through management plan.
- Adequate number of staff will be on-site to enable efficient operation of the restaurant including the drive-through component.
- Constant surveillance of the drive-through from the restaurant.
- Phase 1 management will be triggered if there is a delay at the pick-up window or kitchen delay, the "grill space" will be utilised, allowing other vehicles to exit the drive-through lane.
- Phase 2 management will be triggered if further queue stacks up to 16 vehicles in the drive-through lane from the pickup window (equivalent to the sixth vehicle before the ordering point). In this case, restaurant staff will redirect vehicles from the queue into parking spaces to alleviate the queue pressure. Once the queue has dissipated, it will resume normal operation.
- Phase 3 management will be triggered if all customer parking spaces and drive-through queuing lanes are fully occupied; the vehicle ingress point will be temporarily closed with physical barriers and signs until half of the customer parking spaces are vacant and below 14 vehicles from the pickup window (equivalent to fourth queues before the ordering point).

Mr Stone has reviewed the management plan and notes that the management plan attempts to mitigate the potential adverse effects resulting from queuing. The effectiveness of the mitigation measures is still uncertain, with the following comment provided by Mr Stone:

- The suggested trigger points may not cover all queuing scenarios, such as delays in taking orders, which could also result in queues back from the ordering point to the crossing (even the downstream area [collection area/waiting area] is clear). Queuing may also occur when the car park is not entirely full.
- The proposal currently does not have sufficient details on how the temporary closure of the crossing will be operated. The closure of one side of the crossing could lead to drivers attempting to enter via the open side of the crossing, even if signage is in place.
- It is noted that the plan has not addressed whether or not appropriate traffic control equipment needs to be stored on-site, and traffic management requires appropriate control and personal safety equipment supervised by a suitably qualified person(s).

I agree that the proposed drive-through management plan provides a direction for managing the extent of queuing at different stages. However, the proposed draft has not fully addressed all necessary details as suggested by Mr Stone. I rely on the Mr Stone's assessment and add the following comments.

If the vehicle crossing is temporarily closed due to Phase 3 management triggers as outlined in the draft management plan, the proposal does not provide clear arrangements for incoming vehicles. Specifically, there is a lack of adequate advance warnings for approaching drivers, who may only became aware of the closure upon reaching the non-entry sign at the road berm. This reflects Mr Stone's earlier assessment in Figure 12, where a stationary vehicle (shown in the pink zone in Figure 13) could block the path, further complicating traffic flow and safety.

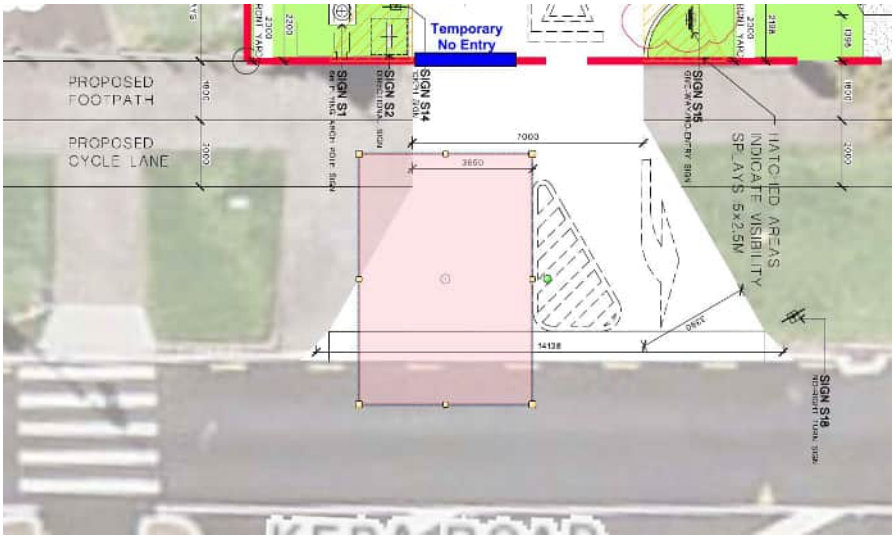



**Figure 13**: Illustration by author

Thirdly, the applicant has proposed review and monitoring conditions to address potential effects on the transport network resulting from non-compliance with the right-turn exit ban. Specifically, the condition suggests a review three to six months after the restaurant opens to assess any safety or operational issues, followed by an annual review for a five-year period. Potential mitigation measures include changes to the design of the crossing, actions to reduce queuing within the site, or implementing physical restrictions on right turns.

Mr Stone's concern is that the known effects, such as potential queuing, should be addressed as part of the consent, rather than through a review condition at a later stage. Mr Schischka notes the proposed measurements, such as the installation of flexi-posts on Kepa Road to physically prevent right turns, are not effective. Additionally, the "solid median" at the crossing is not the appropriate type of barrier at this site given the roading environment.

In my opinion, the applicant has not adequately addressed the potential effects on the transport network due to the queuing issues, particularly given Kepa Road is a strategic arterial road within the network with low resilience to queuing impacts. In this case:

- Within the proposed drive-through management plan, the temporary crossing closure procedure would be more appropriate as a contingency measure to address potential transport issues arising from unforeseen circumstances. However, due to its temporary nature, this approach is not considered a suitable solution for managing daily queuing spillover from the site. In other words, if drive-through queues consistently extend beyond the site, for instance on a daily basis, a temporary closure would not be an effective long-term management measure. The implementation plan of Phase 3, specifically the temporary closure, does not provide adequate reminders for approaching vehicles, potentially leading to confusion and further congestion.

- The proposal has not included a detailed crossing arrangement/design that considers the potential effects on active mode users (cyclists and pedestrians) and traffic lane users, particularly in situations where vehicles are stationary on the road berm while waiting to enter and exit the site.
- The proposal has not provided specific mitigation measures to attempt to reduce the trip generation rates and servicing time if required as part of the proposal.
- Although the proposal suggested a right-turn ban to manage potential operational issues/queuing, it has not explicitly demonstrated the predicted reduction level in trip generation from the westbound traffic.
- In the event that a permanent right-turn ban is required, the proposed use of flexi-posts is not considered an appropriate and effective physical barrier for this site.
- Overall, I find that the proposal lacks an integrated management approach to address potential queuing effects effectively. It does not include sufficient measures to reduce or manage trip generation, shorten service times, or optimise the design of the vehicle crossing to enable an effective, efficient and safe operation roading environment. The adverse effects of the potential queuing from the use of the vehicle crossing cannot be avoided or mitigated as required under E27.3(21).

## 4. Summary

In summary, I acknowledge the mitigation measures proposed by the applicant, particularly the management hierarchy, including the draft drive-through management plan, which would be useful in mitigating the potential adverse effects of spilled queueing from the site. However, the proposal has not adopted a sufficiently integrated approach to manage these potential effects, which could compromise the safety and operation of pedestrians, cyclists, and the eastbound traffic flow.

Based on the information provided by the applicant, it is considered that these measures do not adequately mitigate the potential adverse effects on the transport network or ensure a safe vehicle crossing for the site. Even if Phase 3 management is triggered, it is unlikely that the proposed mitigations would sufficiently address the safety concerns for other road users or maintain the efficiency of the transport network.

Overall, I consider that the construction and use of the vehicle crossing on Kepa Road to support the operation of a drive-through restaurant would result in potential adverse transport and safety effects on the public road network. In particular, using the site as a drive-through restaurant may lead to potential queuing spilling out onto Kepa Road. These identified potential effects would further compromise the effective, efficient and safe operation of the adjacent arterial road and its associated pedestrian and cycle paths. These effects are considered to be unacceptable overall.

## 5. Visibility and safety effects of crossing design

Submitters have raised concerns about safety related to vehicles utilising the vehicle crossing, in particular in the situation where a vehicle that is waiting on the flush median to turn right into the site could potentially obstruct the visibility of a pedestrian at the zebra crossing.

In the pedestrian sight distance assessment, Mr Langwell has assessed these specific pedestrian visibility concerns within the finalised ITA. The assessment required a 60m Approach Sight Distance, while 65m was achieved. Mr Stone agrees with the assessment provided by Mr Langwell and considers it meets the Austroads requirements (even for children).

Mr Langwell found both directions onto Kepa Road provide at least 100m sight distances from the proposed vehicle crossing, concluding that a suitable level of sight distance can be provided. Mr Stone agreed that sufficient sight distance under the Austroads Guide to Road Design's Safe Intersection Sight Distance standard with a required 97m sight distance while 100m is achieved.

In terms of the crossing width non-compliance, Mr Langwell notes the additional width is required to accommodate the truck movements, making sure the manoeuvre will not extend to the road berm. The proposed vehicle crossing is well-separated from vehicle crossings at adjoining sites, allowing pedestrian refuge areas. Mitigations are proposed to achieve an appropriate level of intervisibility by providing low-height landscaping (up to 600mm in height) within 2.5 metres. Mr Stone generally agrees with the intervisibility assessment provided by Mr Langwell and notes that the crossing design, including visibility splay, provides adequate intervisibility.

I adopt the assessments provided by the specialists and consider the effects on the visibility and pedestrian safety of the design of the crossing to be acceptable.

**6. <u>Design for vehicle movement within the site</u>**

The maximum design vehicle for using the drive-through lane is the 85th percentile delivery van with a length of 6.363m and 2.432m in height. A realistic tracking curve is prepared to demonstrate that the drive-through can accommodate the 85$^{th}$ percentile delivery van without encroaching on any structures within the lane or at the crossing.

In terms of access to delivering and servicing trucks, a 9.37m truck is proposed for deliveries and 8.1m rear-end load trucks for waste collection. Mr Langwell has prepared an 85$^{th}$ percentile tracking curve showing that the anticipated trucks can enter and exit the site in a forward motion. Mr Stone and Mr Shen both have reviewed the proposal, and no concerns in relation to the capacity and frequency of the proposed trucks' movement have been raised. I rely on the assessments provided by the specialists. Overall, I consider the use of vehicle crossing by the anticipated trucks for delivery and servicing purposes to be acceptable.

Note: Assessment against the deliveries and servicing arrangement including on-site manoeuvring for trucks, will be carried out in the next paragraph.

**7. <u>Loading space arrangement</u>**

The proposal does not provide a formal loading bay, which is required for a drive-through restaurant greater than 300m$^2$ up to 5,000m$^2$ gross floor area, in which 321m$^2$ proposed. As part of the proposal, a loading area that is equivalent to the dimension of a loading bay is proposed at the rear portion of the parking area with a dimension of 8.0m x 3.5m. A servicing and loading management plan is proposed that outlines the loading arrangement. Food deliveries are scheduled outside peak hours between 8 pm and 6 am, three times a week, with each delivery anticipated to be within 60 minutes. Waste collection is scheduled three times a week, from 10 am to 12 pm and 2 pm to 4 pm, outside of peak hours; each collection will be finished in 15 minutes. All deliveries will be carried out under traffic supervision, completed reverse manoeuvring within the site and any reversing of vehicles to or from the site will be restricted.

Mr Langwell has commented on the proposed loading arrangement, noting that all servicing and delivery trucks will utilise part of the drive-through lane for on-site manoeuvring without occupying any customer parking spaces. Mr Langwell notes that the reversing back to the loading area will be completed in a very short time with minimal delay to customer vehicles, particularly as these

will occur outside peak hours. Mr Langwell considers the loading arrangement will not result in any spill-out effects onto Kepa Road.

Mr Shen has reviewed the proposed loading arrangement and concurs that the proposed arrangement could be undertaken in a safe and feasible manner.

I adopt the assessment provided by Mr Langwell and Mr Shen, and I consider the loading arrangement in accordance with the proposed management plan for delivery and waste collection trucks could be undertaken in a safe and efficient manner. Overall, I consider that the proposed transport effects due to the shortfall of loading space are considered to be acceptable.

**8. Effects of construction traffic utilising crossing onto Kepa Road**

As mentioned above, comments were raised regarding heavy vehicle access during the construction stage. The proposed work involves earthworks of approximately 646m$^3$. Submissions have been received in relation to pedestrian safety concerns, particularly both St Joseph's School and Orakei State School are located within the local catchment.

After the submission period, Mr Langwell provided comments on the traffic effects during the construction stage. Overall, the construction will be completed in four key stages: site clearance, earthwork, and civil works, followed by two stages of construction. Mr Langwell expects to generate up to 10 trucks (20 movements) per day during the construction period, and other small vehicles, including construction workers and client staff, at about 15 vehicles (30 vehicle movements) per day. Mr Langwell considers the surrounding road network is able to accommodate this level of traffic movement during the construction stage and potential traffic impact could be managed by the implementation of a construction traffic management plan. The applicant's agent has proposed a condition that a Construction Traffic Management Plan (CTMP) will be provided, in particular, restrictions will be placed to restrict heavy vehicles from accessing/exiting the site during school pick-up and drop-off (PUDO) hours (between 8:30 am to 9:00 am, and 2:55 pm to 3:30 pm) during the construction stage.

I note that the proposed earthworks are within the permitted thresholds and require an export of 34m$^3$ soil and import of 593m$^3$ soil (noting excavated soil will not be re-used). Mr Stone and Mr Shen have raised no concerns in relation to the proposed construction traffic arrangement and the associated effects.

I adopt the assessment provided by Mr Langwell as the construction traffic arrangement could be accommodated by the roading network with the implementation of the CTMP. Overall, I consider the adverse construction traffic effects, including pedestrian safety, to be appropriately mitigated and acceptable.

**9. Transport effects summary**

Based on the above reasons, I consider that the potential transport effects, particularly the potential impacts on the adjoining road network due to queuing from the site, cannot be adequately avoided or mitigated to an acceptable level. However, I find the proposed loading arrangements and internal vehicle movements within the site to be acceptable.

Overall, I conclude that the effects on the function, safety, and efficient operation of the transport network from the proposed development are unacceptable.

**Streetscape, visual and amenity effects**

There have been comments raised by submitters in relation to the site selection of the restaurant, particularly with respect to socio-cultural consideration factors; such as, its proximity to other drive-through restaurants and education facilities. In addition, concerns have been raised about the potential impact on local businesses.

Under the Business – Mixed Use Zone H13.4.1(10), using the site for drive-through restaurants is a permitted activity. In terms of the standard, H13.6.0(1) requires drive-through restaurants to have more than 30m separation distance from the residential zone site, while the closest residential zoned land from the subject site is 112 Reihana Street (which is located approximately 47m to the north). The amenity effects on surrounding areas due to the location and design of the building and access for vehicles and landscaping, will be assessed in the following sections.

In terms of the assessment against the density of the drive-through restaurants, H13 Business Mixed Use Zone does not contain specific standards/rules to assess those comments raised by the submitters. I acknowledge there are comments in relation to other available drive-through restaurants in proximity, and the nature of a drive-through restaurant may contradict the function of the community garden opposite the road, indicating that the location is not suitable for the proposal development. However, the H13 zone does not provide a particular scope to assess or address those comments, noting council must consider only those matters over which it has discretion within the plan. I reference Assessment Criteria H13.8.2(3) & (5) in terms of the construction of buildings and buildings associated with drive-through restaurants as well as E27.8.2(8) for the vehicle crossing width non-compliance.

In relation to the construction of new buildings

The proposal is reviewed by the Council Urban Design Specialist, Mr Nicholas Allan, who is supportive overall of the proposed development, and I note the following comments:

- The proposed restaurant building will be positioned centrally within the site and circulated by the drive-through lane, in a way that this layout weakens the ability of positioning the building closer to the street.
- The use of architectural design, such as roof parapets, where a low wall extends to the edge of the building's roof for screening the servicing structures when viewed from the public realm.
- The design includes double-height glazing and an elevated roof, which contributes to the attractiveness of the building, while the variety in façade materials and colours will contribute to the building's appearance.
- The proposal includes three specimen trees, shrub planting and heightening around the site; in particular, the landscaping features along the front of the site contribute to the attractiveness and amenity of the streetscape.
- The proposed landscape features have incorporated the building design element by limiting the hedging up to 1.2m. The boundary treatment has adopted the principles of Crime Prevention Through Environment Design by maintaining a level of visibility, thereby achieving the purposes of surveillance and perceived safety for pedestrians walking through the area.
- The combination of hedging and specimen trees along the street frontage could soften the visual prominence of the paved area.
- The proposal provides legible and direct pedestrian access to the restaurant from the street.

- Unattractive elements, such as parking and servicing activities, are located at the rear portion of the site, which will be further softened by the proposed boundary treatment. The waste and recycling area is enclosed within the building, ensuring it remains out of sight from the public realm.
- The northern elevation and rear portion of the western elevation of the building are relatively blank, which reduces the potential for passive surveillance of Kupe Reserve. However, the drive-through and restaurant operations are expected to provide some level of surveillance into the reserve, especially with the low boundary landscaping, promoting visibility and safety.

*Building*

The applicant's planning consultant, Ms Maiah Barnfield notes the restaurant building will be situated in the eastern portion of the site, enclosed by the drive-through lane. It will have a rectangular building footprint, with an area of approximately 320.9m$^2$ and a height of approximately 6m, plus an additional 0.7m for building service plants above the roof. The proposed building also incorporates other design features, including canopies, to further articulate the built form.

The facade of the building will consist of a combination of elements and colours. In particular, the southern façade or streetscape elevation of the building will feature extensive glazing and entrance doors. The design of the restaurant has been designed to position the most active part of the building, i.e., the restaurant and front doors, to face the street. The proposal will be supported by landscape features to soften the development, including specimen trees, shrubs and hedges.

I adopt the comments provided by Ms Barnfield and Mr Allan that the proposal has been designed to respond to the size, shape and location of the site. The proposal will result in an appropriate public interface, including both Kepa Road and Kupe Reserve, with appropriate pedestrian access arrangements.

*Retaining wall*

The proposal includes two fill retaining walls along the side and rear boundaries adjoining the Kupe Reserve, with a maximum fill height of 0.62m above the natural ground level. These retaining walls will be constructed in keystone blocks. As a mitigation, shrubs and hedges will be proposed along the retaining walls to soften potential visual and streetscape effects when viewed from the public realm, including the Kupe Reserve. Council Parks Planner, Mr Laz Petkovic, has peer-reviewed the proposal, including the proposed retaining wall. It is considered that the proposed retaining and landscape layout maintain opportunities for passive surveillance and no other concerns have been raised by Mr Petkovic. I adopt Mr Petkovic's comment and overall, the adverse visual and streetscape amenity effects of the proposed retaining walls are considered to be acceptable.

<u>In relation to the construction of a drive-through restaurant</u>

*Building services*

As part of the proposal, the associated equipment, including servicing plants such as air conditioning units, are located on the roof of the building. In terms of the location of storage and waste bins, these facilities will be stored within the restaurant building. I agree with the comments provided by Mr Allan that the supporting facilities will be located or appropriately screened when

viewed from the public realm; the overall adverse street attractiveness of these facilities on the environment is considered acceptable.

*Parking and service area*

The proposal provides a double-width crossing and parking area in the western portion of the site, offering vehicular access for customers, deliveries, and waste collection. A landscaping buffer, consisting of low-height hedges, shrubs, and specimen trees, will be planted between pedestrian paths and the paved areas along Kepa Road. Comments have also been raised regarding the users of the reserve. From an urban design perspective, Mr. Allan considers the public interface to be appropriate, with the combination of boundary landscape treatment allowing for a level of passive surveillance.

In my opinion, the reserve is most likely to be utilised by the majority of users during the daytime, when the reserve already experiences ambient noise and movement from the surrounding environment, indicating that the proposal will be compatible with the existing context. Similarly, adjoining sites (i.e., 144 & 154 Kepa Road) already have paved areas and vehicle manoeuvring space oriented towards the reserve, which forms part of the receiving environment. The proposal will introduce an additional buffer of boundary treatment to soften potential visual amenity effects when viewed from the reserve. Overall, the proposal is considered to be compatible with its surrounding context and will not detract from the reserve interface's amenity.

Both delivery and waste management trucks will utilise the same vehicle crossing, with a scheduled servicing window during off-peak hours (daytime for waste collection and nighttime for deliveries), as outlined in the Servicing and Loading Management Plan. These trucks will park in the proposed informal loading space at the end of the parking area, where the loading space, reserve-manoeuvring space, and operation area will be separated from the public realm, ensuring that the streetscape and pedestrian amenity are not negatively affected.

Additionally, a dedicated pedestrian access point/path will be provided for pedestrians accessing and exiting the site, minimising potential conflicts between pedestrians and drive-through vehicles.

Overall, the adverse amenity and streetscape effects of the vehicular parking and service area are considered acceptable.

*Landscaping*

The proposal will have a landscape buffer shortfall of 1m along the southern boundary. Mr. Allan comments that the narrowest portion of the landscape buffer area will still be suitable for the selected hedging species to grow to an adequate height. As assessed previously, the proposal is supported by a comprehensive landscape plan. The proposed landscape setting has also been peer-reviewed by Mr. Allan and Mr. Petkovic, with no concerns raised from an urban design and parks planning perspective. I rely on the assessments and comments provided by the specialists and consider the adverse landscape effects on the streetscape and pedestrian amenities to be acceptable.

*Amenity effects on surrounding areas*

Business – Mixed Use Zone has regards to the amenity values of residents on surrounding areas, as referenced in H13.8.2(5).

*(5) In addition to the matters for new buildings stated above the Council will restrict its discretion to the following matter in regard to:*

- *drive-through restaurants; or*
- *service stations:*

*(a) the effects of the location and design of:*

*(i) buildings and associated equipment, parking and service areas;*

*(ii) access for vehicles including service vehicles; and*

*(iii) landscaping;*

*on the amenity of surrounding areas (particularly residential areas), on streetscapes and on pedestrian amenity and any methods by which those effects can be appropriately managed;*

Comments have been made by submitters in relation to the residential amenities in surrounding residential areas, including the introduction of potential noise and lighting effects from the operation of the 24/7 drive-through restaurant, emissions from drive-through vehicles and anti-social, unlawful and unsafe behaviour. I make the following assessment:

- In terms of anti-social, unlawful and unsafe behaviours within the site and the surrounding environment, it is considered that these behaviours are not an effect that could be directly generated by the design of the building and associated operation area. The proposal incorporates full-height and extensive glazing areas on the southern and western elevations of the proposed restaurant building to maximise the opportunity for passive surveillance, by providing overlooking toward the internal parking area and entrance strip of Kupe Reserve and Kepa Road. In addition, the restaurant will be equipped with CCTV monitoring the operation of the restaurant including the parking area and drive-through lane.

  Ms Petkovic and Mr Allan have also provided similar assessments in their technical memo, and the design has adopted the Crime Prevention Through Environmental Design (CPTED) approach, as previously mentioned. I consider that the proposal has adopted appropriate design measurements to minimise the occurrence of these uncertain scenarios/events (not part of the day-to-day operation of the proposal) within the site. Overall, it is considered that the adverse pedestrian safety and amenity effects at the site's periphery are considered to be acceptable.

- Submitters have raised concerns regarding the creation of litter within the site and surrounding area. In terms of the design, the proposal will have three rubbish bins available in the parking area and at least one rubbish bin inside the restaurant. As part of the proposed condition, the applicant has offered a condition that a Litter Management Plan will be prepared and submitted to the council before the operation of the drive-through restaurant, part of the management plan will set out procedures for the restaurant to mitigate litter on and around the restaurant. Although detailed information, such as the time interval to inspect/empty the rubbish bins, hasn't been provided by the applicant, I consider that the applicant has adopted an appropriate approach to minimise the potential presence of litter within the site.

- There are concerns raised in relation to the operation noise from the submitters, including operational noise, and noise associated with unlawful/anti-social behaviour.

The applicant's noise specialist, SLR Consulting New Zealand (SLR), has provided an assessment of the operation noise, and SLR identifies the principal operation noise sources from a drive-through restaurant, which are drive-through speakers, vehicle movement and mechanical plant items. SLR has considered the worst-case scenario and predicts that the noise level during the operation stage of the drive-through restaurant to comply with both daytime and night-time noise standards under E25 of the AUP(OP). As part of the proposal, the selection and design of the service plants will be supervised by a suitably qualified noise specialist to ensure these features will be designed to comply with E25 standards.

No particular concerns have been raised by the submitters in relation to construction noise, but SLR also provides an assessment of the construction noise level. It is considered that the construction noise and vibration during excavation and compaction stages can comply with E25 standards to the closest receivers at 146 Kepa Road and 154 Kepa Road as per the recommendation outlined in the acoustic report including the installation of noise barriers.

Council's Senior Specialist, Mr Andrew Gordon, has reviewed the proposal, including the noise report provided by SLR. Mr Gordon considered that the overall proposal including the construction noise and noise during delivery and waste collection periods, will comply with the relevant noise standard during the operation stage. In addition, Mr Gordon specifically addressed noise effects at the five closest submitters to be negligible.

Apart from the noise compliance with the relevant standards under E25, I consider the zone has acknowledged the sensitivity of residential zoned land and activities, in particular drive-through restaurants, required to have 30m a separation distance from a residential zoned site under H13.6.0 of the AUP(OP). 112 Reihana Street is the closest residential zoned site to the north of the subject site with a separation distance of 48m, and separated by Kupe Reserve. While 144 Kepa Road is a Business Mixed-Use zone site consisting of residential activity.

I acknowledge the proposal may result in general or unpredictable nuisance, such as vehicle engines, loud music, honking and noisy patrons or even anti-social/unlawful behaviours. These nuisances may be disruptive to surrounding residents, particularly at nighttime. Mr Gordon further comments on the antisocial behaviour, noting that the only effective measure to manage this disturbance is to reduce the operation hours. In terms of the receiving environment, I note there is an existing 24/7 service station next to the subject site, and the nature of the service station is similar to the operation of a drive-through restaurant that serves with parking spaces, operational area and a building with goods sold to the public. I am not aware of any complaints in relation to the above-mentioned behaviours from the council record research at 154 Kepa Road.

From a planning perspective, I consider the scope of assessment to be limited to the location and design of the proposal, which informs the assessment against the amenity effects. I consider it to be the day-to-day activities, including general vehicle and truck movements, service plants and operational noise, e.g. ordering speakers. In terms of the access arrangement, all vehicles will enter and exit the site at the crossing connecting Kepa Road, where the arterial already has an ambient noise level. As discussed previously, SLR and Mr Gordon both have assessed the extent of noise during normal operation situations and confirmed the operation noise during day-time and night-time will be within a permitted range. I adopt the SLR and Mr Gordon's comment. Therefore, I consider any adverse operational

noise amenity effects on the environment and any persons including persons 112 Reihana Street and 144 Kepa Road is considered to be acceptable.

- Comments were made by submitters in regard to the odour and air pollution from food cooking, as well as vehicle emissions from drive-through lane and parking areas. The Assessment of Environmental Effects has confirmed that the proposal will not exceed 250kg/hour of deep fat or oil frying, which is a permitted activity under E14 of the AUP(OP). In addition to the provision under the E14, I further comment on the existing and expected future amenity values of the surrounding area.

  The existing 24/7 service station at 154 Kepa Road has a similar arrangement to the proposal, featuring vehicles in and out and associated emissions from vehicle ignitions or stationary vehicles etc. In addition, the adjacent arterial road, with an estimated daily traffic flow of around 22,000 vehicles, already has an ambient level of vehicle emissions. In terms of the proposal, the location of the drive-through waiting and collection area will be located on the eastern portion of the site, adjacent to the service station. All vehicles will utilise the southern vehicle crossing facing Kepa Road to enter and exit the site, which is located further away from the residential zoned sites to the north along Reihana Street.

  In terms of the design and location of the building servicing plants, there is one fryer and two grill extract fans located at the central portion of the roof area, where these fans will be separated from the northern and western boundaries by approximately 20m, with an effective separation distance of approximately 68m to the closest residential zoned site at 112 Reihana Street and 50m to the apartment building at 144 Kepa Road. I consider an adequate separation distance to be provided for adjoining residential activities.

  In terms of the expected future amenity values within the area, the zone also permits the use of the site for food and beverage purposes, which I consider the nature of the food cooking process between a restaurant and a drive-through restaurant will be similar. As mentioned above, I consider the degree of residential amenities under consideration to have been reflected under the H13 by managing drive-through restaurants within 30m of a residential zoned land. After considering the nature of the surroundings and matters of discretion, I consider that the proposal is compatible with the surrounding environment and will not detract from amenity values (air quality and cooking smell) for persons and, therefore, consider it to be acceptable.

- Visual amenity concerns of the proposal, including the location of parking space and paved area, have been raised.

  For those residential zoned sites to the north along Reihana Street will be separated by Kupe Reserve with at least 47m separation distance from the northern boundary of the subject site, and I note that Kupe Reserve will not be the primary access route or access to the public realm for those residential zoned sites at Reihana Street. It is considered that those paved areas will not be readily visible from these sites, and boundary treatment will appropriately soften the potential visual amenity effects as assessed by Mr Allan. I consider adverse visual amenity effects to be acceptable.

  <u>Effects on 144 Kepa Road</u>

144 Kepa Road is the residential activity which is closest to the subject site and it is business zoned land, featuring a three-storey apartment building with 12 units in total, while the building will be surrounded by a lawn area and a communal parking area (with approximately 12 parking spaces) to the rear of the site with access along the eastern boundary. The eastern façade of the apartment building will be separated from the subject site by approximately 30m, including a 15.4m width entrance strip accessing Kupe Reserve with specimen trees on both sides of the pedestrian path.

In terms of the visual amenity effects, the building service plants will be located on the roof while waste and storage areas will be located inside the restaurant building with appropriate screening. The proposal also involves paved areas i.e. parking space and drive-through lane with approximately 944m$^2$. The proposed landscape treatments, in particular, hedging and shrub plantings along the western boundary, provide an appropriate buffer and soften potential visual amenity effects of the paved area. Compared to the receiving environment, other adjoining sites under the same zoning have similar parking arrangements, with a noticeable portion of paved area to the forecourt including 154, 156 & 160 Kepa Road. Compared to the pre-development context, the site features a paved area at the forecourt with limited vegetation to the frontage. The proposal, including the building and associated operation area, i.e. parking and services areas, are considered to be compatible with the existing environment in this location, particularly considering that the site is adjacent to Kepa Road, an urban arterial road. On balance, it is considered the adverse visual amenity effects for persons at 144 Kepa Road to be acceptable.

Effects on 154 Kepa Road

Although no submission was received from persons at this site, I consider any adverse streetscape, visual and amenity effects on persons at 154 Kepa Road acceptable, given that this site shares similar 24/7 commercial activities with no residential elements within the site, and boundary treatments are appropriate to soften potential amenity effects raised from the site.

Summary

Overall, it is considered that the site will not be readily visible from the residential sites to the north, and potential amenity effects will be softened by the increased separation distance; thereby, any adverse visual amenity effects for other residential zoned sites are considered to be acceptable.

No other persons are considered to be adversely affected by the proposal, due to separation distance.

Overall, I consider the adverse effects related to the residential amenity, including noise and odour/smell from the proposal, to be acceptable. Notably, I have discounted those adverse effects that do not fall within the matters of discretion or fall outside of the remit of the Resource Management Act.

Vehicular crossing width

- The proposal involves a 7.0m width crossing for the development, which exceeds the permitted standard by 1m. In this specific context at Kepa Road, and the specific activity for a drive-through restaurant, I consider that the proposed crossing does not detract from the pedestrian amenity and streetscape of the receiving environment, in particular from other

businesses zoned sites proximity to the Kupe Street and Kepa Road intersection. The proposed crossing width will be similar to the existing crossing width at the subject site, where the proposed new crossing will not result in substantial differences compared to the existing context. It is considered the overall pedestrian amenity and streetscape effects due to the additional 1m crossing width to be acceptable.

Summary

Overall, while acknowledging the concerns raised by submitters, and reviewing the specialists' assessments, I have found that the proposal, with proper mitigation, adverse streetscape and amenity effects on the public realm and surrounding areas from the proposed 24/7 drive-through restaurant would be acceptable within the context of the underlying business zone context without detracting from the existing amenity of the area.

Based on the above-mentioned reasons, I consider any actual and potential effects on the streetscape, visual and amenities of Kepa Road and surrounding areas will be appropriately mitigated and acceptable.

**Signs and lighting effects**

Submitters raised concerns regarding that the proposed signs and associated lighting effects will result in adverse amenity effects to the character of the suburb and sites in close proximity. Including bright colours of the signage and light pollution from the building. [DP1]

The location, type and size of the signs can be found in the architectural plan set, prepared by ASC Architects, in particular the proposal features:

- 1 x 6m "Flying Arch" illuminated standalone sign orientated east and west (visible in both directions of Kepa Road).
- 5 x wall-mounted illuminated signs (containing logo or letter) orientated to the south towards Kepa Road and west towards the Kupe Reserve's entrance strip.
- 2 x "drive-through directional sign with illuminated logo and letter.
- 6 x road signs (Accessible parking only, no right turn, 10KPH, Give-way/no-entry sign).
- 3 x window signs for directional purposes.
- 4 x wall-mounted non-illuminated sign.
- 2 x Drive-through ordering set with digital menus, speakers and canopy.

The applicant's lighting specialist, Coates Signco Ply Limited has assessed the illumination levels of the pylon signs, including the 2.4m pylon sign base and M for signs. Of these results, the yellow M will have a max reading of 1,400 Lux, the red base will have a max reading of 300 Lux and white lettering for feature box and button sign have a maximum reading of 1,500 Lux.

Councils consultant lighting specialist, Mr Domenico De Vincentis, has peer-reviewed the proposal and it is confirmed that the nature of the pylon-illuminated signs at the forecourt will have static light emissions with no intermittent or flashing effects and will not project the light towards the sky. Overall, the proposal is considered to comply with the E23 Signs standard.

In the AEE, Ms Barnfield considered the 6m pylon sign to be the only sign visible along the Kepa Road streetscape while the sign is in context within the surrounding environment which supports commercial/retail activities with similar signages. The illuminated pylon sign is for way-finding purposes and does not involve any intermittent or flashing light sources.

Mr Allan also commented on the proposed signage from an urban design perspective, and it is considered that the proposed signage is consistent with the outcomes in the Business Mixed Use Zone. In terms of the most prominent sign, the 6m pylon sign at the forecourt is considered to be acceptable for the road and context, where the zone allows development up to 16m in height. Mr Allan further notes other signages within the site, including those wall-mounted signs, being compatible with the material and colour of the proposed restaurant building. Other directional signs provide a degree of legibility for the entry. Although some of those signs utilise strong colours, including red, yellow and white with dark backgrounds, which will be visible, the overall design of those signs is not considered to be dominant and prominent. Mr Allan acknowledges the existing free-standing signage near the subject site at the service station. Still, the proposed signage will not result in cumulative effects from an urban design perspective.

I adopt the assessments provided by Mr. Allan. The proposed height of the sign will be 6m, which is within the building height limit for the zone. I note that the signage itself will be relatively open in nature, mounted on a metal pole. The signage is not considered to distract drivers or pose any safety concerns for vehicles and pedestrians, as the signs are intended for wayfinding purposes. Mr Shen has reviewed the proposed signage arrangement and noted that the proposal will not result in traffic and pedestrian safety issues.

Regarding other signs, including wall-mounted signs, these will be mounted on the building facades and are integrated into the design, making them compatible with the building, as assessed by Mr. Allan. All other window signs and directional signs will be limited in size to serve wayfinding purposes and will comply with size restrictions.

As for the ordering canopies with associated digital menus, these signs will be located at the rear portion of the site and will be partially softened by boundary landscape treatments.

Overall, I rely on and adopt the assessments provided by the specialists, and I consider that any adverse effects from the proposed signages and associated lighting effects to be acceptable.

**Stormwater management effects**

Some submissions note that the site may not have sufficient stormwater and wastewater capacity to accommodate the proposed development.

As part of the proposal, a new stormwater pipe is proposed to connect to the public reticulation network to the north-western boundary of the site at Kupe Reverse, while stormwater runoff from all impervious areas of the site will be collected via catchpits before discharging to the network. In terms of the stormwater management effects, the applicant's engineer (Eighty6 Engineering) has demonstrated the existing stormwater network is sufficient to accommodate the proposed development, indicating that additional stormwater management devices/measures are not required. Council Senior Development Engineer, Ms Jin Lee has reviewed the proposal, and no concerns have been raised from a stormwater management perspective.

I rely on the assessments provided by Eighty6 Engineering and Ms Lee, and any stormwater run-off could be appropriately managed. Overall, I consider the adverse stormwater management effects to be acceptable.

**Contamination effects**

As part of the proposal, the proposal requires land disturbance to create the building platform, driveway, parking area and landscape area, which triggers consent under NES:CS due to the exceedance of earthwork thresholds under NES:CS Regulation 8(3). The applicant has provided a Detailed Site Investigation report (DSI) with respect to the soil contamination due to potential contamination from lead-based paint on-site structures.

Council Contamination specialist, Ms Fran Osten has reviewed the proposal, and I note the following comment in the technical memo provided by Ms Osten, dated 05 March 2025:

- The submitted DSI is prepared by a suitable qualified, experienced person in accordance with the requirements of Regulation 6 of the NES:CS.
- Laboratory results indicate that subsurface soils contain contaminants exceeding background concentrations but less than the standards for commercial industrial land use. Some excavated soil must be properly disposed of at a licensed facility.
- The proposal is supported by a Site Management Plan, and these measurements can suitably manage the soil disposal requirement and unexpected discovery of contaminants. Therefore, the risk of soil contaminants within the site can be appropriately managed.

I rely on the assessments provided by Ms Osten, and I consider the proposed earthworks to be necessary for the construction of the restaurant and associated operational area while the adverse contamination effects can be appropriately managed. Overall, I consider the adverse contamination effects to be acceptable.

## Actual and potential effects conclusion

In summary, my opinion is that the proposal would provide for an additional restaurant option within the area, and that the effects associated with streetscape, visual and amenity values, signage, stormwater management and contamination have been assessed and can be concluded to be acceptable.

However, the adverse effects relating to the transport network and its users have been assessed and concluded to be unacceptable for the following reasons:

- The proposed vehicle crossing intensifies the use of the site to serve a 24/7 drive-through restaurant. The nature of the operation involves trip generation and servicing within the site and into the road network. The queuing model provided by the applicant has demonstrated that there is a low probability that the queue cannot be fully contained within the site, at approximately 6.4%
- The potential spill-out traffic from the site as suggested above could obstruct a frequently used urban arterial road that is already experiencing a congested situation during peak hours and has low resilience to accommodate further compromise. Any obstruction in the traffic flow will delay the operation of public transport, freight and general users while it may also result in safety concerns for pedestrians and cyclists.

- The proposal has not provided integrated and robust mitigation measures to avoid or mitigate the potential adverse effects to an acceptable level; in particular, the drive-through management plan has not explicitly addressed or minimised the trip generation and servicing time.

Overall, the proposed location of the vehicle crossing and the associated traffic effects on the arterial road is not suitable for the operation of a 24/7 drive-through restaurant, given the extent of queuing from the site that will result in potential adverse effects on the transport network with an absence of suitable mitigation.

# 14. Relevant statutory documents - s104(1)(b)

The following are not applicable to the current resource consent application:

- No other regulations apply to this application (s104(1)(b)(ii));
- The NZCPS is not relevant to this application;
- Sections 7 & 8 of the Hauraki Gulf Marine Park Act (HGMPA) (as a NZCPS) is not relevant to this application as the proposal has no impact on the coastal environment of the Hauraki Gulf (s104)(1)(b)(iv).

Accordingly, only the relevant statutory documents and other matters are considered below.

## National Environmental Standard – s104(1)(b)(i)

The following standards are in force as regulations:

- National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES:CS)

The NES:CS is nationally consistent in planning controls and soil contaminant values. It ensures that land affected by contaminants in soil is appropriately identified and assessed before it is developed – and if necessary, the land is remediated or the contaminants contained to make the land safe for human use. In this case, a site-specific Detailed Site Investigation (DSI) is prepared, and it found that the level of contaminants does not exceed the relevant standards for the protection of human health. A Site Management Plan (SMP) will be implemented to ensure soil disposal and unexpected discovery contaminants can be appropriately managed to minimise risks to human health.

## National Policy Statement – s104(1)(b)(iii)

These national policy statements are in place:

- National Policy Statement on Urban Development (NPS:UD)

The NPS-UD provides relevant direction for the proposed development in relation to well-functioning urban environments and community needs through its objectives and policies.

Objective 1 and Policy 1 enable people and communities to achieve their social, economic and cultural well-being through well-functioning urban environments that offer sites suitable for different businesses in terms of location and site size. The proposed 24/7 drive-through restaurant generally aligns with Policy 1(b) by providing additional business and food options to serve local

community needs. However, the proposal is not consistent with Objective (1) as the proposed vehicle access arrangement will not provide a safe pedestrian environment due to the potential obstruction from queuing vehicles.

The proposal is consistent with Objectives 3 and 4 and Policy 6 by enabling more businesses to be located within well-serviced public transport areas and recognising that amenity values change over time to respond to the community's needs. The site's location is near other business activities and an existing frequent bus network while the amenity values will not be detracted from the existing environment and anticipated built environment.

Objective 8 and Policy 1(e) emphasise supporting reductions in greenhouse gas emissions for urban environments in New Zealand. In relation to the proposed development, potential queuing from the site will further delay the local public transport reliability, resulting in more use of private vehicles. Therefore, the proposal is not generally consistent with this objective.

Policy 11 requires the consideration of parking arrangements to manage the effects associated with the supply and demand of car parking. The proposal will provide two accessible car parks within the parking area, which are located in proximity and accessible to the restaurant.

Overall, I consider the proposal consistent with the provisions for well-functioning urban environments by providing business activity within a business-zoned land. However, the proposal does not meet the relevant objectives and policies, particularly in relation to providing a safe pedestrian environment under Objective 1.

## Auckland Unitary Plan (Operative in part): Chapter B Regional Policy Statement – s104(1)(b)(v)

Chapter B of the AUP(OP) sets out the strategic framework for the identified issues of significance, and resultant priorities and outcomes sought. These align with the direction contained in the Auckland Plan. The relevant chapters of the Regional Policy Statement (RPS) include Chapter B2, B3.

**B2 Tāhuhu whakaruruhau ā-taone - Urban growth and form**

This chapter focuses on enabling growth and contributing to a well-functioning urban environment by providing socio-economic and cultural well-being for their health and safety while maintaining the quality compact urban form. The proposal is consistent with Objective B2.2.1(1) by providing a design that reflects the anticipated built form of the site, while the proposed vehicle arrangement does not meet Objective B2.2.1(1A) by providing a safe pedestrian environment. The proposal will not detract from the role and function of local and neighbourhood centres which meets Policy B2.2.2(6).

Overall, the proposal does not meet the relevant objectives and policies in Chapter B2 of the AUP(OP).

**B3. Ngā pūnaha hanganga, kawekawe me ngā pūngao - Infrastructure, transport and energy**

Chapter B3 emphasises enabling effective, efficient and safe transport to support the movement of people, goods and services. It is found that Objective B3.3.1(1) and Policy B3.3.2(5)(b) & (f) are relevant. The proposed development is considered to be an activity that may compromise the

efficient and safe operation of a frequent urban arterial road due to potential road blockage from spill-out traffic from the site. The proposal is also an activity that increases private vehicle trips during peak periods. In relation to the proposal, as the potential adverse transport effects on the adjoining road cannot be avoided or mitigated to an acceptable level, the proposal does not meet the relevant objectives and policies in Chapter B3 of the AUP(OP).

## Plan or Proposed Plan – section 104(1)(b)(vi)

Auckland Unitary Plan (Operative in part)

**E27 Transport**

*Relevant Objectives and Policies*

E27 Transport focuses on supporting and managing the effects of the operation and development of an integrated transport network. In specific regard to this proposal, E27.2(3) aims to manage the parking and loading to support quality and compact urban growth. E27.2(4) aims to deliver a safe and efficient parking, loading and access arrangement, while E27.2(5) aims to prioritise pedestrian safety and amenity along public footpaths.

Key policies, including E27.3(3) to manage the number, location and type of parking and loading spaces to support safe and efficient transport network operation, more sustainable transport options, operational requirements of activities and efficient use of land. Policies E27.3(15) & (16) require access to loading facilities and minimise disruption on the adjacent transport network. E27.3(17) requires parking and loading spaces to be designed and located to avoid adverse streetscape amenity effects, provide safe access for vehicles, pedestrians and cyclists, avoid conflicts between road users and separate loading services from other vehicles. E27.3(18) requires parking and loading areas to be designed to restrict vehicles from reversing onto or off the road compromises the operation of road networks.

Key policies E27.3(20) and (21) require vehicle crossing to be designed and located to provide safe, effective and efficient movement to and from sites while conflicts between different road users on the adjacent road network are minimised. In addition, any adverse effects on the effective, efficient and safety of the operation of the adjacent arterial road should be avoided, remedied or mitigated.

*Relevant Assessment Criteria*

The shortfall of formal loading space requires assessment under E27.8.2(7), in particular, the consideration of the practice and operation needs of the business, alternative options and effects on the adjacent transport network.

The non-compliance of vehicle crossing width requires assessment under E27.8.2(8),in particular, the consideration of safety and efficient operation of the adjacent transport network, including visibility, safety sight distance, manoeuvring arrangement and pedestrian/streetscape amenity.

E27.8.2(11) requires the construction and use of vehicle crossing facing a Vehicle Access Restriction to consider the site limitation, access/building arrangement and safety/efficient operation of the adjacent transport network.

Assessment

I acknowledge that the site only consists of a solo street frontage facing Kepa Road and does not have another legal mechanism, such as right of way, that allows alternative opportunities for vehicle access. However, the proposed vehicle crossing is designed to support the operation of the 24/7 drive-through restaurant, while the nature of the proposed activity will generate a degree of vehicles trips to the site and associated servicing time for food preparation. In the context of the subject site fronting a single-lane arterial road, where the frontage is in close proximity to the existing pedestrian path and planned cycleways across the frontage of the site with low resilience on additional traffic effects, any potential queuing out of the site will result in compromising the safety and efficient operation of the transport network, resulting in effects on pedestrians, cyclists, public transport, freights and general users.

Although mitigation measures include a Draft Drive-Through Management Plan to ensure queuing is contained within the site, the details of the proposed mitigation measures are not considered to be sufficient to minimise the potential conflict between different users. I consider the adverse operation effect on the adjacent arterial roads from the use of the vehicle crossing cannot be adequately avoided or mitigated to an acceptable level. In this instance, any potential blockage on the pedestrian path will not be consistent with E27.2(4). Overall, I consider the proposal does not meet E27.2(4), E27.2(5), E27.3(20), E27.3(21) and E27.8.2(11).

As part of the proposal, a Finalised Construction Traffic Management plan will be proposed to ensure that the appropriate arrangement is prepared to avoid and minimise, including restricting heavy vehicle access during morning and afternoon peak hours. It is considered the overall traffic arrangement during the construction stage meets E27.8.2(11).

In terms of the shortfall of the formal loading space, I consider that an informal loading area is provided at the rear of the parking space where this area will not overlap with other parking spaces for customers. A Service and Loading Management Plan is provided to support the loading arrangement during the operation stage. The manoeuvre, including reverse manoeuvring, is considered to be suitable for the site, and realistic 85th percentile tracking curves for trucks support this. The loading arrangement, including delivery and waste collection, will be completed within the site without any demand for kerbside use of the road. Overall, it is considered that the proposed loading arrangement meets objectives E27.2(3), policies E27.3(15), (16), (17) & (18) and assessment criteria E27.8.2(7).

The additional crossing width will allow efficient manoeuvring for large trucks/vans entering and exiting the site. The anticipated largest vehicles using the drive-through lane and loading space are assessed and can be accommodated within the operation area. Appropriate inter-visibility at both sides of the crossing will be provided by restricting the height of obstructions, including landscape features. The additional crossing width is not considered to detract from the existing streetscape or pedestrian amenity, given the width and location of the crossing will be similar to the existing context. Overall, the proposal generally meets with objectives E27.2(4), E27.3(20) and assessment criteria E27.8.2(8).

**H13 Business – Mixed Use Zone**

*Relevant objectives and policies (H13.2 and H13.3)*

The Business–Mixed Use Zone aims to provide smaller-scale commercial activities that do not cumulatively impact the function, role and amenity of centres. Additionally, the zone aims to

ensure that new developments, including new buildings, are designed to a high standard to enhance the quality of the streetscape.

The zone emphasises new developments in a form, scale and design quality that positively contributes to the zone under H13.2(3) & (4). H13.3(3) requires development to achieve quality and design to achieve the anticipated outcomes under the zone, qualify visual and interest street/open space's interface as well as pedestrian's amenity and safety.

To create a high level of amenity within Mixed Use Zone zoned sites under H13.2(9). Policy H13.3(7) requires development design and providing at-grade parking, to avoid and mitigate effects on pedestrian amenities and the streetscape.

*Relevant assessment criteria (H13.8.2(3) and (5))*

The development of new buildings are assessed based on H13.8.2(3), which refers to Policies Policy H13.3(3)(a), Policy H13.3(3)(b), Policy H13.3(3)(c), Policy H13.3(4), Policy H13.3(7), Policy H13.3(6), Policy E1.3(10) & Policy H13.3(3)(12). These criteria provide specific considerations for assessing new building(s) within the underlying zone, in particular requiring the consideration of 21).

For new buildings specifically designed for drive-through restaurants, the assessment criteria focus on several aspects as outlined in H13.8.2(5), which refers to Policy H13.3.(3)(a), Policy H13.3(3)(b), Policy H13.3(3)(c), Policy H13.3(7), Policy H13.3(8), Policy H13.3(12) and Policy H13.3(21). Apart from the design of the building, these criteria ensure that the extent of the drive-through restaurant achieves the anticipated policies of the zone by having specific regard to dominance, overlooking and shadowing adjacent residential zones and the Special Purpose Zones (School and Māori Purpose). In addition, it requires activities adjacent to residential zones to manage adverse amenity effects in those areas.

The non-compliance of yards and landscaping requires assessment criteria under H13.8.2(7)(b) on Policy H13.3(3)(b), Policy H13.3(3)(c), Policy H13.3(7) and Policy H13.3(8).

<u>Assessment</u>

- The proposal generally meets the objectives and policies of the Business Mixed Use Zone by providing an appropriate scale of commercial activity that does not affect the function, role and amenity of other centres under H13.2(7). The proposal overall achieves a development that provides an additional restaurant to the area while the building and use of the site will not detract from the existing streetscape and amenities.
- The design and appearance of the building have been managed through site layout, architectural measures and landscape treatments. The overall building location, form, and appearance maintain compatibility with the business character at the adjoining sites. The boundary treatment, in particular of the hedging with low shrubs, provides a landscape buffer to soften those unattractive elements of the restaurants, i.e. parking and paved areas, while suitable passive surveillance is provided from the restaurant to the street.
- The restaurant building consists of the dining area, back house operation area and accessory facilities such as a bathroom that enable the opportunity for buildings to have a range of uses to allow activities to change over time. The proposal is considered to meet Policy H13.3(6).
- The parking layout, with a centralised parking area and single vehicle crossing with an appropriate landscape buffer, reflects an appropriate design to manage pedestrian amenities

and streetscape under H13.3(7). In addition, the dedicated pedestrian access from the street and the proposed restaurant building provides accessible, legible and universal access for pedestrians, as well as the two accessible parking spaces near the restaurant entrances, which satisfies Policy H13.3(3)(c) and Policy H13.3(4).

- In considering Policy 13.3(12), the proposal has positioned the least attractive function of the restaurant, i.e., the drive-through lane and ordering/food collection areas where vehicles are expected to stack within less visually prominent locations such as the rear and eastern site boundary. Both Kupe Reserve and Kepa Road interfaces allow appropriate physical setbacks from the boundary with appropriate landscape mitigations to ensure the proposal is compatible with the current pattern. function and operation of the development.
- In terms of specific considerations for buildings associated with drive-through restaurants. I consider the proposal meets Assessment criteria H13.8.2(5), Policy H13.3(8) and Policy H13.3(21), requiring development adjacent to residential zones and special purpose zones for school and Māori purposes to manage the adverse amenity effects. The subject site is not adjacent to residential and special purpose zones, while the closest residential zone site is adequately separated from the proposed development. In terms of local context, the subject site is adjacent to a busy arterial road, which features busy ambient background noise and traffic movements. I consider any adverse amenity effects, including potential lighting, noise and vehicle emissions, will be gradually reduced given the increase in separation distance. This is further supported by the operation noise assessment that the proposal will achieve compliance during both day and nighttime in relation to adjoining residential and non-residential activities.
- While the proposal does not comply with the front yard landscape buffer standard, the assessment under H13.8.2(7)(b) and associated policies demonstrates that the front yard landscape arrangement provides an appropriate landscape treatment by providing various vegetation, including hedging, lawn area, low height plants and specimen trees. These features provide a degree of screening to soften the paved area while an appropriate level of visual permeability could be achieved to ensure both pedestrian amenity and safety.
- The proposed development has taken into account the integrated stormwater management approach which will be assessed in the following section.

Overall, I consider that the proposal meets the relevant objectives, policies and assessment criteria of the H13 Business – Mixed Use Zone.

**E1 Water quality and integrated management**

The proposal meets the objective and policy of section E1 (in particular E1.2(3) & E1.3(10)) by incorporating measures to manage the stormwater runoff effects from the proposal. All stormwater run-off from the proposed impervious area, including the roof, drive-thru and parking spaces, will be collected through on-site catchpits before being discharged into the public articulated stormwater network. The proposal is supported by engineering capacity assessment to ensure that the existing network will have sufficient stormwater capacity to cater the proposed development.

Overall, I consider the proposal to meet the relevant objective and policy of section E1 of the AUP(OP).

**E23 Signs**

Chapter E23 aims to manage signage that contributes to the socio-economic well-being by providing information while maintaining the adverse effects on traffic, pedestrian safety, historic heritage values and visual amenities of buildings and the surrounding environment.

The proposal is considered to be an appropriate form of signage in the context of the surrounding business – mixed-use character, which is considered to be generally consistent with the policies, in particular E23.3(1), (2), (3), (4) & (6). In particular, the most prominent 6m pylon sign at the forecourt is for way-finding purposes and the restaurant's logo without any flashing or changeable message. Other mounted signs will be integrated into the building to ensure those signages can be appropriately managed.

**Proposed Plan Change 78**

Under the proposed Plan Change 78, business-zoned sites permit greater building heights within identified walkable catchments, subject to qualifying matters or height controls. As the subject site is not located within an identified walkable catchment, the proposal has little relevance to the Proposed Plan Change 78. Overall, it is considered that the proposal meets the amended objectives and policies outlined in Sections H13.2 and H13.3.

**Plan Change 79 Decision Version**

PC79 Decision Version focuses on addressing the issues related to the removal of parking minimum rates and issues related to the safety, efficiency, and convenience of pedestrians for private accessways in residential zones. For business-zoned sites, PC79 requires the consideration of accessible parking spaces for non-residential land uses, which is considered to be relevant to this consent application under new Objective E27.2.(4) and amend Policy E27.3.(3). In particular, the proposal provides two accessible parking spaces which consider the needs of people with disabilities that impact on mobility. Overall, the proposal meets the Plan Change 79 Decision Version.

## Weighting

As the outcomes are the same in terms of the on-site amenity of accessible parking arrangement under both the operative and proposed plan framework (i.e. proposed PC 78 and PC79 Decision Version), no weighting is required.

## Conclusion

In accordance with an assessment under s104(1)(b) of the RMA, I make the following comment:

The proposal is found to not meet the key objectives and policies in Chapter E27 under the AUP(OP) in particular in relation to the use of the vehicle crossing fronting an urban arterial road under E27.2(5), E27.3(20) and (21). In addition, the proposal, in particular of the potential effects of the operation of the restaurant, does not meet Objective B2.2.1(1A), Objective B3.3.1(1), and Policy B3.3.2(5)(b) and (f) of the Regional Policy Statement. However, the proposal is found to generally meet the objectives and policies in Chapters E1, E23 and H13 of the AUP(OP). In terms of the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES:CS), the proposal is found to meet the relevant matters of control.

Regarding E27 of the AUP(OP), the proposal generally meets the relevant objectives and policies relating to the loading arrangements within the site, vehicle crossing width and associated visibility at the crossing. However, the proposal does not meet the relevant objectives and policies under E27.2(5), E27.3(20) and (21), particularly the use of vehicle crossing fronting an urban arterial road for drive-through vehicles. The proposal results in potential adverse transport and safety effects on the operation of the transport network, which cannot be appropriately mitigated to an acceptable level. Given that E27.3(20) utilises the terminology of "require" which implies mandatory compliance, indicating the specific action must be carried out. In this case, the proposed vehicle crossing is not designed or located to provide safe, effective and efficient movement to and from the site, and the potential conflicts between road users on the adjacent road network cannot be minimised.

On balance, I consider the adverse transport effects on the road network to be unacceptable. Therefore, the consent should be refused.

# 15. Any other matter – section 104(1)(c)

As a restricted discretionary activity, the other matters that can be considered under s104(1)(c) of the RMA must relate to the matters of restricted under the relevant statutory documents.

In this case there are no other matters that are considered relevant or reasonably necessary to determine the application.

## Submissions

All of the submissions received by the council in the processing of this application have been reviewed and considered in the overall assessment of effects in this report. The council's specialists have also reviewed the relevant submissions as required and incorporated comments into their assessments accordingly. Many of these submissions raised similar issues and have been dealt with generically in the body of this report. Those that have raised specific resource management matters and points of clarification have been specifically addressed in the assessment of actual and potential effects contained in section 13 of this report.

Apart from those specific and restricted resource management matters and points raised by the submitters. I address the remaining matters/comments in the following:

**Wastewater capacity**

The submitters raised a few comments related to wastewater capacity. As a restricted discretionary activity, the scope of this consent application does not include wastewater capacity assessment against the adequacy of local and wider network capacity. However, the applicant's engineer has provided an assessment of the existing and proposed wastewater network, confirming that the local public wastewater network has sufficient capacity to accommodate the proposed development. Additionally, I understand that a separate approval is required from the asset owner, which is outside of a resource consenting process.

**Public health/unhealth food matters**

A number of comments related to public health and unhealth food matters were raised by the submitters. However, these matters are not considered relevant matters under the Resource Management Act, and I have no further comment on them.

**Business position in controversial international conflict matter**

Submitters raised comments in relation to the business's position in international conflict. As these comments do not fall within the scope or purpose of the Resource Management Act, I make no further comment on this matter.

**Heritage/community and alternative options**

Comments were raised regarding heritage conservation, or suggesting that the site should be used for community facilities. I note that the former church, which has now been demolished, was not a scheduled/listed heritage building listed under the Auckland Unitary Plan. Under the zoning rule, demolition of buildings not subject to other restrictions under the district plan is a permitted activity.

In terms of the use of the land or alternative options, the applicant team has not prepared an alternative scheme for the site. The scope of this resource consent application seeks to construct and operate a 24/7 drive-through restaurant and associated accessory facilities. The application has been assessed based on its merits and actual and potential effects on the environment, as well as alignment with the relevant planning documents, which have been specifically addressed in this report.

## Local Board comments

As described in section 9 of this report, the Orakei Local Board has commented on the proposed development at the subject site on 30 April 2024, which is before the submission period. After the notification determination, further comments were received from the Orakei Local Board on 22 January 2025. The local board raised the following comments in summary:

- The local board noted that the site is subjected to soil contamination and the associated mitigation is required to manage human health and environmental effects.
- Traffic and safety concerns are raised in the comments. In particular:
    - The board notes Kepa Road has a high volume of traffic movement, and the proposed ingress and egress movements of the proposed development will result in increased traffic flow and affect the operation of the major roading network.
    - The proposed 7m vehicle crossing width (where 6m is the maximum width for two-way traffic) is not an appropriate design outcome.
    - The combination of the proposed development and introduction of the Kepa Road and Kupe Street intersection upgrade will result in greater congestion on the arterial road.
    - On-site queuing on Kepa Road will disrupt the traffic flow along Kepa Road.
- The proposed 6m tall "golden arches" standalone sign at the front yard will detract from the character's local streetscape.
- Concerns in relation to the cumulative lighting effects generated from the site to the wider environment.
- Public health, nutrition and food options associated with the drive-through restaurant.

The comments provided by the local board have also been discussed in the previous sections, including resource management and non-resource management matters.

The Local Board has expressed interest in speaking at the hearing.

# 16. Other relevant RMA sections

## Monitoring – s35

Should consent be granted, the activity will need to be monitored in accordance with the conditions specified in this report, and the requirements contained in the AUP(OP).

## Conditions of resource consents – ss108, 108AA

The recommended conditions of consent are contained in attachment 10.

In addition to the conditions offered by the applicant or inherent in the application proposal, and any identified in the s104 assessment above, the other conditions are recommended on the following basis:

- Conditions 1 – 3 are the administrative conditions as they are related to the approved documents, monitoring fee and lapse duration.
- Conditions 4 – 9 are pre-commencement conditions to ensure those details related to architectural, landscape, lighting, signage, construction traffic management and construction management matters are prepared and finalised in accordance with the proposal should the consent be granted.
- Conditions 10 – 11 relate to tree protection within Kupe Reserve.
- Condition 12 requires a pre-start meeting at the site to ensure resource consent conditions and management plans are discussed.
- Conditions 13 – 17 to ensure contaminated soil within the site could be appropriately managed and condition to cover the accidental discovery of contaminants within the site.
- Conditions 18 – 21 to ensure the overall integrity of the trees could be protected with supervision and record by the works arborist.
- Condition 22 to ensure the building servicing mechanical plants comply with E25 standards.
- Conditions 23 – 30 to ensure parking and crossing arrangements with appropriate mitigations will be installed or formed before the operation of the activity.
- Condition 31 requires two pedestrian visibility splays will be provided and maintained in perpetuity to ensure appropriate pedestrian intervisibility will be provided.
- Conditions 32 – 33 to ensure contamination and lighting level before the operation of the activity.
- Condition 34 to ensure the landscape features are planted before the operation of the activity.
- Conditions 35 – 39 to ensure the management plans during the operation stage are finalised and maintained in perpetuity.
- Conditions 40 – 43 to ensure the activity is subject to a five-year period review in relation to the traffic matters.

### Lapsing of resource consents – s125

Under s125, if a resource consent is not given effect to within five years of the date of the commencement (or any other time as specified) it lapses automatically, unless the council has granted an extension. In this case, five years is considered an appropriate period for the consent holder to implement the consent due to the nature and scale of the proposal should the consent be granted.

### Review condition – s128

Section 128 of the RMA provides for the council to review the conditions of a resource consent at any time specified for that purpose in the consent. A consent may specify a time for review of the conditions of a consent for the following purposes.

- to deal with any adverse effects on the environment which may arise from the exercise of consent and which are appropriate to deal with at a later stage; or
- to require holders of discharge permits or coastal permits which could otherwise contravene ss15 or 15B of the Act to adopt the best practicable option to remove or reduce any adverse effect on the environment; or
- for any other purpose

The council may review the conditions of the resource consent at the following times:

- Three months and six months after the full operation of the activity.
- Annually thereafter for five years.

A review condition has been recommended under Conditions 40 – 42 of attachment 10.

The reasons for this are:

- To manage the adverse traffic effects on the local road network and its users' safety.
- Analysis of the cause of record queuing and efficiency of the management plan.
- To implement further mitigation to reduce trip generation and servicing.

## 17. Consideration of Part 2 (Purpose and Principles)

### Purpose

Section 5 identifies the purpose of the RMA as the sustainable management of natural and physical resources. This means managing the use of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

### Principles

Section 6 sets out a number of matters of national importance which need to be recognised and provided for. These include the protection of outstanding natural features and landscapes, the

protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna, and the protection of historic heritage.

Section 7 identifies a number of “other matters” to be given particular regard by the council in considering an application for resource consent. These include the efficient use of natural and physical resources, and the maintenance and enhancement of amenity values.

Section 8 requires the council to take into account the principles of the Treaty of Waitangi.

### Assessment

Any consideration of an application under s104(1) of the RMA is subject to Part 2. The Court of Appeal in *R J Davidson Family Trust v Marlborough District Council* [2018] NZCA 316 has held that, in considering a resource consent application, the statutory language in section 104 plainly contemplates direct consideration of Part 2 matters, when it is appropriate to do so. Further, the Court considered that where a plan has been competently prepared under the RMA it may be that in many cases there will be no need for the Council to refer to Part 2. However, if there is doubt that a plan has been “competently prepared” under the RMA, then it will be appropriate and necessary to have regard to Part 2. That is the implication of the words “subject to Part 2” in s104(1) of the RMA.

In the context of this restricted discretionary activity application for land use, where the objectives and policies and other relevant provisions of the relevant statutory documents were prepared having regard to Part 2 of the RMA, they capture all relevant planning considerations and contain a coherent set of policies designed to achieve clear environmental outcomes. They also provide a clear framework for assessing all relevant potential effects, and I find that there is no need to go beyond these provisions and look to Part 2 in making this decision as an assessment against Part 2 would not add anything to the evaluative exercise.

## 18. Conclusion

Having reviewed and assessed the application documents, technical assessments and submissions, I consider the actual and potential effects of the development, including streetscape, visual and amenity effects, as well as signage, contamination and stormwater management effects on the environment, to be acceptable in the context of the site and surrounding environment. On this basis, the proposal is found to be generally consistent with the relevant statutory documents, including the NPS-UD, NES:CS and AUP(OP) for the purpose of business development.

However, the proposal will result in potential transport effects on the transport network that cannot be avoided or mitigated to an acceptable level, in particular, the construction and use of a vehicle crossing adjacent to an urban arterial road to support the operation of a 24/7 drive-through restaurant. The proposal is found not to meet some of the relevant objectives and policies under E27 of the AUP(OP) and higher-level documents as assessed in the report.

# 19. Recommendation

## Recommendation on the late submissions

Under s37 and s37A of the RMA I recommend that the following late submissions are accepted:

- Submission from Jill Tyler & David Tyler
- Submission from Suraya Esau
- Submission from Del & David Robie

The reason for this recommendation is:

- The submitted comments in the late submissions are generally the same as those other submissions.
- The submissions from Jill Tyle & David Tyler and Suraya Esau submissions are submitted within 3 working days after the submission period.
- The submissions from Del & David Robie were signed on the last day of the submission period being 31 January 2025, but there was a delay from staff and the submission was only available to the resource consent team on 18 February 2025.
- Overall, it is considered that no party will be prejudiced by the acceptance of these submissions and it is recommended that the 3 x late submissions could be accepted.

## Recommendation on the application for resource consent

Subject to new or contrary evidence being presented at the hearing, I recommend that under sections 104, 104C and Part 2, resource consent is **REFUSED.**

To assist the independent hearing commissioners if it is determined on the evidence to grant consent subject to conditions, draft recommended conditions have been included in attachment 10.

The reasons for this recommendation are:

1. In accordance with an assessment under ss104(1)(a) and (ab) of the RMA, the actual and potential effects from the proposal are found to be unacceptable as they relate to the safety and operation of a frequent transport network route. The proposal is considered to result in potential pedestrian safety and transport effects on the adjacent transport network that cannot be adequately avoided or mitigated.

2. In accordance with an assessment under s104(1)(b) of the RMA, the proposal is found to meet the relevant statutory documents, including the provisions of the Regional Policy Statements in particular Chapter B2 and the Auckland Unitary Plan: Operative in Part, in particular Chapters E1, E23 & H13.

   It is found that the proposal does not meet Chapter B2 and B3 of the RPS and Chapter E27 of the AUP(OP), in particular to the matters related to the effects on the operation of the transport network and associated safety effects on its users.

3. In accordance with an assessment under s104(1)(c) of the RMA, the following other matters have been considered no other matters were considered relevant or reasonably necessary to determine the application.

4. In regard to Part 2 of the RMA, the proposal is considered not to meet Section 5, as it is found that the proposal will not appropriately avoid or mitigate the adverse safety effects on road users.

5. Overall, the potential adverse effects of the proposal have not been adequately avoided or mitigated, and it will result in unacceptable adverse effects on the transport network and its users. The proposal is found not to meet the relevant objectives and policies of transport matters under the district planning documents and higher-level planning documents.

## ATTACHMENT 1: Application documents & drawings

This attachment has not been re-produced in this agenda but is available on council's website here: https://www.aucklandcouncil.govt.nz/have-your-say/have-your-say-notified-resource-consent/notified-resource-consent-applications-open-submissions/Pages/ResourceConsentApplication.aspx?itemId=669&applNum=LUC60431090

# ATTACHMENT 2: Council specialist technical memo

# Memorandum

| | |
|---|---|
| To: | Perry Ng \| Senior Planner (AC) |
| | Honwin Shen I Senior Traffic Engineer (AC) |
| From: | Neil Stone \| Principal Development Planner (AT) |
| Date: | First Draft dated 21 March, Updated 3 April 2025 |
| Subject: | LUC60431090 – 152 Kepa Road, Ōrākei |

| | |
|---|---|
| Site Address | 152 Kepa Road, Ōrākei |
| Auckland Unitary Plan (AUP) Zoning: | **Zoning:**<br>Business – Mixed Use Zone<br>**Controls:**<br>Vehicle Access Restriction Control – Kepa Road is an arterial road. |
| Proposal: | The proposed development would include:<br>• A drive-through and dine-in restaurant and Café with 27 seats and a gross floor area (GFA) of 323m²;<br>• Two order-taking parking bays within the drive-through lane;<br>• One Grill order waiting parking bay within the drive-through lane;<br>• One informal on-site loading area;<br>• 17 car parking spaces, which include two accessible spaces and two staff spaces;<br>• Two short stay bicycle parking spaces;<br>• A proposed right turn ban for vehicles exiting the site, which includes a solid median within the vehicle crossing and associated wider splays;<br>Overall, the proposal requires consideration as a **Restricted Discretionary** activity. |
| Proposed Site Layout: |  <br>*Figure 1: Auckland Transport GIS – Site Location* |

# Memorandum



*Figure 2: TPC Vehicle Tracking Drawings – 230237 – VTJ - (2)*

**Notes:**

**This memorandum provides AT's review of this application from a development planning perspective. The review relies on the technical expertise of AT consulting transport specialists PTM and other internal AT specialist (with peer review assistance from Flow). PTM remains AT's main technical expert on this review.**

**This memorandum supersedes all previous memorandums provided by Auckland Transport (AT) on this application as well as previous applications on this site.**

## 1. Introduction

Thank you for the opportunity to provide feedback on this resource consent application. AT's review, is based on the following AUP reasons for consent:

- Use of an existing vehicle crossing where a Vehicle Access Restriction applies under the standard E27.6.4.1 (3) requires consent as a Restricted Discretionary activity under the rule E27.4.1 (A5).
- Development where the activity includes the formation of a new vehicle crossing that does not comply with the width of vehicle access requires restricted discretionary activity consent pursuant to E27.4.1(A5).

All other matters for review of this resource consent application are assessed by Council.

As part of Auckland Transport's (AT) review, the AUP; and the Auckland Code of Practice for Land Development and Subdivision Chapter 3: Transport (ACoP:T) have been considered. The following application documents were reviewed:

- AEE prepared by Barkers and Associates dated 11 April 2024;
  - Subsequent s92 response dated 20 June 2024;
- Traffic Impact Assessment prepared (TIA) by TPC, dated 6 March 2024;
  - Subsequent s92 response(s) dated:
    - 19 June 2024;
    - 15 August 2024;
    - 5 September 2024;

    - 1 October 2024;
    - 6 November 2024;
    - 13 November 2024;
- Architectural Plans prepared ASC Architectures, dated March 2024;
- Submissions received relating to AT's review on the application;
- Post submissions s92 documents received 27 February 2025:
    - Final Integrated Transport Assessment (ITA) prepared by TPC;
    - Proposed consent conditions prepared by Barkers and Associates;
    - Commute review of TPC's TIA;
    - Drive-through management plan (no author).

In conducting the review, the following Auckland Transport specialist teams were also consulted:

- Traffic Engineering;
- Road Safety Engineering;
- Design and Standards;
- Service Network Development (Public Transport);
- Strategic Development Partnerships;
- PTM Consultants (Road Safety and Traffic Operations Consultants) on behalf of AT. Mr. Paul Schischka's (Principal Traffic Engineer from PTM) memorandum summarising his assessment and findings is attached under Appendix 1 to this memorandum as AT's transport specialist. Flow Transportation Consultants (Flow) was also engaged by AT to undertake an independent review of the TPC transport assessments but more specifically the subsequent s92 responses by the applicant relating to the effects of potential queuing out of the site onto Kepa Road. Flow provided a reviewing document dated 21 November 2024;
- Flow Transportation Specialist, independently commissioned by AT to review the applicant initial ITA and s92 reiterations. The report is attached to this memorandum as Appendix 2.

Numerous site visits were undertaken, and a formal site visit was undertaken with Council on the 23rd of May 2024 and lastly a visit with AT;s consulting TE on the 26th of March 2025.

## 2. Requests for further information

Various section 92 (s92) requests for further information were raised by AT in the review of this application. A summary of these s92 requests are provided in Appendix 4.

### 2.2 Kepa Road Context

#### *2.2.1 Strategic Importance of Kepa Road*

Kepa Road is a single lane primary arterial[1] carrying more than 20,000 vehicles per day (weekdays). It is also a frequent transport corridor, a major cycling route with a cycle-lane

[1] Primary arterials are roads that predominantly carry traffic but also serve adjacent activities on the corridor and connect principal sectors. Kepa Road connects the surrounding neighbourhoods to the City Centre.

under construction, and both a freight and over-dimensional route[2]. Kepa Road is considered an important strategic east/west link within the wider area as it is one of only a few connections to Ōrākei, Kohimarama, and St Heliers from the west. Kepa Road also provides a key alternative route from the port to the south.

Based on Kepa Road's strategic importance for all modes of transport, it demands a high level of resilience and protection. This is also evident in the submissions received on this application with the majority of concerns being traffic related.

### *2.2.2 Kepa Road and Coates Avenue Bus Services*

The 781, 782, 783, and 76 (frequent service) utilise Kepa Road. The 781 and 76 services pass the site's frontage to and from Coates Avenue carrying more than 60,000 passengers on busy months (up to 3000 passengers per weekday) – these two services follow the blue line in Figure 11 below.




*Figure 11 – AT Future Connect – Current Frequent Transit Network*

### *2.2.3 Cycling*

Approximately 360 cyclists pass the site per day according to AT data. as part of the Kepa Road/ Kupe Street intersection upgrades a cycleway will be constructed across the site frontage, as such the number of cyclists passing the site is expected to increase significantly. This is further due to Kepa Road being near to the recently completed cycle path on Ngapipi Road.

### *2.2.4 Signalisation of the Kepa Road/ Kupe Street Intersection and Surrounding Upgrades*

To support Ngāti Whātua Ōrākei's future housing development of 900 homes, the signalisation of the Kepa Road/Kupe Street intersection is being constructed. As part of these upgrade works, a significant section of road adjacent to the intersection will also be upgraded. The Engineering Approval for the signalisation and surrounding works was approved under ENG60426682–A and the works are currently under construction and considered as part of the receiving environment.[3] Please refer to Figure 3 below for the overall works plan which includes the following elements relevant to this proposal:

- Signalisation of the Kepa Road/ Kupe Street intersection.

[2] Future Connect – AT's long-term network plan which identifies the most important parts of the Auckland transport network.
[3] Council has advised that the Ngāti Whātua Ōrākei's redevelopment of the wider neighbourhood is not considered as part of the receiving environment. However, since the signalisation of Kepa Road/ Kupe Street is being progressed to enable this redevelopment, AT considered that the redevelopment should be kept in consideration.

- Reduction of the service lane between Kepa Road and Kupe Street (western side).
  - Increasing the berm width for the Z-filling station.
- Provision of a 2m wide cycle path (separated 300mm from the footpath), which extends across the site's frontage and merges into Kepa Road west of the pedestrian crossing.
- A reduction in front berm width on the eastern side of the proposed vehicle crossing.

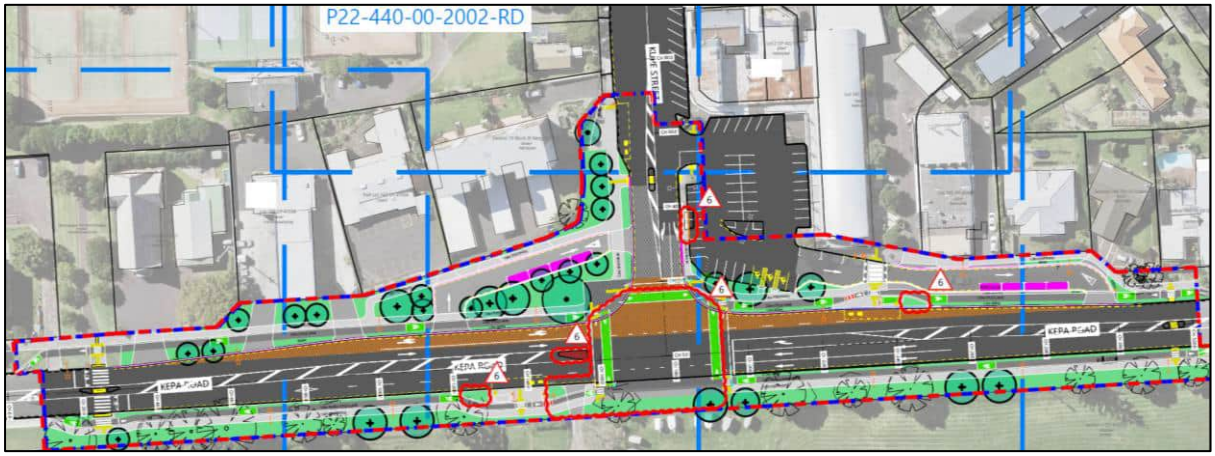



*Figure 3 – Approved Engineering Approval Plan ENG60426682 – A*

The modelling provided as part of the Engineering Approval for the signalisation of Kepa Road/ Kupe Street intersection indicates that the east/west movements on Kepa Road will be impacted and perform at a LOS C at the intersection (down from existing A). This could cause queues of up to 290m to the west which will extend past the site. The phasing of the signals will prioritise east/west movement on Kepa Road and will alleviate anticipated delays expected for Kupe Street as well as provide significant safety improvement to this intersection.

AT notes that the signalisation is currently underway and likely to be finalised around mid-2025. AT will have control over the signals and the phasing once it has been vested and will monitor the intersection to ensure the most efficient operation of the network at this location.

## 3 Vehicle Access Restriction Assessment

The VAR control applicable to Kepa Road and has been assessment in terms of potential effects on the transport network in accordance with matters of discretion E27.8.1(12) and subsequent assessment criteria E27.8.2.1(11). The below assessment is based on PTM's review of the application and supported by the commissioned review by Flow as well as AT traffic engineering and road safety specialists.

### 3.1 Sight Distances

*Motorist Sight Distance*

Section 3.6 of the TPC ITA reviews the sight distance to and from the proposed vehicle crossing. Prior to this assessment being provided PTM has reviewed the sight distances in a previous site visit. AT agrees that the sight distances are sufficient in both directions and meet the required distance as the Austroads Guide to Road Design's Safe Intersection Sight Distance standard. The Standard require 97m of sight distance where 100m is achieved.

*Pedestrian Sight Distance*

The applicant has assessed the pedestrian sight distance to and from the existing zebra crossing outside the site. This has been done in relation to vehicles turning in and out of the site as well as for vehicles waiting on the flush median. This assessment is visually provided in Attachment 6 of the TPC ITA. The assessment is considered acceptable as it meets the requirements of Austroads (even for children), and no significant effects are anticipated in this regard, please refer to the PTM report sections 4.54 and 4.55.

*Pedestrian Visibility at the Vehicle Crossing*

The applicant has assessed intervisibility between pedestrians crossing the site frontage and motorists exiting the site. The TPC ITA indicates open pedestrian visibility splay areas (above a height of 600mm) on either side of the vehicle crossing to ensure intervisibility. Pedestrian visibility splays are also provided as a condition to ensure that these areas are kept free of obstructions in perpetuity – see areas referred to in Figure 4 below. This is considered adequate to ensure pedestrian safety at the vehicle crossing as also discussed by PTM in sections 4.52 – 4.55. Please note that the assessment does not cover the scenario where queues from the site could extend across the vehicle crossing as this would block these visibility areas.

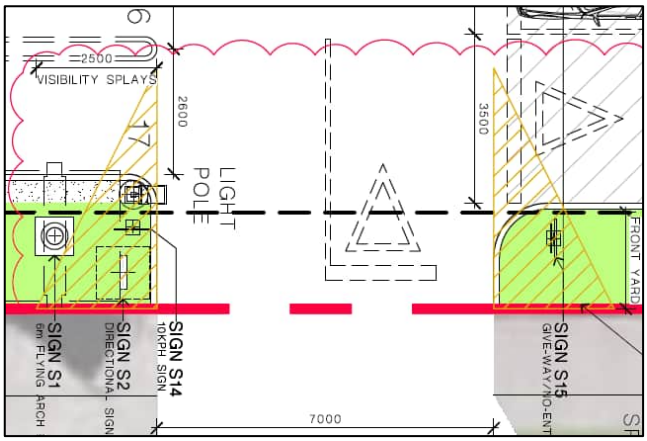



*Figure 4 – Architectural Plan, overall site plan Job19318, RC010 revision B.*

## 3.2 Crash History

The applicant's ITA included an analysis of the recorded crash history for the site using data from NZTA's Crash Analysis System (CAS) for the section of Kepa Road between Benton Place and Kupe Street. The most recent five years of data was examined. 8 Crashes were identified and discussed in the TPC ITA. AT agrees with the TPC conclusion that there are no pre-existing crash patterns near the site of a type that could be exacerbated by the proposed restaurant. Figure 5 below provides the location of these 8 crashes.

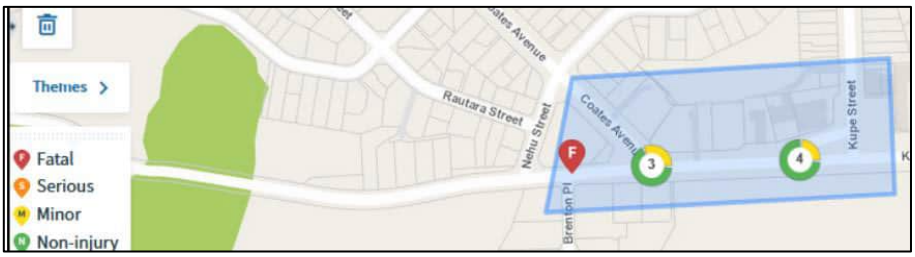



*Figure 5 – TPC s92 response dated 19 June 2024.*

### 3.3 Current Outstanding Information/Assessment Required

Based on the nature and intensity of the proposed land use, AT has concerns regarding use of the proposed vehicle crossing onto Kepa Road and its effects on the transport network, user safety and pedestrian amenity[4]. The applicant has not provided sufficient information to demonstrate that the vehicle crossing can operate without resulting in adverse effects. AT considers that there is potential for significant adverse effects on the transport network.

AT's main outstanding concerns relating to the safe and efficient operation of the proposed vehicle crossing, its effects on the operation of the adjacent intersections as well as the potential for queuing onto Kepa Road and associated effects. Queuing can occur in two ways:

- From the ordering point back into Kepa Road caused by the drive-through being at capacity and not being able to service vehicles faster than they are entering the site.
- From the vehicle crossing back into the site, through the drive-through and back out onto Kepa Road. This could occur if the number of vehicles entering the site consistently exceeds the number of vehicles exiting the site.

The above-mentioned concerns, the correct trip generation, service times, queuing modelling and subsequent mitigation is required to be assessed and reviewed by the applicant. These matters are summarised below and in more technical detail in the PTM and Flow reports.

#### 3.3.1 Trip generation:

For AT's comments on trip generation please refer to PTM report section 4.2– 4.18and Flow sections 3.3. The below is provided as a summary.

The PTM report sections 4.2 – 4.9 finds that the final TPC ITA (dated February 2025) does not provide sufficient information to fully understand the site's trip generation. It notes that a robust trip generation trip generation assessment is required.

The applicant in response to AT's request have provided additional information from a video survey at two restaurant and drive through sites:

- McDonald's Cavendish Drive, Manukau – surveys showing 54 entering trips of which 45 using the drive through in the PM weekday peak.
- McDonalds Railside Ave, Henderson - survey showed a 101 entering trips with 81 vehicles using the drive-through in the PM weekday peak.

PTM section 4.3 notes that the applicant's Traffic Impact Assessment (ITA) prepared by TPC and dated 16 February 2025 has appended to it the applicant's own analysis for trip generation (for McDonalds sites). The following concerns are by AT and PTM (PTM report sections 4.6 – 4.9) in this regard:

- The traffic surveys of peer sites provide a too small sample size, and a third site was requested prior to the surveys being conducted.
- The catchment information provided by TPC regarding trip generation is based on a 3km radius and not driving distance and does not seem to take into account other nearby McDonalds sites, see section 4.7 of the PTM report and section 3.3 of the Flow report.
- The Kepa Road site differs from both the Railside Ave and Cavendish Drive sites as the driving distance from these two peer reviewed sites to other McDonalds are much closer

[4] E27.8.1(12)

than other McDonalds sites are from Kepa Road. Meaning Kepa Road could have a larger catchment than anticipated by the applicant.

Although there are a variety of different trip generation numbers used in the last received TPC ITA and separate information request of 25 February 2025 it is concluded that the applicant has not been able to demonstrate that this site will not function as the Railside Avenue site. For additional information please refer to sections 4.11 to 4.17 of the PTM report which discusses the trip generation rate in relation to various industry guides.

### 3.3.2 Drive Through Service Times and Queuing Models

*Drive Through Service Times*

The initial service time used in TPC's assessment was 40 seconds, this number seems to be McDonalds internal target, and as such AT has consistently been trying to obtain an accurate servicing time, please also refer to Flow report section 3.4 point 1. The applicant final ITA provided two-day survey (Friday and Saturday) of two sites in this regard. These indicated an average of 84 seconds at the Cavendish Drive site with a range of 64 to 110seconds, and an average of 66 seconds at the Railside Avenue site with a range of 60 to 70 seconds. It is noted that these numbers appear inconsistent with previous numbers provided, please refer to 4.22A – 4.25A of the PTM report in this regard.

In line with sections 4.15 and 4.23 of PTM's report, it is considered that the large variance in these numbers noted above remains unexplained by the applicant and that the sample size is too small to provide an accurate measurement of servicing times. An accurate service time number is considered vital in this application in the forecasting of potential vehicle queuing, this is also specifically noted in Flow's report at the end of section 3.4.

It is also noted that not all motorists will drive and park in the drive through as per the TPC's drawings. It is considered that a single vehicle can occupy multiple 'spaces' before deciding which ordering point to approach depending on which point opens first. This could result in not always having 10 available spaces within the site prior to the ordering point, but often only 9.

*Queuing prior to the ordering points*

An M/M/s model is generally used for modelling queuing from a specific point. This model is used for drive-through sites as it utilises the number of entering customers, number of ordering points and service times to provide probability queuing estimates.

- In the TPC final ITA two M/M/s models are provided which both use 51 drive through entering trips with a servicing time of 66 and 84 seconds respectively.
- In the TPC additional information response (dated 25 February 2025) TPC also provides a model that utilises a 60 drive through entering trips with 66 seconds servicing times and another with a 66 drive through entering trips with a servicing time 84 seconds.
- The models provide a variety of predictions. However, since the trip generation rate and servicing times number remaining uncertain, the highest numbers is considered – please refer to PTM report section 4.27B. The 66 trip/84 second Model shows a 93.6% probability that queues will not exceed 10 vehicles from the ordering point at any given time during the PM peak. PTM section 4.19 notes that this relates to the probability that the site will be full for approximately 6.4% or 230 seconds during the peak hour.
    - The 230 seconds is derived from the 6.4% probability of queuing up to 10 spaces daily. i.e., 6.4% of the 3600 is 230 seconds. If drivers park casually, this will be 9

spaces, not 10, i.e., a 6.4% chance per peak hour that queuing extends into the road reserve, this is further discussed in PTM section 4.28 & 4.29.

- 230 seconds, almost a 4-minute full site is considered to result in significant effects on the footpath and cycle path past the site and can easily queue into Kepa road as well causing significant congestion and operational delays, especially on the on Kepa Road and Coates Avenue intersection.
  - The operational effects of this are listed in section 3.4.1 below.
  - Subsequent adverse road safety effects are provided in section 3.4.6 below.
- As per the PTM report, it is uncertain whether the queuing probability is this high only for Fridays/Saturdays or for the rest of the week as well. The trip generation rates do not seem much lower for weekdays, and it is assumed that a high probably of queueing is also likely for weekdays.

It is noted that the applicant relies less on the modelling results and refer to that the undertaken surveys did not show queuing past 10 vehicles. They note that the *"maximum stationary queue length in either drive-through lane was measured to be four vehicles".* AT is concerned that the applicant is relying on observations from two sites for one day, while it is noted that the observed queues were close to 10 (4 vehicles queued per lane therefore 8 total vehicles are close to the maximum capacity of Kepa Road).

*Queuing after the ordering points*

The Sidra model provided for the queuing after the order points indicate significant queues through the site when a right turn out into Kepa Road is permitted. The applicant is proposing to ban this turn through signage and vehicle crossing design (mountable kerb) this is touched on in section 3.3.3 below and the right turn ban as mitigation is disused in section 3.3.5 below.

In line with the PTM report sections 4.25 – 4.31 it is considered that the applicant needs to provide assessment to understand what proportion of drivers need to fail to comply with the right turn band before causing an internal queueing through the site and back out the road reserve. To determine a point where queueing would occur onto the road reserve a second Sidra model is required that incrementally increases the number of vehicles turning right out until the modelled shows queueing. This has not been provided by the applicant.

### 3.3.3 Potential Queuing from the Kepa Road / Kupe Street intersection

Based on the modelling for the Kepa Road/ Kupe Street intersection signalisation it is noted that 95$^{th}$ percentile queues can extend up to 290m from the intersection (to the west) i.e., past the site. The applicant in a letter from TPC acknowledged that this was not accounted for in earlier assessments of the site and was subsequently looked at by TPC.

The applicant notes that in conjunction with the proposed right turn ban 'let in' behaviours will be sufficient to ensure that queues past the site will not cause the site to queue internally. The PTM report in section 3.34 notes that there is no way to accurately predict the proportion of drivers that will allow gaps. The PTM report section 4.35 also notes that a TPC assessment considered that stationary queues at the site's accessway will occur for no longer than 30% of each traffic signals cycle and assesses that the remaining part of the cycle will provide sufficient capacity to allow any queues of vehicles waiting to exit the site to clear. PTM does not consider that sufficient information has been provided to support the 30% assumption, this conclusion is also reached in section 3.5.1 of the Flow report.

### 3.3.4 Potential Adverse Effects on the Local Transport Network

The applicable section of Road in proximity of the site performs at variable levels of service (LOS) at the PM commuter peak hour[5]. A brief LOS summary is noted below for context.

- **A:** Represents a very good user experience.
- **B & C:** Generally considered positive outcomes for a particular mode.
- **D, E, & F:** Increasingly highlight deficiencies for a mode at a specific time and location.

Figure 6 utilises AT's full year 2024 speed data to illustrate LOS for vehicles during the PM peak (16:30 – 17:30) in proximity to the site. The figure shows congestion at Kepa Road/ Coates Avenue intersection, especially for vehicles trying to turn into Kepa Road heading east.




*Figure 6 – AT Speed Data for 16:30 – 17:30 for 2024 (whole year)*

To provide a better understanding of congestion speed data is indicated in a heatmap in Figure 7 below. This indicates congestion per time of day for Kepa Road eastbound from the Coates Ave/ Nehu St Intersection +- 330m east to the Kepa Road/ Kupe Street intersection. 152 Kepa Road is located at the 200m mark on the map. The heatmap shows that approximately 90m eastbound from the Coates Avenue/ Nehu Street intersection traveling speeds are relatively low for the whole day and gets progressively worse until the peak time of 17:00 – 18:00 where congestion observed up to the site frontage.

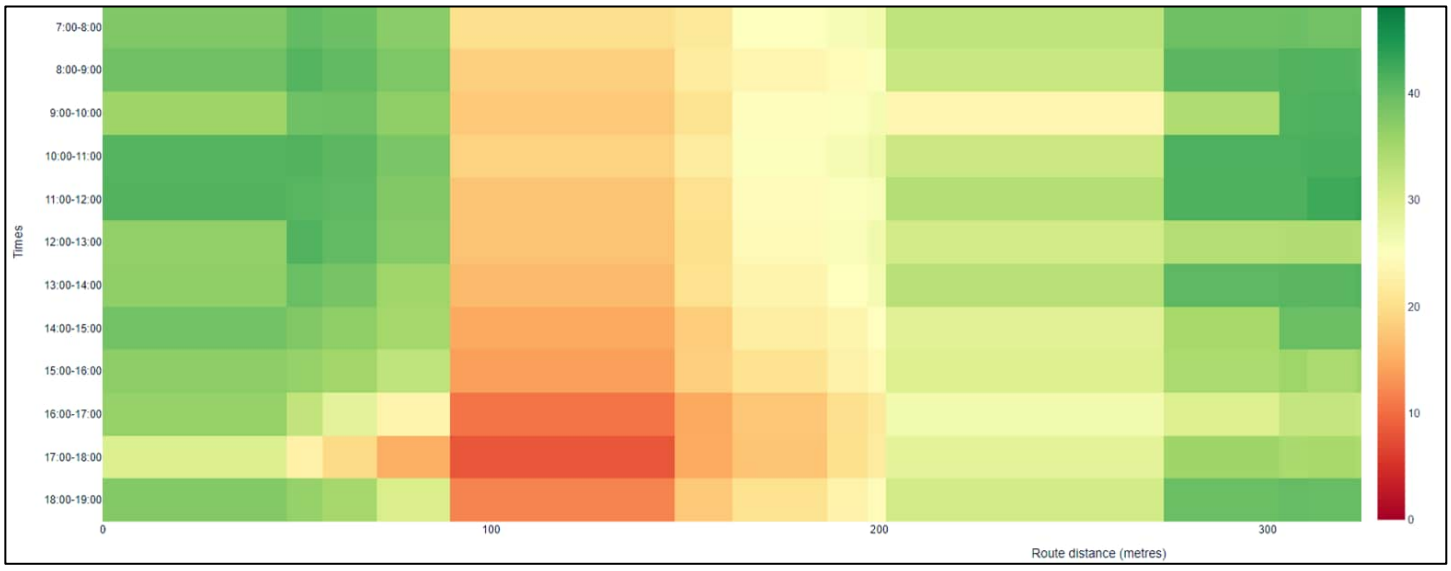



*Figure 7 – AT Speed data showing Harmonic Average Speeds for weekdays (data from 4/03/2024 – 15/03/2024)*

[5] In this memorandum pm peak refers to the PM peak eastbound lane in Kepa Road.

With the existing roading environment shown above, AT has undertaken an assessment of the proposal's alignment with AT's strategic model priority in the surrounding road network. This is done in accordance with AT's Network Operating Plan and its associated specialist tool. The tool takes into account the existing and post development roading network in proximity to a site and then determines how much of an impact a proposal could have on the adjacent transport network's efficiency in line with AT's sought outcomes for the network. The tool's assessment is attached as Appendix 3 which contains reasoning for the outcomes provided in Figure 8 below.

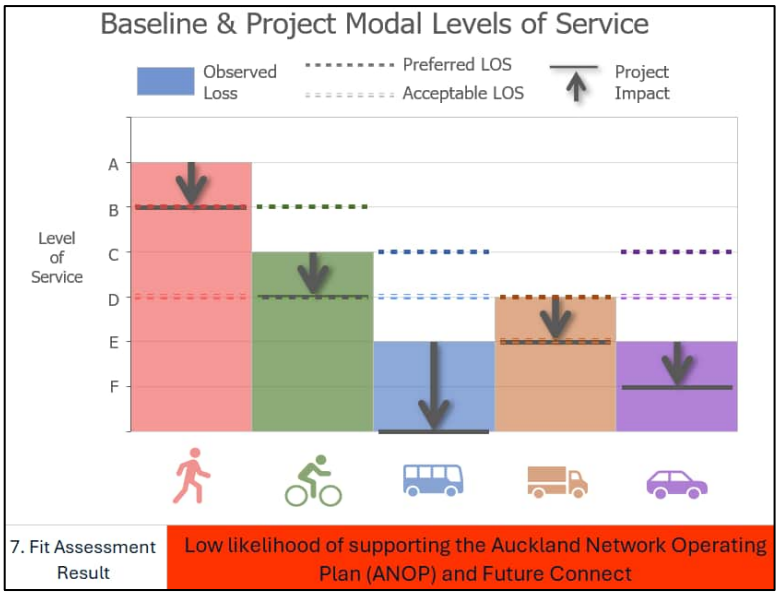



*Figure 8 – Auckland Network Operating Plan Assessment visual representation*

The assessment indicates that if the development queues onto Kepa Road for extensive periods, the development will not align with AT's network plan for Kepa Road and Coates Avenue. A drop in each mode of transport's LOS is anticipated if the site is congested. The public transport and general vehicle LOS drop below the acceptable limits set by the Plan. The sections below delve into specific effects related to queuing into Kepa Road.

*3.3.4.1 Potential Operational and Safety Effects*

As noted, when considering the applicant's M/M/s model that utilises an 84 second service time with 66 entering trips it shows a probability of 230 seconds of queuing into Kepa Road per PM peak hour. AT, as informed by the PTM report considers that the queuing onto the road reserve, especially during the commuter peak times will likely occur and that delays will significantly adversely affect the operation of public transport, general traffic, freight and active modes (also emergency services). The effects on the Kepa Road/ Coast Avenue intersection are specifically highlighted. The anticipated adverse effect on each affected transport mode is discussed below.

*3.3.4.2 General Traffic*

AT remains generally concerned with effects that will significantly increase general traffic trips onto an important and sensitive corridor such as Kepa Road, especially given Kepa Road is a single lane arterial. AT's future network plan also identified Kepa Road as one of the only roads

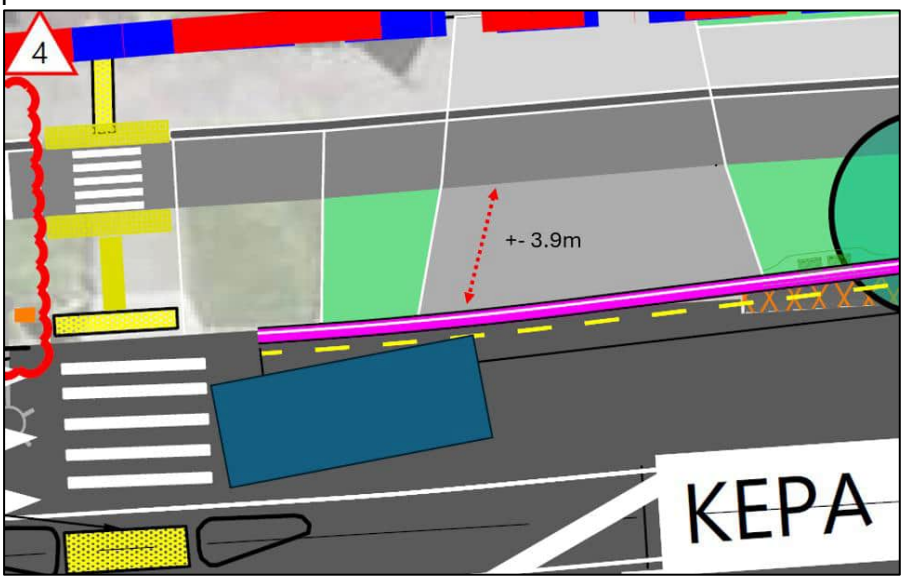
in the wider area that AT's network plan considered to function below expectations in 2034[6] see below figure 10.




*Figure 10 - AT Future Connect – layer showing general traffic deficiencies*

The Coates Ave approach to the Kepa Road/ Coates Avenue intersection takes on average 30-35 seconds to clear in the pm peak heading eastbound. Any queuing onto Kepa will directly block the eastbound flow of traffic on Kepa Road which will impact both Kepa Road as well as Coates Avenue heading into Kepa Road for however long that delay. Noting this can be 230seconds of stand-still delays when applying the operation of another McDonald's site[7].

- This level of delay (232 seconds of queuing) will cause significant driver frustration and might lead to unsafe and aggressive driver behaviour. This could include U-turns in the middle of the road, or motorist circumventing the pedestrian crossing outside the site, to pass vehicles waiting to turn left into the site. See Figure 9 below which shows a vehicle waiting to turn into the site will prevent anyone from passing.
- Queuing from the site would also result in motorists queuing across the berm of the site, across the footpath and cycle-lane as there is not enough space between the carriageway and the cycle-lane – please refer to Figure 9 below which shows approximately 3.9m of space between the carriageway and the cycleway. A vehicle will protrude at least into one of these two whic could result in a road safety risk.




[6] Relating to anticipated future congestion
[7] Railside Avenue surveyed site

*Figure 9 – Approved EA Drawing from Woods*

### *3.3.4.3 Public Transport*

As noted in section 2.2.2 Kepa Road and Coats Avenue is part of AT's strategic Frequent Transit Network – see Figure 11 below.

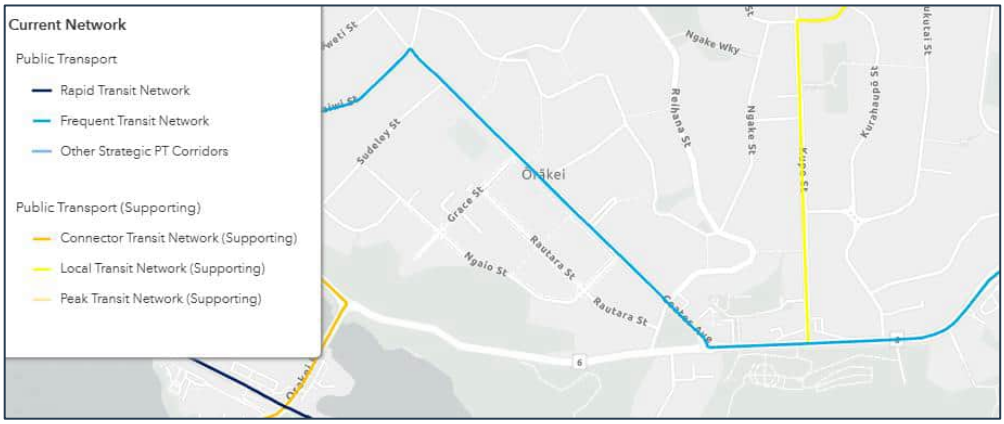



*Figure 11 – AT Future Connect – Current Frequent Transit Network*

AT has identified that these bus services are performing lower than the preferred operation and are one of the most sensitive routes in the Mission Bay and Ōrākei area[8]. AT's bus data also indicates that the frequent 76 service is running below its reliability target, see Figure 12 below. This Figure shows the target per month (green = met, red = not met). When compared to other routes in Auckland this route scores on the lower end of this target rate for all 2024 bus services.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 76 | 95.6% | 69.2% | 86.1% | 94.3% | 94.5% | 96.0% | 95.9% | 77.4% | 52.2% | 67.0% | 95.4% | 95.4% |

*Figure 12 – Frequent 76 service reliability data per month for 2024*

Similar to the general vehicle section 3.3.4.5 AT's network plan has also identified that Kepa Road's operation will significantly decrease in its LOS in future (2034) - Refer to Figure 10 above.

AT on-board data at the Kepa Road Kupe Street bus stop (ID7850, slightly east of the intersection) indicates that up to 2400 people pass the site on an AT bus during the weekday[9].

Taking into account the above-mentioned public transport context it is clear that there is a need to ensure the efficiency of this corridor is not impacted. In line with both the PTM and Flow reports the following effects are expected when the proposal results in vehicle queues into Kepa Road:

- Any delays on Kepa Road will affect AT's bus services.
- Similar to general traffic, buses also take on average of 30-35 seconds to move from the Nehu Street / Coates Avenue intersection to reach Kepa Road. Any blocking of Kepa Road due to queuing will directly delay AT's bus services for that time. Based on the modelling provided this could be up to 230 seconds in the peak hour. Any queuing from the site can increases the 30-35 seconds by the of time queued (up to 230seconds).
- Any delays of more than a few seconds to Kepa Road will increase public transport journey time and would directly affect the perceived reliability of public transport. A

[8] Future Connect - Auckland Transport's Network Plan
[9] Mondays and Fridays are generally on the lower side

potential delay of 230 is considered an exceptionally significant amount of delay and will reduce the number of people currently and potentially using public transport in future as the route would become unreliable in the pm peak time.

- With a significant delay in bus movements, road users will resort to private vehicle usage and seek in attempts to use alternative rat running routes.
- The delays would also significantly reduce public transport user experience if buses were regularly stuck in stand-still or slow-moving traffic.
- It would also lead to lower resilience of the public transport network as there are no feasible detour routes for public transport to utilise besides Kepa Road. The pedestrian refuge island outside the site does not allow buses to pass vehicles waiting to turn left into the site. Kepa Road past the site is the only feasible route for buses to take.
- Overall compromising AT's frequent transport route through the area which is identified as a route that requires support rather than delays.
- Potential risk that the general public and public transport users would see the congestion caused by the development as an AT caused issues.
- Overall increased carbon emissions due to increased vehicle journey times.

*3.3.4.4 Freight:*

Some additional freight delays will be experienced if Kepa Road becomes regularly blocked, especially for 230 seconds during the peak hour. Kepa Road is a key link between the port and the central to south/eastern Auckland suburbs and also acts as an alternative resilience link in case existing north/south freight links are affected.

Future planning has also identified Kepa Road and Ngapipi Road as being the most likely route in the northern Auckland isthmus to accommodate significant future increases in freight movements within the next 10 years. Please refer to Figure 13.

Impacting freight movements could lead to economic impacts due to disrupted supply chains and schedules, especially if alternative freight routes are affected as Kepa Road is expected to function as a back-up freight route and provide resilience to the network in this regard.

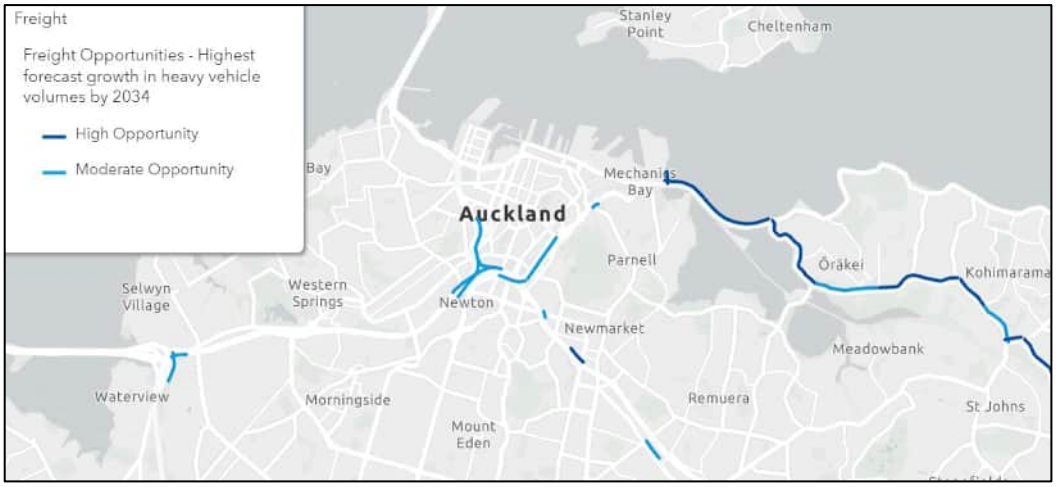



*Figure 13 - AT Future Connect – layer showing freight growth in the northern/central Auckland isthmus.*

*3.3.4.5 Active Modes:*

Queuing of vehicles on the footpath or cycleway could also have a moderate operational effect on the efficiency of walking and cycling past the site as delays to pass the site might be experienced and could lead to reduced uptake of these activities past the site. However, significant safety effects are expected due to regular queuing into Kepa Road. Drivers could easily block both the walking and cycling path outside the site due to not having enough space to queue in the site, or across the berm without obstructing the cycleway. In line with the PTM report section 4.48 – 4.51 the following adverse effects are highlighted:

- If vehicles waiting to enter the drive-through protrude from the site and across the footpath this could potentially have an adverse effect on pedestrian safety. Pedestrians may choose to walk around the back of the waiting vehicle. If the pedestrian is walking eastbound along Kepa Road, the waiting vehicle will limit inter-visibility between the crossing pedestrian and any drivers who may be exiting the site at the same time. Stepping off the footpath and onto the cycleway in order to pass behind a waiting car also potentially puts the pedestrian at risk of a collision with any cyclists using the cycleway.
- A cyclist can also swerve into the footpath to avoid a vehicle queued across the cycle lane, adding to the risk of a cyclist hitting a pedestrian.
- A high number of submissions raised pedestrian safety concerns including school children. It is noted that children crossing the site frontage will increase the magnitude of the above-mentioned concern. This is equally the case for people with disabilities.
- Vehicle blocking the cycle path waiting to turn into the site becomes a potentially moving obstacle within this path that drivers are not always aware of.

### 3.3.5 The Applicant's Proposed Mitigation Measures

*3.3.5.1 Drive-through management plan*

In March 2025 the applicant provided a set of proposed conditions of consent. Included in these conditions is a drive through management plan condition. Section 4.46 to 4.50 of the PTM report (and section 3.5 of the Flow report notes that while the management plan indicates measures in attempt to mitigate potential queuing effects, a number of issues are identified.

- The management plan states that *"Should vehicles be queued from the pick-up window to the vehicle access and the car park is full, the Restaurant Manager or duty manage will appoint a member of staff to close the vehicle ingress to the site until the queue reduces below 14 vehicles and the car park is not more than half full".*
  - As per section 4.7 of the PTM report it should be noted that queues which protrude onto Kepa Road can potentially form without the queue extending back from the pick-up window. Delays in taking orders could result in queues back from the order points while the drive-through downstream of the order point is clear.
  - Queues for the drive through can occur even when the car park is not entirely full.
- Although signage and physical barriers are proposed to close the vehicle crossing, no details are provided. The closure would still need to allow drivers to exit the site, so one side of the vehicle crossing would have to remain open. There could be issues with drivers attempting to enter the site via the open side of the crossing.

- Any traffic management on Kepa Road outside of the site associated with closing the vehicle crossing would require a pre-approved traffic management plan in accordance with the New Zealand Guide to Temporary Traffic Management (NZGTTM) and would need to be done under the supervision of a trained Site Traffic Management Supervisor (STMS). Appropriate traffic control equipment would need to be stored on site.
- Even if the closure of the vehicle crossing did not involve traffic management on Kepa Road itself it is not clear how the closure can be implemented safely by McDonalds staff.

Based on the above-mentioned matters is it considered that the proposed management plan or any other plan's effectiveness to ensure that all adverse effects on Kepa road is addressed remains unclear and as such the management plan is not accepted.

*3.3.5.2 Proposed review/monitoring condition*

The applicant has offered a review/monitoring condition as part of the information provided post submission period. On the 17th of March, AT received a second iteration of this condition. AT's concern is this regard is the appropriateness of a review condition to address known effects, especially if they are significant. I.e., since potential queuing onto Kepa Road is noted in one of the applicants queuing M/M/s models, AT considered that the effects of this must be addressed as part of the consent and not through a review condition. Especially so if it is not fully known if a review condition will mitigate effects. In support of the above-mentioned, sections 4.71 – 4.85 of the PTM report provide specific issues with proposed review/monitoring condition, with the main issues being:

- The condition is limited to right turns out of the site.
- Does not assess/ take into account left turns into the site and their potential queuing.
- No requirement for the surveys to be reviewed or undertaken by a suitable qualified transport specialist or be made available to Council
- 24-hour review is insufficient and would only provide a single sample of the PM peak hour which is the most important.
- The wording seems to indicate pedestrian delays as opposed to pedestrian safety, also no reference to cycling is made.
- Flexi-posts as mitigation is not acceptable as this is a temporary measure.
- See PTM report sections 4.71 – 84.85 and Flow Report sections.

AT concludes that a review/monitoring condition should not be used to address known effects.

*3.3.5.3 Right hand turns*

The applicant has confirmed that right turns are to be banned for motorists exiting the site to ensure that internal queuing does not occur. The applicant has proposed to inform users of this ban through the following elements:

- Signage (internal and external to the site, external signage is subject to AT approval)
- Vehicle crossing design to encourage left turns out of the site.
- The provision of a solid mountable median located in the road reserve which splits the vehicle crossing into entry and exiting lanes

In Line with PTM report section 4.38 these measures may discourage right turn movements from the site but do not physically restrict these movements. Some motorists may still choose

to turn right from the site. As discussed in section 3.3.2 (*Queuing after the ordering point)* AT's concern is that it is currently unknown at what point non-compliance with the right turn ban leads to queuing through the site and back onto Kepa Road. No assessment has been provided to indicate whether the right hand turn ban would result in left turning vehicles entering the site to not queue into Kepa Road.

## 4. Conclusion

The Kepa Road corridor, particularly the section near the site including Coats Avenue, is a critical strategic link that is highly susceptible to increased congestion or delays. Queuing from this site, especially during the commuter PM peak hour, will severely impact the corridor's performance and productivity, this is especially the case when a model from the applicant indicates queuing from the site to be 230 seconds daily in commuter peak hour.

Given the strategic and local importance of Kepa Road, it is crucial to ensure that the proposed access point for this project can safely and effectively accommodate all modes of transport. Based on AT's review in this memorandum as well as the transport specialist reports from PTM and Flow, it is evident that the applicant has not been able to demonstrate that the site will no cause queuing into Kepa Road, in fact, the information seems to indicate that it will. Queuing into Kepa Road is anticipated and without which will have significant adverse on the adjacent transport network including road user safety effects, therefore, the proposed access cannot be supported.

***Disclaimer / important note:***

*The views and comments expressed by Auckland Transport specialists within this memorandum are made without prejudice, on the applicant's proposal. Specialists have not concluded a specific review for design and standards compliance. We reserve the right to add to our comments in the future should there be any further changes or information presented. This memorandum has been compiled for the use of Auckland Council only and is not to be amended, used, forwarded, or circulated without the written permission of Auckland Transport. It is an express condition of the supply of this information that the recipient is responsible for verifying its content, correctness, and completeness. Auckland Transport accepts no liability or responsibility for any error, loss, or damage suffered by the recipient arising out of, or in connection with, the use or misuse of this information.*

# Appendix 1 – PTM Report

## Appendix 1 – PTM Memorandum Report

# Memorandum

| | |
|---|---|
| To: | Neil Stone \| Principal Development Planner (Central) \| Network Operations Planning \| Auckland Transport |
| From: | Paul Schischka \| Principal Transportation Engineer \| PTM Consultants |
| Date: | 28 March 2025 |
| Subject: | LUC60431090 - 152 Kepa Rd, Ōrākei |

## 1. Introduction

1.1 Auckland Transport (AT) has engaged PTM Consultants Limited (PTM) to provide specialist road safety and traffic engineering advice on a resource consent application for a proposed new restaurant and drive-through (proposed McDonalds), at 152 Kepa Road, Ōrākei (herein referred to as the 'site').

1.2 A copy of a drawing showing the proposed site layout, which was provided by the applicant is attached in Appendix A. Also appended is a drawing provided by the applicant showing that there is space for 10 cars wait within the site at or before the order points without the queue of vehicles protruding out onto Kepa Road.

1.3 I have visited the site five times, most recently on 23 March 2025 between 5pm and 6pm. Photos 1 and 2 were taken during this visit.




*Photo 1: Kepa Road, looking eastward from the north side towards the proposed vehicle access location for the site.*



*Photo 2: Kepa Road, looking westward from the south side towards the intersection with Coates Avenue.*

## 2 Kepa Road and Surrounding Road Network

2.1 Near the site Kepa Road is an arterial road carrying 22,365 vehicles per weekday (based on an October 2022 count). It has one lane in each direction. It is a frequent service bus route, an over-dimension route, and a freight route.

2.2 Kepa Road has an arterial road control on it in the Auckland Unitary Plan (AUP) planning maps and therefore a vehicle access restriction (VAR) applies the site's proposed accessway.

2.3 No on-street parking is permitted on Kepa Road near the site's accessway as there are existing no stopping at all times markings.

2.4 Outside of the site there is a flush median of approximately 2.7m wide which drivers waiting to turn right into the site can wait on, where they are out of the steam of westbound traffic.

2.5 There is an existing pedestrian crossing (zebra crossing) on a raised safety platform just west of the site's access. This crossing has median islands.

2.6 The intersection of Kepa Road and Kupe Street is located approximately 150 metres to the east of the site. While this intersection until recently had a Give Way priority works are currently underway to signalise the intersection. The application has therefore been assessed on the basis that this intersection is signalised.

2.7 Copies of the approved engineering plans (ENG60426682-A) for the signalised works are provided in Appendix B.

2.8 On the site's frontage the footpath is located adjacent to the boundary and there is no back berm. There is a front berm which is approximately 5 metres wide. This width would allow a car to wait on the vehicle crossing between the traffic land and the footpath without protruding into either.

2.9 However, as part of the signalisation of the nearby intersection it is proposed to construct an eastbound off-road cycle path which would start at a point west of the site's access and extend eastward to and across Kepa Road. Please refer to Appendix B for approved design. This new cycle path would be located in the front berm outside the site and if a vehicle is stopped on the site's vehicle crossing it will block the cycle path.

## 3 Assessment - Potential Road Safety and Traffic Engineering Related Effects - Overview

3.1 I consider that the applicant has not provided sufficient assessment to fully understand the potential effects of the proposal on the operation of Kepa Road and on the safety of pedestrians, cyclists, and motorists using it.

3.2 In particular, the applicant has not provided sufficient assessment to demonstrate that there is sufficient space within the site to accommodate all vehicles waiting to enter the drive-through. If there is insufficient space within the site for drivers wishing to enter then this may result in vehicles being queued on Kepa Road near the site's access.

3.3 There is space on the flush median for vehicles turning right into the site to wait outside of the traffic lane, but vehicles turning left into the site will either need to wait on the vehicle crossing (which would obstruct the cycleway, potentially causing safety issues for cyclists, and may also obstruct the footpath) or in the eastbound traffic lane on Kepa Road.

3.4 Because there is only one lane in each direction on Kepa Road, and there are median islands at the nearby raised zebra crossing, if a vehicle waiting to turn left into the site stops in the eastbound lane there is no way for following vehicles to safely pass it.

3.5 If the eastbound lane becomes blocked it will have an adverse effect on general traffic, public transport users, freight, cyclists, and pedestrians.

3.6 The site has a lot size of 1,615m$^2$. This is relatively small in comparison to many other existing drive through sites (specially McDonalds) in the Auckland Region. This limits the size of the on-site car park which can be used for drive-through queuing. Unlike many of its peers, which are located on the corner of an intersection and have access from a side road, the Kepa Road site only has assess directly off an arterial road.

3.7 Many other arterial roads have more than one lane, or a flush median which can be used for passing, or they have a parking shoulder or wide kerbside lane which allows drivers waiting to turn left to move to the side of the lane allowing space for following vehicles to pass. This is not the case on Kepa Road near the site.

3.8 A new off-road cycle path will soon be constructed across the site's frontage, as part of the works to signalise the intersection of Kepa Road and Kupe Street. Near the site's accessway the clearance between the kerb face and the edge of the footpath is 5 metres. The proposed off-road cycleway is 2 metres wide and is separated from the footpath by a 0.3-metre-wide mountable kerb. This leaves 3.7 metres of space between the traffic lane and the edge of the cycleway. This is insufficient space for a car to wait on the vehicle crossing without protruding either into the traffic lane or the cycleway (or both).

3.9 If a waiting car protrudes into the traffic lane it could be hit by a passing vehicle, especially a heavy vehicle like a bus or truck. If the waiting car protrudes into the cycleway, it could be hit by a passing cyclist (which is a safety issue for the cyclist) or it could block the cycleway, which would cause an adverse effect on the efficient operation of the cycleway and could deter some people from using cycling as a mode of transport when travelling via Kepa Road.

3.10 A car which is waiting to enter the site and is stopped in the eastbound lane on Kepa Road will potentially cause both safety and operational effects.

3.11 A car stopped in the eastbound lane results in an increased risk of a rear-end crash near the site. There is also a possibility that some eastbound drivers may attempt to drive around the median islands using the westbound lane if the eastbound lane is blocked. This results in an increased risk of a head-on crash near the site.

3.12 Kepa Road is a busy arterial road, a frequent service bus route, over-dimension route, and a freight route.

3.13 A waiting car blocking the eastbound lane will cause a delay for bus passengers, freight, and other motorists. Delays for bus passengers are of particular significance as each bus will typically carry many times more passengers than a private motor vehicle.

3.14 The majority of drivers commuting to and from work via a car will travel alone, but it would not be unusual for a bus on a frequent service bus route during peak commuter periods to carry fifty or more passengers. In terms of total delay on the network a bus with fifty passengers is equivalent to fifty cars with one occupant. Furthermore, delays on frequent service routes can cause problems with inconsistent travel time and service reliability, which can discourage the use of public transport as a mode of travel.

3.15 Kepa Road is the most direct route between the Ports of Auckland in the city centre and the industrial areas in and around Mt Wellington and Glen Innes. The nearest alternative freight route to the south is Ellerslie Panmure Highway.

3.16 Delays on freight routes can also cause adverse effects on businesses who rely on freight. Increased travel times for freight has an economic impact which flows though into the efficient operation of the wider economy.

3.17 The magnitude of the effects is dependent on how frequently and for how long the blockage occurs. The assessment provided by the applicant is not sufficient to fully understand this, but I consider that the effects could potentially be significant.

## 4 Assessment - Potential Road Safety and Traffic Engineering Related Effects – Specific Issues

4.1 In this section I address the specific pieces of assessment which have not been provided and which I consider necessary to fully understand the traffic effects.

Trip Generation and Catchment

4.2 A robust trip generation assessment of the number of vehicles entering the site, both those using the drive-through and those using on-site parking, is needed to assess operation of the site.

4.3 The applicant's Traffic Impact Assessment (ITA) prepared by TPC and dated 16 February 2025 has appended to it the applicant's own analysis for trip generation (for McDonalds sites). The ITA states that this is based on an analysis of customer catchment but does not provide any further details.

4.4 I consider that the weekday evening (PM) peak, and in particular Friday, is the most critical period as this period will have a combination of high numbers of eastbound vehicles on Kepa Road and high dinner time demand at the restaurant drive-through. The ITA estimated that 51 vehicles will use the drive-through per hour in this peak.

4.5 The applicant also provided additional information from a video survey at two restaurant and drive through sites (McDonald's Cavendish Drive, Manukau and McDonalds Railside Ave, Henderson). The survey showed that 45 and 81 vehicles used the drive-through in the PM weekday peak at the Cavendish Drive and Railside Ave sites respectively.

4.6 I consider that two traffic surveys of peer sites are too small of a sample size to provide sufficient data to adequately understand trip generation at the subject site. A survey from a third site was requested but not provided.

4.7 The ITA also contains information on the number of people living within a 3 km catchment of the site and the peer sites. However, this appears to be based on a 3 km radius rather than actual driving distances and does not take into account whether there are other McDonalds sites with drive-throughs which are closer to people living in the catchment.

4.8 The Kepa Road site differs from the Railside Ave and Cavendish Drive sites in that the driving distance to the nearest existing McDonalds sites with drive-throughs (Quay Street and Glen Innes) is approximately 4.5km, whereas both the Railside Ave and Cavendish Drive sites have other existing McDonalds sites much closer than this. This could result in customers travelling to the site from a larger catchment.

4.8A The nearest McDonalds with a drive through to the Railside Avenue restaurant is the Lincoln Road McDonalds. The driving distance between these two sites is approximately 2.1 km. The nearest McDonalds with a drive through to the Cavendish Drive restaurant is the McDonalds on the corner of Ronwood Avenue and Great South Road. The driving distance between these two sites is approximately 2.3 km.

4.9 At letter from the applicant's traffic specialist (TPC) dated 1 October 2024 contained traffic survey data for Railside Avenue and Cavendish Drive McDonald's sites. The Railside Avenue site survey data showed that the site generated 202 total site trips in the weekday dinner peak hour and 206 total site trips in the weekend lunchtime peak hour (noting that each vehicle that visits the site generates two trips, one arriving and another leaving). The Cavendish Drive site generated substantially less with 108 trips and 100 trips for the dinner weekday peak hour and lunch time weekend peak hour respectively.

4.10 For comparison Table 5 of the ITA shows that the applicant's traffic specialist predicts that the proposed Kepa Road site will generate 133 vehicles per hour in the PM peak total site trips.

4.11 I consider that the information provided by the applicant is insufficient to fully understand the site's trip generation. If the Kepa Road site were to generate as much traffic as Railside Ave this will significantly increase the potential for queues to form. There is insufficient information to say the site will not be like Railside Ave.

4.12 Section 3.2 of the ITA refers to NZTA Research Report 453 (RR453) which gives a trip generation rate of 52.2vph/100m$^2$ GFA, which equates to 169 vph form the proposed Kepa Road site which has a GFA of 321 m$^2$. The ITA states that the RR453 report is over 10 years old and the applicant's traffic specialist considers that *"the surveys in this document are out of date and at risk of not being relevant".* I note that RR453 was published in November 2011 and that it is based on traffic surveys, many of which were undertaken years before the documents was published. However, NZTA has not published a more recent trip generation guide.

4.13 The most recent trip generation guide I am aware of from a jurisdiction similar to New Zealand is the Transport for New South Wales Gude to Transport Impact Assessment (NSW Guide) which came into effect in November 2024.

4.14 Section 5.6.6 of the NSW guide has data based on 2016 surveys of fast food brands with drive through facilities taken in 2016. Data is provided individually for the three top brands. For McDonalds the Site PM peak hour was an average of 188 vehicle trips in Sydney and 201 vehicle trips for regional outlets (being locations outside of Sydney).

4.15 The Site PM Peak hour trip generation data in the NSW Guide shows PM Peak hour trip generation substantially higher than the 133 vehicles per hour for Kepa Road predicted in the ITA.

4.16 The NSW Guide differentiates between the Site PM Peak hour and the Network PM Peak hour.

4.17 The peak trip generation hour for a site may not necessarily be the same as the peak hour on the surrounding network. For instance, a restaurant may be most busy before or after the peak hour for commuter traffic passing the site. The NSW Guide also provided Network Peak hour trip generation for the Network PM Peak hour for McDonald's sites which are an average of 138 vehicles per hour for Sydney outlets and 183 vehicle per hour for regional outlets.

4.18 I consider that the Site PM Peak hour is more applicable when considering matters such as drive-through demand and whether a site has sufficient on-site space to accommodate drive-through queues, while the Network PM Peak hour is more applicable when considering the effect which a proposed new restaurant may have on the wider network.

M/M/s Queuing Model

4.19 In the ITA the applicant provided a M/M/s queuing model to assess queue lengths back from the drive-through order points. The input parameters in this model are the number of vehicles entering the D-T (arrival rate) and the service time, which is the amount of time which each vehicle is stopped at the order point itself. The model uses these parameters to provide a probability distribution of the number of queued vehicles.

4.20 The original ITA provided by the applicant at lodgement used a 40 second service time as well as 60 and 80 second sensitivity checks.

4.21 To confirm the service times used in the M/Ms model the applicant was asked to measure it in the traffic surveys at comparable sites where McDonalds already operated restaurants.

4.22 The applicant carried out these surveys in September 2024. Four periods were surveyed for each site (being the lunchtime and PM peaks for both Friday and Saturday).

4.22A The survey results were initially reported in a letter from TPC dated 1 October 2024. An excerpt from this letter is shown in Figure 1.

- For the Cavendish Drive restaurant, the average service times at the order points ranged from 63 seconds to 120 seconds and the 85$^{th}$ percentile service times ranged from 91 seconds to 179 seconds.
- For the Railside Avenue restaurant, the average service times at the order points ranged from 61 seconds to 104 seconds and the 85$^{th}$ percentile service times ranged from 87 seconds to 119 seconds.

*Figure 1: Excerpt from TPC letter dated 1 October 2024 providing information on service times from the Cavendish Drive and Railside Avenue surveys.*

4.22B The survey results were also provided in Table 6 of TPC's ITA dated 16 February 2025. An excerpt from the ITA showing this table is provided in Figure 2.

Table 6 – Survey of Arrivals and Queuing at Existing McDonald's Restaurants

| Location | Time | Arrival Rate (vehicles per hour) | | | Service Rate (seconds per vehicle) | | | Surveyed Queue | |
|---|---|---|---|---|---|---|---|---|---|
| | | Point A | Point B | Overall | Point A | Point B | Average | Average | 95%ile |
| Cavendish | Friday Midday | 26 | 26 | 52 | 0:01:03 | 0:01:06 | 64 | 1.09 | 3.00 |
| | Friday PM | 20 | 24 | 44 | 0:01:34 | 0:01:18 | 85 | 1.11 | 3.00 |
| | Saturday Midday | 24 | 18 | 42 | 0:01:36 | 0:02:00 | 110 | 0.64 | 2.00 |
| | Saturday PM | 14 | 19 | 33 | 0:01:09 | 0:01:05 | 67 | 0.50 | 2.00 |
| | Average | | | 43 | | | 84 | 0.82 | 2.46 |
| | | | | | | | | | |
| Henderson | Friday Midday | 31 | 32 | 63 | 0:01:01 | 0:01:44 | 60 | 0.84 | 2.00 |
| | Friday PM | 38 | 37 | 75 | 0:01:10 | 0:01:09 | 69 | 1.48 | 3.00 |
| | Saturday Midday | 35 | 34 | 69 | 0:01:01 | 0:01:10 | 65 | 1.40 | 3.00 |
| | Saturday PM | 28 | 39 | 67 | 0:01:09 | 0:01:10 | 70 | 1.29 | 2.00 |
| | Average | | | 69 | | | 66 | 1.27 | 2.51 |

*Figure 2: Excerpt from TPC ITA dated 16 February 2025*

4.23 There is a difference between the two documents in the reported range of average service times across the four periods surveyed for the two restaurants. The reason for the difference is not clear.

4.24 The reasons for the longer service times, and greater range of service times over the four periods surveyed, at the Cavendish Drive site were not explained. This site had lower drive-through traffic overall than the Railside Avenue site.

4.25 Two versions of the M/M/s model have been provided in the ITA. One has a 66 second service time and the other has a 84 second service time. Both are based on the applicant's trip generation estimate for the drive-through of 51 vehicles per hour. The 66 second and 84 second service time values have been taken from the average service times reported in the ITA from the surveys taken at the Railside Avenue and Cavendish Drive sites respectively.

4.25A The 66 and 84 second service time values are an average of an average. I consider that for the M/M/s model it would have been appropriate for the applicant to model the highest average service time value of the periods surveyed as a sensitivity test to understand what the expected queue lengths would be at the proposed Kepa Road site during periods when the service times where the same as the upper end of the range of service times observed during the surveys at the Railside Avenue and Cavendish Drive restaurants.

4.26 These models show that, with drive-through arrival rate of 51 vehicles per hour, queues will on average protrude from the site for a very short period of time. However, it should be noted that I consider that the applicant has provided insufficient evidence to support this arrival rate.

4.26A These models are for the peak hour only. Arrival rates at the drive through are expected to vary across the day with meal times being busiest and the PM peak (dinner time) being the busiest of the two and the period where the applicant expects an arrival rate of 51 vehicles per hour. Only this period has been modelled. To understand potential drive-through queue lengths in out of peak periods it would be necessary to run the model again with the predicted arrival rates for these periods. This has not been done, however since the off-peak periods are by definition less busy than the peak periods the queue lengths in these periods are expected to be less.

4.26B Attachment 1 of the ITA shows the applicant's predicted drive through arrival rates. According to the table in the attachment they predict the highest arrival rate will be 51 vehicles an hour and this will occur between 5pm and 7pm every day of the week (i.e. 102 vehicles across two hours). It is this time period which the M/M/s model in the ITA provides queue length predictions for.

4.27 The further information letter from the applicant's traffic specialist (TPC) dated 25 February 2025 contains two further M/M/s models which examine the queue lengths for higher arrival rates. One is for a 66 second service time with an arrival rate of 60 vehicles and a second is for a 84 second service time and an arrival rate of 66 vehicles.

4.27A The Railside Avenue, Henderson site survey showed an average of 69 drive through vehicles per hour over the four periods surveyed. The busiest period was the Friday PM peak which had 75 drive through vehicles per hour. The applicant expects only 51 drive through vehicles in the PM peak at the Kepa Road site, but this is based on the applicant's own internal prediction of the number of transactions (given in Attachment 2 of the ITA) and they have not explained how this information was derived.

4.27B I consider that the applicant has not provided sufficient evidence to show that a 84 second service time and an arrival rate of 66 vehicles represents the upper limit of the service times or arrival rates that will occur at the proposed Kepa Road site. Nonetheless, because this is the highest combination of values for which the applicant has provided a M/M/s model, I consider that it has some value as a type of sensitivity check on the potential queue lengths if the service times and arrival rates are higher than the applicant predicts in the ITA.

4.28 The model with a 84 second service time and a 66 vehicles per hour arrival rate shows that queue lengths will be 10 vehicles or less during the peak hours 93.6% of the time. The remaining 6.4% of the time the drive-through queue length will exceed 10 vehicles, and it will protrude beyond the site boundary onto the road reserve. 6.4% of an hour is 230.4 seconds, and this means that queued vehicles will protrude from the site just under four minutes of every peak hour. It should be noted that this will not necessarily happen in one continuous four minute period and there could be several periods across the peak hour where the queue could extend across the site boundary.

4.28A This could also be viewed another way. If we were to check the queue length 1,000 times across the course of an hour then (with a 6.4% probability) we would expect the queue length to extend beyond the site boundary 64 times out of a 1,000.

4.29 This model shows that even with a relatively modest increase in arrival rate (from 51 vehicles to 66 vehicles per hour) and service time (from 66 seconds to 84 seconds) there is a significant increase in the potential for the drive-through queue to protrude from the site. The variance in service times for the Cavendish Road site over the four periods surveyed show that service times are not necessarily constant for a particular restaurant. Arrival rates can be expected to vary from day to day as well.

4.30 The applicant has not assessed the safety and operational effects on traffic and pedestrians should queued vehicles from the site protrude beyond the site boundary.

4.31 The updated ITA contains information on surveyed queue lengths. Each McDonalds site is laid out differently and the Cavendish Drive and Railside Avenue sites have more space for vehicles to queue side by side before reaching the order points. The queue length data given in Table 6 of the ITA is for the queue length in either of the lanes, so where it states that four vehicles were queued this could indicate that there were eight vehicles with four in each lane.

4.32 I consider that two surveys are too small of a sample size to accurately confirm the expected service time. I note that there was a significant difference between the two sites surveyed with no clear reason for this difference, and that at one of the sites (Cavendish Drive) the service times across the four periods surveyed varies significantly. During processing of the consent, the applicant was asked to provide additional survey data which they declined to do.

4.33 It should also be noted that there are limitations inherent in the M/M/s model and it does not account for all potential factors. I note the following limitations in particular;

i. The model does not take into account drivers which have entered the car park intending to park and order at the counter who may not be able to reach an unoccupied parking space due to the drive-through queue, and who may in effect join the back of that queue.

ii. Typically, the same staff member takes all orders at the side-by-side order points, as well as takes payment at the pay window. The M/M/s model assumes that the order points operate independently so a particularly large or complex order will not cause a delay in taking the order at the other order point, but in reality this will happen.

iii. Events which increase order times on a particular day, for instance if staff members call in sick and replacements staff cannot be found to cover their shift on short notice or equipment malfunctions are not accounted for.

iv. The model only provides information on what proportion of a hour the queues will be at a particular length. So as a example; given arrival rates and service times the model could predict if queue lengths would be at or over a certain length for five minutes in the hour but it cannot tell us if this would be one continuous period of five minutes, two periods of two and half minutes, thirty periods of ten seconds, or one period of four minutes and six periods of ten seconds.

4.33A The M/M/s model only provides queue length predictions for a particular arrival rate and service time. The highest service time modelled was 84 seconds and the highest drive through arrival rate was 66 vehicles per hour. If the actual service times or arrival rates exceed this then the actual queue lengths can be expected to be greater as well.

SIDRA Model and Right Turn Out of the Site

4.34 In the ITA the applicant provided a SIDRA traffic model which analysed vehicles leaving the site and turning back onto Kepa Road. If drivers are unable to easily leave the site traffic could queue back from the vehicle crossing and into the drive through. If queued traffic extends as far as the pick-up window this will reduce the drive-through's capacity and could result in traffic queuing back from the drive-through onto Kepa Road.

4.35 The ITA contained two SIDRA models, the first of which allowed vehicles to turn right out of the site. ITA stated that this model showed that *"Vehicles wishing to turn right out of the site would experience unacceptable delays that would have flow-on effects of queuing within the site".*

4.36 The second SIDRA model assumed all drivers exiting the site would turn left out. This model showed no significant queuing or delays for vehicles leaving the site.

4.37 On this basis the applicant proposed to ban the right turn out of the site. This is proposed to be done with road signs, markings, and a mountable island located within the site's vehicle crossing. No raised median island on Kepa Road is proposed because the applicant wishes to retain the right turn in. Drivers would not be physically blocked from making a right turn should they choose to do so.

4.38 I consider that where right turn restrictions do not involve a measure that physically blocks the right turn, like a raised median island, that not all drivers will comply with the restriction. For any given site the proportion of drivers who comply with the restriction is reliant on several site-specific factors and cannot be easily predicted.

4.39 To understand what proportion of drivers would need to fail to comply with the restriction before it could cause an issue within the drive-through I requested that when the applicant take the second SIDRA and slowly increment the number of vehicles turning right until the modelled queue extends back as far as the pick-up window. This information was not provided.

4.40 The applicant also provided a sensitivity analysis where they used SIDRA to model the effects if the number of vehicles exiting the site was 20% and 40% higher than they predicted. These sensitivity check models included a ban on right turn movements out of the site and showed that, provided all drivers comply with the ban, delays for drivers exiting the site and the associated queue lengths would be relatively low (15.6 seconds average delay for the +40% model) and that queue lengths for exiting vehicles would not extend back to the pick-up window.

Vehicles Queuing Back Across the Site Access from The Kepa Road / Kupe Street Signals

4.41 I have been provided with a copy of the traffic assessment for the signalisation of the Kepa Road / Kupe Street intersection. Traffic modelling in this assessment predicts that the 95th percentile queue length on the Kepa Road eastbound approach will be 290 metres long in the PM peak. Access to the applicant's site is approximately 150 metres from the intersection and it is therefore expected that the queue will extend over their accessway.

4.42 The applicant provided an assessment in a letter from their traffic specialist (TPC) dated 25 February 2025. This assessment acknowledges that the modelling in the original transport assessment was based on continuous flow on Kepa Road (i.e. it did not account for queuing from the signalised intersection extending back across the site's access).

4.43 It is difficult to accurately predict the effect which queuing across the site access will have on drivers exiting the site. Let-in behaviour, where a driver waiting in a queue will pause and allow another driver exiting a side road or vehicle crossing to go ahead of them, is common in New Zealand, however there is no way to accurately predict what proportion of drivers will allow another vehicle to turn out ahead of them and how many vehicles each driver will allow to turn out.

4.44 The additional assessment provided by the applicant is based on an estimate that stationary queues at the site's accessway will occur for no longer than 30% of each traffic signals cycle and assesses that the remaining part of the cycle will provide sufficient capacity to allow any queues of vehicles waiting to exit the site to clear.

4.45 I consider that insufficient information has been provided by the applicant to support the 30% assumption and there is still some uncertainty as to the effect which vehicles queued across the site access could have on the ability of drivers to exit the site.

Drive-through Management Plans

4.46 The applicant has provided a drive-thought management plan for the site. While the plan does include measures to help mitigate the potential queueing effects there are a number of issues with the proposed measures as presented.

4.47 The management plan states that *"Should vehicles be queued from the pick-up window to the vehicle access and the car park is full, the Restaurant Manager or duty manage will appoint a member of staff to close the vehicle ingress to the site until the queue reduces below 14 vehicles and the car park is not more than half full".* It should be noted that queues which protrude from the site onto Kepa Road can potentially form without the queue extending back from the pick-up window. Delays in taking orders could result in queues back from the order points while the drive-through downstream of the order point is clear. Queues for the drive-through can occur even when the car park is not entirely full.

4.48 While the methods (signage or physical barrier) for closing the vehicle crossing until the queue has dispersed are stated, no details are provided. The closure would still need to allow drivers to exit the site, so one side of the vehicle crossing would have to remain open. There could be issues with drivers attempting to enter the site via the open side of the crossing.

4.49 Any traffic management on Kepa Road outside of the site associated with closing the vehicle crossing would require a pre-approved traffic management plan in accordance with the New Zealand Guide to Temporary Traffic Management (NZGTTM) and would need to be done under the supervision of a trained Site Traffic Management Supervisor (STMS). Appropriate traffic

control equipment would need to be stored on site. No reference is made to any of these things in the Management Plan.

4.50 Even if closure of the vehicle crossing did not involve traffic management on Kepa Road itself it is not clear how the closure can be implemented safely by McDonalds staff.

Visibility

4.51 Section 3.6 of the applicant's ITA includes a visibility check between drivers turning into or out of the site and through traffic on Kepa Road. It stated that there is at least 100 metres of visibility in both directions and that the proposed access point provides a suitable level of sight distance. I concur with this finding.

4.52 During the pre-application assessment I undertook a site visit, during which I noted that, looking from the position of the site's proposed vehicle crossing, vehicles were visible when looking to the east as the passed the bus stop opposite the shops on the north-east corner of the intersection of Kepa Road and Kupe Street. This bus stop is approximately 240 metres to the east of the site.

4.53 Visibility looking to the west was limited by a vertical crest curve in Kepa Road but I observed that vehicles were visible before they passed the western end of the existing median island on Kepa Road near the Coates Avenue intersection. This is approximately 100 metres west of the site.

4.54 Austroads Guide to Road Design Part 4A recommends that Safe Intersection Sight Distance (SISD) is provided at both intersections and property entrances. For a 50 km/h vehicle operating speed SISD[1] is 97 metres.

4.55 I also note that the existing speed table at the zebra crossing near the site will slow vehicles as they approach the site's accessway to less than 50 km/h.

Pedestrian Safety

4.56 If vehicles waiting to enter the drive-through protrude from the site and across the footpath this could potentially have an adverse effect on pedestrian safety as pedestrians may choose to walk around the back of the waiting vehicle. If the pedestrian is walking eastbound along Kepa Road the waiting vehicle will limit inter-visibility between the crossing pedestrian and any drivers who may be exiting the site at the same time. Stepping off the footpath and onto the cycleway in order to pass behind a waiting car also potentially puts the pedestrian at risk of a collision with any cyclists using the cycleway.

4.57 Many of the public submissions on this resource consent application make reference to the number of pedestrians near the site, with many of these submissions referring to school children.

4.58 The nearest schools to the site are St Josephs School at the end of Brenton Place, which is a walking distance of approximately 260 metres from the site and Orakei School on the corner of Grace Street and Coates Avenue which is approximately 650 metres from the site. According

[1] Based on a 2 second reaction time, 3 second decision time, 0.36 co-efficent of deceleration, and a 0% grade correction.

to the Education Review Office website these schools have rolls of 36 students for St Joseph's School and 287 for Orakei School.

4.59 Following review of the public submissions Council requested that the applicant undertake a pedestrian survey to help understand the potential effects on pedestrians. The applicant has declined to provide this information.

4.60 There were initially concerns that vehicles waiting to turn right into the site from the flush median could interfere with visibility between a pedestrian crossing the raised zebra crossing from the north side and westbound drivers approaching the crossing on Kepa Road.

4.61 The ITA included an assessment of this issue which showed that sufficient sight distance was available between a pedestrian standing between the two pedestrian refuge islands at the crossing and an approaching driver to allow a driver to safely stop before the crossing. I agree with the findings of this assessment.

4.62 As an s92 request the applicant was asked to provide an assessment of inter-visibility between pedestrians crossing the site's vehicle crossing and drivers exiting the site. They provided this assessment on 19 June 2024, supplying a drawing showing visibility splays two metres wide (measured along the site's boundary) and five metres deep (measured into the site). These splays are in accordance with the pedestrian visibility splays recommended for high volume vehicle crossings in NZTA's Pedestrian Planning and Design Guide.

4.63 While there was some landscaping within the splays this can be maintained at a low height. There are also some sign poles, however I consider that these are not of sufficient size to have a material impact on inter-visibility between drivers and pedestrians crossing the site's vehicle crossing.

Future Residential Development in and around Kupe Street

4.64 The signalisation of the Kepa Road / Kupe Street intersection is being carried out by Ngāti Whātua Ōrākei and is intended to support local housing development. According to their website Ngāti Whātua Ōrākei anticipates 900 new homes in the local community over the next 20 years.

4.65 Auckland Council's processing planner has determined that these new homes are not part of the receiving environment and the applicant has not included them in their assessment.

4.66 However, I consider that it is highly probably that these additional dwellings, once constructed and occupied, will result in a significant increase in the volume of traffic passing the site's access on Kepa Road which could potentially result in unforeseen issues for drivers attempting to turn into or out of the site.

4.67 No information on the type or size of the future dwellings is available, but a typical peak hour trip generation rate for medium density residential developments is 0.4 to 0.5 trips per dwelling for dwellings with two or less bedrooms and 0.5 to 0.65 trips per dwelling for dwellings with three or more bedrooms. Assuming a rate of 0.5, the 900 new dwellings could be expected to generate 450 more peak hour trips. Not all will pass the applicant's site but assuming 65% travel westbound towards the city centre and 35% travel eastbound at the intersection of Kupe Street and Kepa Road, this equates to 292 additional vehicles per hour passing the site's frontage on Kepa Road. This is a significant increase which has not been accounted for in the applicant's assessment of effects.

Recorded Crash History

4.68 The applicant's ITA included an analysis of the recorded crash history for the site using data from NZTA's Crash Analysis System (CAS) for the section of Kepa Road between Benton Place and Kupe Street. The most recent five years of data was examined.

4.69 There were eight recorded crashes including one fatal, two minor-injury, and five non-injury crashes. The crashes occurred at intersections, with the fatal crash involving a vehicle making a right turn at the Benton Place intersection which is approximately 80 metres to the west of the site.

4.70 I agree with the ITA that there are no pre-existing crash patterns near the site of a type which could be exacerbated by the proposed restaurant.

Applicant's Proposed Monitoring and Review Conditions

4.71 In March 2025 the applicant's planner, Barker and Associates, provided a set proposed conditions of consent. Included in these conditions were new monitoring and review conditions (Conditions 37, 38, and 39) relating to the access which had not been proffered earlier.

4.72 I consider that these conditions are not sufficient to be confident that the potential adverse effects on traffic and pedestrian operations and safety can be adequately mitigated. I provide details on my specific concerns relating to the applicant's recommended conditions below.

4.73 Recommended Condition 37 states;

*"(37) Under section 128 of the RMA, the conditions of these consents may be reviewed by the Manager (Resource Consents) for a 5-year period following the operation of the McDonald's restaurant in respect of right-hand turn exits from the site vehicle crossing."*

4.74 This condition limits the monitoring to the right turn exits from the site vehicle crossing. While the potential effects of drivers non-complying with the proposed no right turn out restriction are of concern, they are not the only outstanding potential traffic issue. In particular I am concerned about the potential traffic related effects of vehicles waiting or queued on Kepa Road as they wait to enter the site. While non-compliance with the right turn restriction could cause this, there are other ways it could be caused, including for instance, customer demand for the drive through during peak periods exceeding available capacity.

4.75 Even if all right turns in and out of the site were restricted in a manner which ensure that every driver complied with the restriction this would still not ensure that the drive-thorough queue would not protrude out of the site and onto Kepa Road. The main factors determining the length of the queue are the number of customer vehicles using the drive-through during peak periods and the rate at which these customers can be served. A right turn restriction will not improve service times, and it is not clear if it would reduce demand for the drive-through or to what extent.

*4.76 Recommended Condition 38 states;*

*"(38) The consent holder is to undertake a 24-hour video monitoring survey for the busiest weekday and typical Saturday, three months after the opening of the restaurant to the public, and then annually thereafter for five years. The survey is to:*

a. *ascertain whether any vehicles, while waiting to turn onto Kepa Road, are disrupting pedestrian flow past the site or contributing to added delays for queued vehicles at the order points for the drive-through lanes.*

b. *Ascertain whether queuing from the drive-through lanes is affecting the operation of the McDonalds carpark or the site entrance on Kepa Road."*

4.77 I have the following concerns with this recommended condition;

i. There is no requirement for the video surveys to be reviewed by an independent suitability qualified and experienced traffic specialist, nor does it specify what data the applicant is required to provide to Council.

ii. There is no requirement that the video survey footage should be made available to Council, which means that Council will not be able to validate the survey should it consider this to be necessary.

iii. I consider that a 24-hour survey period is insufficient and that a longer period is needed to get a sufficient sample size.

iv. The 'disrupting the pedestrian flow past the site' wording in sub-point (a) makes it appear that the main effect we are concerned about is pedestrians having to wait for a vehicle stopped on the vehicle crossing to pass, but while I do have concerns about this, I am more concerned about the potential safety effects related to pedestrians who do not wait try to walk around the front or back of a waiting vehicle instead.

v. Sub-point (a) does not mention cyclists. A cycle path is being constructed on the site's frontage and cyclists could be affected in a similar way as pedestrians.

vi. Sub-point (b) could potentially be interpreted to limits matters to the operation of the car park or site entrance. If vehicles queue out of the site onto Kepa Road this could cause safety or operational effect on pedestrians, cyclists, public transport services, freight or other road users, even if they are not entering the car park or using the site entrance.

4.78 Recommended Condition 39 states;

*"(39) Should any safety or operational issues be identified in the survey, the consent holder shall, in consultation and agreement with the Manager – Resource Consents (Central) and Auckland Transport, identify and implement appropriate measures to mitigate such adverse effects. These measures may include, but not limited to:*

*a. The installation of flexi-posts on Kepa Road to physically prevent right turns.*

*b. The provision of additional signage within the site (in addition to the no right turn signage required by condition 32) to further inform customers of the restriction on right hand turns and requirement to not block the footpath.*

*c. Physical changes to the vehicle crossing design to further encourage left turn exit movements and discourage blocking the footpath. This may include a solid median barrier.*

*d. Further on-site management measures to minimise queuing within the drive-through lane and from the order points."*

4.79 The condition does not require the consent holder to engage a traffic specialist to review the survey date and advise them on appropriate mitigation measures.

4.80 The condition requires the consent holder to consult and agree with the Manager – Resource Consents (Central) and Auckland Transport on the measures but does not state what will happen if agreement cannot be reached.

4.81 The use of flexi-posts to physically prevent right turn movements as referred to in sub-point (a) is not appropriate for this site. Flexi-posts are prone to damage and would require ongoing maintenance effort to maintain and replace. They are less effective as drivers are more likely to driver over or around them.

4.82 The installation of additional signage within the site, as referred to in sub-point (b) is likely to be only partially effective at preventing right turn movements out of the site. Additional no right turn signage is potentially effective where drivers are not aware of the restriction but it is not effective where drivers are aware of the turn restriction but choose to do it regardless. I do not consider this mitigation to be likely to address the effects in a satisfactory manner.

4.83 Sub-point (c) refers to a solid median barrier. A median barrier would typically refer to the type of barrier you would see on a motorway or other divided carriageway road and is not appropriate at this site.

4.84 Sub-point (d) refers to further on-site management measures. It is not clear if this refers to the measures in the Drive Through Management Plan (DTPM) or additional measures beyond these. I infer that additional measures are being referred to as the applicant is already proposing to implement the DTPM in another condition. The applicant has not provided information on what these would be so I cannot say whether they are likely to address the potential operational and safety effects on pedestrians and other road users in a satisfactory manner.

4.85 Even with changes to the wording of the monitoring and review condition I consider that there is no surety that it will be sufficient to address the potential traffic related effects on the Auckland Transport Network and its users.

## 5 Conclusion

5.1 In summary, I consider that the applicant has not provided sufficient information to fully understand the traffic and pedestrian safety and operational effects of the proposal on Kepa Road.

5.2 In particular the applicant has not provided sufficient information to fully understand what the length of the queue for the drive through is likely to be and how frequently it will protrude from the site and onto Kepa Road.

5.3 The two main factors to consider when predicting drive through queue lengths are the service times and the arrival rate (the number of vehicles using the drive through per hour).

5.4 In the ITA TPC estimates that the peak hour trip generation rate for the Kepa Road site will be 133 vehicles per hour.

5.5 This is derived from McDonalds own internal prediction of the number of transactions per hour at the site, but no information has been provided on how this transaction prediction has been prepared and therefore I cannot give an opinion on whether the method used is appropriate.

5.6 The 133 vehicle trips per hour estimate is significantly less than the Railside Avenue McDonalds site which was surveyed by the applicant as having 206 vehicle trips per hour in the weekend lunchtime perk hour and 202 vehicle trips in the weekday dinner peak hour. It is not clear why the proposed Kepa Road restaurant is expected to be less busy that the Railside Avenue restaurant.

5.7 The most recently published document for estimating trip generation which I consider relevant is the 2024 Transport for New South Wales Gude to Transport Impact Assessment (NSW Guide). For McDonalds restaurants this guide gives a Site PM peak hour average of 188 vehicle trips in Sydney and 201 vehicle trips for regional outlets ('regional' refers to locations outside of Sydney).

5.8 For drive through service times the applicant has provided traffic survey information on two existing McDonalds restaurants. I consider that this sample size is too small to provide reliable service time information.

5.9 The applicant's modelling of the potential queue length has used an average of an average of the service times from the surveys. The surveyed service times varied across the four periods surveyed for each site. I consider that as a sensitivity test the applicant should have provided modelling using the highest service time of the periods surveyed to understand the likely queue lengths on days when the service time is higher.

5.10 The applicant's own SIDRA traffic modelling showed that if drivers were permitted to right turn out of the site this would cause the queue of vehicles waiting to exit the site to back up into the drive through and block it, which would potentially cause a longer queue in the drive through which could then protrude back out onto Kepa Road.

5.11 To address this the applicant has proposed a no right turn restriction for drivers turning out of the site onto Kepa Road. However, this restriction is by road signs, markings, and a special vehicle crosisng design only. Drivers are not physically blocked from turning right out of the site. Not all drivers will comply with the restriction. I consider that insufficient assessment has been provided by the applicant of the effect which drivers choosing not to comply with the no right turn restriction will have on Kepa Road.

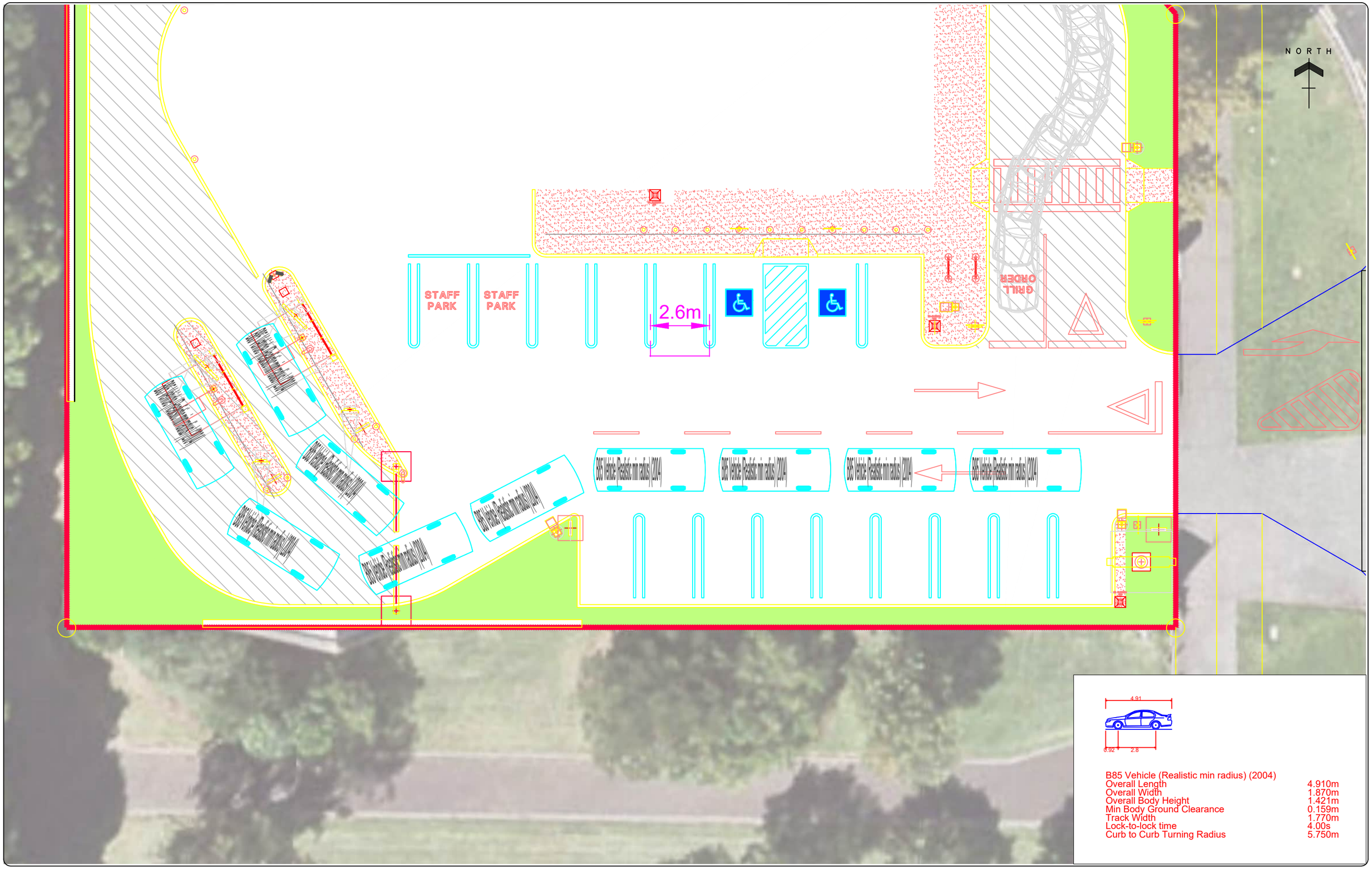
5.12 The applicant has provided no assessment of the traffic and pedestrian safety and operational effects of the proposal on Kepa Road if the drive through queue does protrude from the site onto Kepa Road.

5.13 I consider that the potential effects related to vehicles waiting to turn left into the site stopping on Kepa Road due to limited queuing space for the drive-through within the site blocking the eastbound lane on Kepa Road could be significant. Kepa Road is a busy arterial road, freight route, and frequent bus route. It is one lane in each direction which means that vehicles waiting in the eastbound lane to enter the site will block other traffic travelling in the same direction.

***Disclaimer / Important note:***

*The views and comments expressed by PTM Consultants specialists within this memorandum are made without prejudice, on the applicant's proposal. Specialists have not conducted a specific review for design and standards compliance. We reserve the right to add to our comments in the future should there be any further changes or information presented. This memorandum has been compiled for the use of Auckland Transport only and is not to be amended, used, forwarded or circulated without the written permission of PTM Consultants. It is an express condition of the supply of this information that the recipient is responsible for verifying its content, correctness, and completeness. PTM Consultants accepts no liability or responsibility for any error, loss or damage suffered by the recipient arising out of, or in connection with, the use or misuse of this information.*

# *Appendix A: Site Layout*




| Rev | Revisions | By | Date |
|---|---|---|---|
| | | | |

TPC TRAFFIC PLANNING CONSULTANTS LTD

Level 1, 400 Titirangi Rd, Titirangi, P.O Box 60-255, Auckland 0604
Phone: 09 817-2500 www.trafficplanning.co.nz

Project Title: Proposed Development
152 Kepa Road

Sheet Title: Vehicle Tracking -B85 Design Vehicle

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|---|---|---|---|---|---|
| Designed | IY | Drawn | IY | Project No - (Sheet No) | Scales 1:150 (A3) |
| Checked | TL | Approved | TL | 230237 VTS - (1) | Date 03.02.25 |

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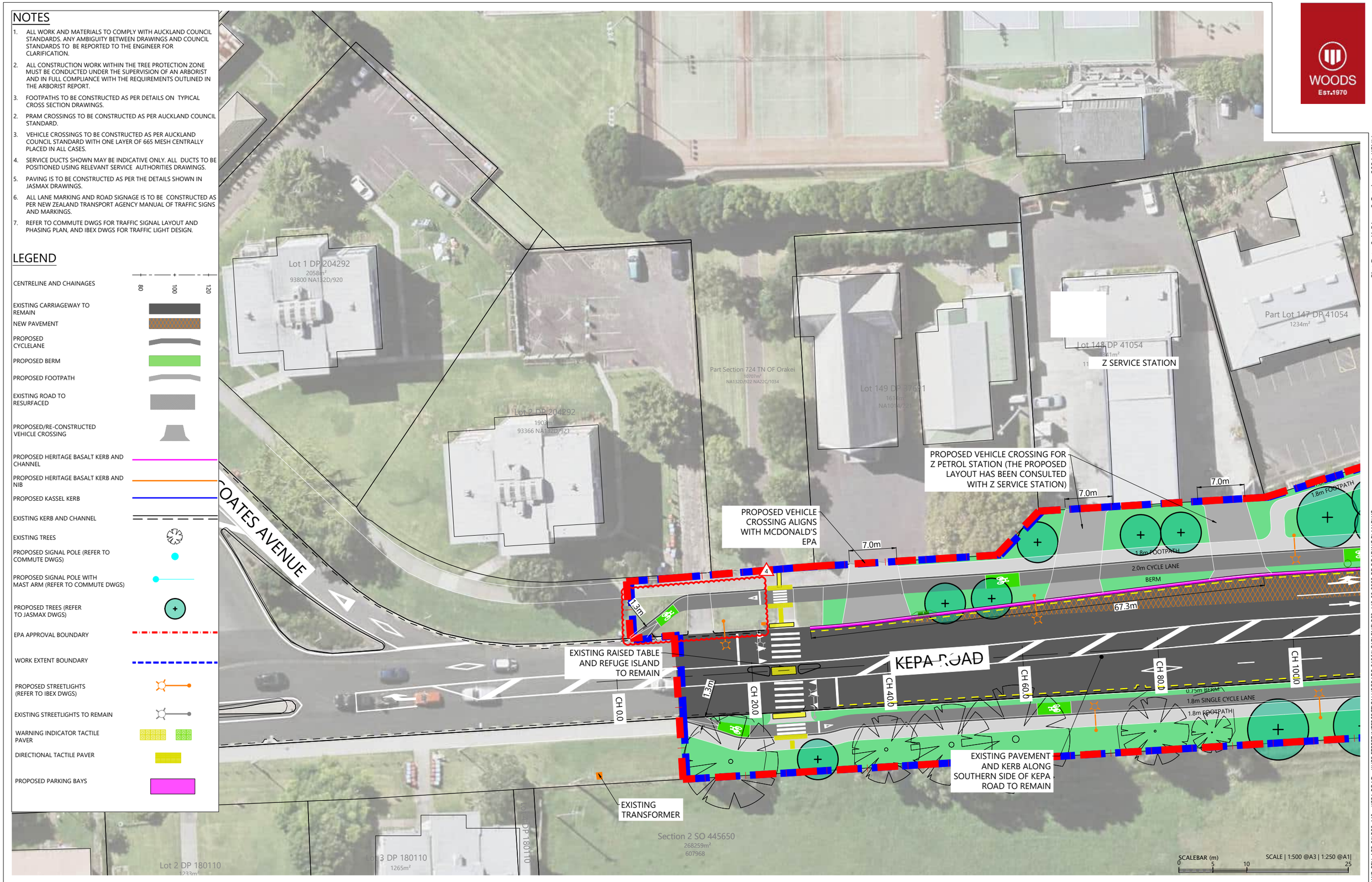
# *Appendix B: Approved Plans for Signalisation of the Intersection of Kepa Rd and Kupe St*

## NOTES

1. ALL WORK AND MATERIALS TO COMPLY WITH AUCKLAND COUNCIL STANDARDS. ANY AMBIGUITY BETWEEN DRAWINGS AND COUNCIL STANDARDS TO BE REPORTED TO THE ENGINEER FOR CLARIFICATION.
2. ALL CONSTRUCTION WORK WITHIN THE TREE PROTECTION ZONE MUST BE CONDUCTED UNDER THE SUPERVISION OF AN ARBORIST AND IN FULL COMPLIANCE WITH THE REQUIREMENTS OUTLINED IN THE ARBORIST REPORT.
3. FOOTPATHS TO BE CONSTRUCTED AS PER DETAILS ON TYPICAL CROSS SECTION DRAWINGS.
2. PRAM CROSSINGS TO BE CONSTRUCTED AS PER AUCKLAND COUNCIL STANDARD.
3. VEHICLE CROSSINGS TO BE CONSTRUCTED AS PER AUCKLAND COUNCIL STANDARD WITH ONE LAYER OF 665 MESH CENTRALLY PLACED IN ALL CASES.
4. SERVICE DUCTS SHOWN MAY BE INDICATIVE ONLY. ALL DUCTS TO BE POSITIONED USING RELEVANT SERVICE AUTHORITIES DRAWINGS.
5. PAVING IS TO BE CONSTRUCTED AS PER THE DETAILS SHOWN IN JASMAX DRAWINGS.
6. ALL LANE MARKING AND ROAD SIGNAGE IS TO BE CONSTRUCTED AS PER NEW ZEALAND TRANSPORT AGENCY MANUAL OF TRAFFIC SIGNS AND MARKINGS.
7. REFER TO COMMUTE DWGS FOR TRAFFIC SIGNAL LAYOUT AND PHASING PLAN, AND IBEX DWGS FOR TRAFFIC LIGHT DESIGN.

## LEGEND

- CENTRELINE AND CHAINAGES (80, 100, 120)
- EXISTING CARRIAGEWAY TO REMAIN
- NEW PAVEMENT
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- EXISTING ROAD TO RESURFACED
- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
- PROPOSED HERITAGE BASALT KERB AND CHANNEL
- PROPOSED HERITAGE BASALT KERB AND NIB
- PROPOSED KASSEL KERB
- EXISTING KERB AND CHANNEL
- EXISTING TREES
- PROPOSED SIGNAL POLE (REFER TO COMMUTE DWGS)
- PROPOSED SIGNAL POLE WITH MAST ARM (REFER TO COMMUTE DWGS)
- PROPOSED TREES (REFER TO JASMAX DWGS)
- EPA APPROVAL BOUNDARY
- WORK EXTENT BOUNDARY
- PROPOSED STREETLIGHTS (REFER TO IBEX DWGS)
- EXISTING STREETLIGHTS TO REMAIN
- WARNING INDICATOR TACTILE PAVER
- DIRECTIONAL TACTILE PAVER
- PROPOSED PARKING BAYS




| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| 3 | ISSUED FOR RFI | YF | 17/05/2024 | CHECKED | BP |
| 4 | ISSUED FOR RFI | YF | 28/05/2024 | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

PROPOSED ROADING LAYOUT PLAN - SHEET 2 OF 6

N

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|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 4 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-00-2001-RD | |

Plot Date: 3:41:54 pm,2 October 2024, KENLI

File: C:\12DSYNERGY\DATA\WP-PEN-APP-01\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\P22-440-00-2000-RD ROADING PLAN.DWG

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- WARNING INDICATOR TACTILE PAVER
- DIRECTIONAL TACTILE PAVER
- PROPOSED PARKING BAYS

PROPOSED NEW BUS SHELTER FOR BUS STOP #7883
ORAKEI COMMUNITY CENTRE
HERITAGE BASALT KERB AND CHANNEL
PROPOSED PARALLEL PARKING BAYS
EXISTING VEHICLE CROSSINGS TO BE REINSTATED AS PER AT TDM VX0202
PROPOSED ONE-WAY OPERATION SERVICE LANE
HERITAGE BASALT KERB AND NIB
EXISTING TRANSFORMER AND CELL TOWER TO REMAIN
KEPA ROAD
PROPOSED TRAFFIC ISLAND AS PER AT TDM IS0001
CH 60.0
EXISTING REFUGE ISLAND TO REMAIN
EXISTING KERB AND 2m WIDE FOOTPATH TO REMAIN.
KERBS BEHIND THE BUS STOP TO BE REMOVED TO ALLOW TWO ADDITIONAL PARKING SPACES
CH 40.0
EXISTING BUS STOP #7878 TO BE REMOVED AND EXISTING BUS SHELTER TO BE RE-USED FOR BUS STOP #7859
EXISTING GAP TO BE REMOVED AS SUGGESTED BY AT. THE PROPOSED FOOTPATH WITH NEW KERBS TO BE EXTENDED TO TIE IN TO EXISTING.
CH 20.0
PROPOSED ACCESSIBLE PARKINGS
THE GRADIENT OF PRAM RAMP SHALL NOT EXCEED A GRADIENT 5%
PROPOSED LOCATION FOR BUS STOP #7859. DETAILS REFER TO WOODS DWGS 2100-RD
CH 0.0
CH 100.0
CH 120.0
CH 140.0
CH 160.0
CH 180.0
CH 200.0
CH 220.0
CH 240.0
CH 260.0
EXISTING PAVEMENT AND KERB ALONG SOUTHERN SIDE OF KEPA ROAD TO REMAIN
RELOCATED BUS STOP#7850 AND BUS SHELTER. DETAILS REFER TO WOODS DWGS 2100-RD
EXISTING VEHICLE CROSSING TO REMAIN WITH PROPOSED 900mm RAMPS AT BOTH SIDES
EXISTING TREE TO REMAIN
PROPOSED TACTILE
EXISTING PAVEMENT AND KERB ALONG SOUTHERN SIDE OF KEPA ROAD TO REMAIN
PROPOSED 1.8m CYCLE LANE AND 1.8m FOOTPATH
SCALEBAR (m) 0 5 10 25
SCALE | 1:500 @A3 | 1:250 @A1|

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 5 | ISSUED FOR RFI | YF | 12/06/2024 | DESIGNED | YF |
| 6 | ISSUED FOR RFI | YF | 26/06/2024 | DRAWN | KL |
| 7 | ISSUED FOR RFI | YF | 13/09/2024 | CHECKED | BP |
| 8 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071
WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

PROPOSED ROADING LAYOUT PLAN - SHEET 3 OF 6

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 8 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-00-2002-RD | |



Plot Date: 6:10:28 pm,2 October 2024, YUEF

File: C:\12DSDATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\P22-440-00-2000-RD ROADING PLAN.DWG

# Appendix 2 – Flow Report

Appendix 2 – Flow Report

21 November 2024

Vignesh Divakar
Auckland Transport
Private Bag 92250
**AUCKLAND 1142**

Dear Vignesh

# REVIEW OF TRANSPORTATION MATTERS FOR 152 KEPA ROAD – FAST FOOD RESTAURANT

## 1 SUMMARY OF OUR REVIEW

Auckland Transport has commissioned Flow Transportation Specialists (Flow) to review the traffic and transportation matters associated with an application for resource consents for a fast-food restaurant (a McDonalds) at 152 Kepa Road, Orakei (Site).

We have been asked to review the applicant's Traffic Impact Assessment (TIA) report, with a revised version expected in response to Auckland Transport's section 92 (S92) queries. Our review has focussed on the application's potential effects on the transport network, specifically

- Adequacy of internal queuing space on site
- Trip generation and traffic modelling assumptions, including sensitivity testing or risk/uncertainty assessments
- Proposed mitigation measures, such as the right turn ban
- Implications for the pedestrian refuge on Kepa Road, the proposed Kepa Road/Kupe Street signalised intersection, and Auckland Transport's Future Connect priorities for Kepa Road.

Additionally, we have provided further s92 queries and reviewed the subsequent responses from the applicant.

We have reviewed the following documents in preparing our review

- TIA prepared by Traffic Planning Consultants Ltd (TPC), dated March 2024
- S92 responses (five rounds) prepared by TPC, dated 6 November 2023, 19 June 2024, 15 August 2024, 5 September 2024 and 1 October 2024.

We understand that Auckland Council has now requested our final review based on the information that we have received to date. While the applicant has addressed some of our concerns, the latest s92 response doesn't have adequate information at this stage to determine whether the development will result in adverse transport effects.

Our primary concern is the proposal's potential impact on the road network, particularly how trip generation could result in queuing at the drive-through and potentially within the site, with broader implications for the road network.

A summary of our review, including the outstanding matters and recommendations are listed below

1. We don't agree with the applicant's trip generation assumption and consider that a trip generation of about 200 vehicles per hour (vph) for the busiest peak periods should be used to assess the application's effect on the road network. In our view, this would provide a conservative assessment that is generally in line with the trip generation guidance available.
2. Without undertaking a detailed review of the applicant's surveyed data to validate the drive through queues and trip generation, we cannot accept nor reject the applicant's response. However, if the validation deems the applicant's observations to be accurate, we would accept that a site generating a peak of about 160 vph (80 vehicles arriving at the drive through) for the drive through only, will generate queues of about 4 vehicles
3. We requested an assessment of how additional trips generated by the development will impact the Kepa Road / Kupe Street intersection, broken down by movement type. Sensitivity testing should also be included to understand the potential effects better. This information has not been provided by the applicant
4. We requested a detailed analysis of how queuing on Kepa Road affects site access and active modes, including how it might block footpaths and cycle lanes. This analysis should also explore site-specific measures to mitigate these effects. This information has not been provided by the applicant
5. We recommend that Auckland Council impose a condition of consent to explore and implement further mitigation measures to deter right turn movements effectively.

It is important to emphasise that these requests are all interconnected and aimed at addressing this fundamental concern. At this stage, the applicant hasn't fully holistically addressed the issue.

# 2 SUMMARY OF THE PROPOSAL

The summary of the site location, planning zones and proposed land use activities is provided in **Table 1**, with the proposed development shown in **Figure 1**.

**Table 1: Site Summary**

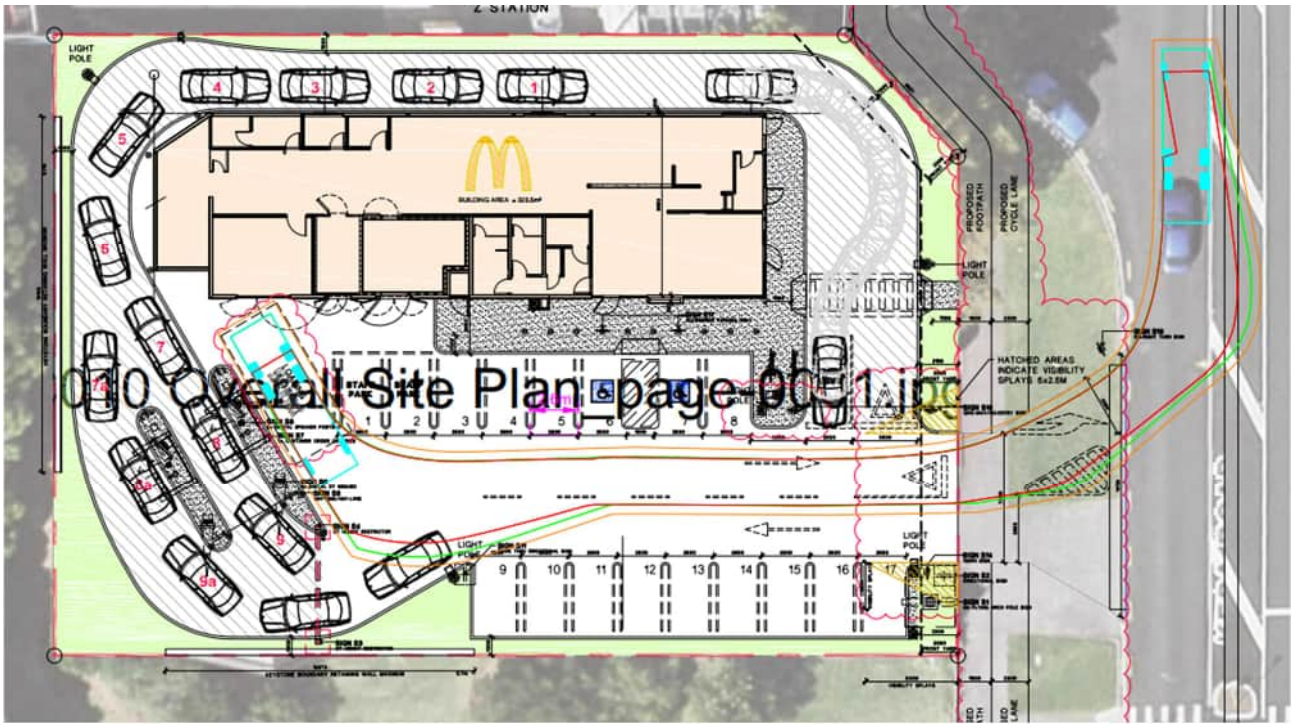
| | |
|---|---|
| Site Address | 152 Kepa Road, Orakei, Auckland |
| Planning Zone | Business – Mixed Use Zone |
| Activity Proposed | Fast food restaurant including a drive-thru (Mc Donalds) |

Key transportation features include

- A vehicle crossing, including the provision of no-right turn signage and a mountable central kerb
- A loading bay
- 17 car parks, including two for staff, 2 accessible spaces and 13 normal spaces

- Two order windows and one service window for drive-thru customers
- A footpath connection on Kepa Road

**Figure 1: Proposed development plan (Source TPC)**




The site fronts onto Kepa Road, an Arterial Road (per the Auckland Unitary Plan roading classification). It has a speed limit of 50 km/h and there is a zebra crossing to the west of the proposed vehicle crossing which includes a raised platform.

There are several potential traffic effects associated with the proposal that are covered in this report

- Adequacy of on-site manoeuvring parking
- Trip generation and traffic modelling assumptions, including sensitivity testing or risk/uncertainty assessments
- Adequacy of internal queuing spaces on site
- Proposed mitigation measures, such as the right turn ban
- Implications for the operation of Kepa Road, including the proposed Kepa Road/Kupe Street signalised intersection.

# 3 REVIEW OF TRANSPORTATION MATTERS

## 3.1 Onsite manoeuvring matters (Resolved)

We are concerned that vehicles exiting the drive-thru and turning left to exit the site, particularly when the holding bay is occupied, may result in unusual manoeuvres at the vehicle crossing. This could affect

the operation of Kepa Road. As a result, we requested the applicant to demonstrate that this movement would not interfere with oncoming traffic entering the site.

In their S92 response (dated 5 September 2024), the applicant provided a vehicle tracking assessment. While the manoeuvre from the drive-thru to the vehicle crossing is tight, the tracking assessment shows that a 6.4m van and an 85th percentile car can complete this movement simultaneously without conflict.

Initially, the applicant had not supplied vehicle tracking for the drive-thru operation. However, in the S92 response, they have now provided tracking for the largest vehicle expected to use the drive-thru, which demonstrates that the manoeuvre can occur without issue.

Additionally, we observed that the delivery truck's manoeuvring path crosses a staff car park. We are concerned that this space will likely be occupied, making it difficult to close off. We have asked the applicant to explore alternative staff parking options to avoid these conflicts, though we acknowledge that a service and loading management plan is expected to address this issue. We propose a condition of consent to ensure proper management of staff parking during delivery times.

## 3.2 Parking provision on-site (Resolved)

The applicant predicts a 32% in-restaurant and 68% drive-thru split of vehicles. Their data indicates that up to 23 vehicles may need to park on-site during peak hours, and this demand could persist throughout the day. However, only 15 parking spaces are allocated for visitors (13 standard spaces and 2 accessible spaces). The Transport Assessment asserts that 17 spaces will be sufficient to meet peak demand, with no spill-over parking beyond the site, though no detailed assessment was provided to support this claim. Given that the expected vehicle numbers during peak hours exceed the available parking spaces, we requested an assessment of parking provisions, factoring in higher trip generation sensitivities. We also expressed concern that internal queues may extend onto Kepa Road.

In their response, the applicant explained that customers dining in-store typically spend no more than 40 minutes on-site, often much less. Additionally, some in-store transactions may be from customers using inside counters to avoid queues at the drive-thru. They also noted that a portion of the in-store transactions are related to delivery services like Uber Eats, with these vehicles typically on-site for less than five minutes. Based on this clarification, we are satisfied with the applicant's response regarding parking duration and turnover.

## 3.3 Trip Generation (Unresolved)

The Transport Assessment relies on McDonald's internal customer catchment analysis to predict transactions and trip generation for the proposed Kepa Road development. It references Research Report 453 (RR 453), which predicts a trip generation of 169 vehicles per hour (vph) based on the gross floor area (GFA) of the building. The RTA Guide to Traffic Generating Developments suggests that McDonald's could generate up to 180 vph, and that sensitivity testing of 230 vph during weekends should be considered. Furthermore, the TRICS 2008 database and ITE Trip Generation estimates for weekends generally predict over 200 vph.

Our primary concerns are

- The applicant has not provided detailed information about the customer catchment predictions, nor have they indicated whether any sensitivity analysis was included
- The applicant has not considered the potential queuing effects on-site and on the external road network during busier weekend periods, based on higher trip generation estimates from multiple sources.

The applicant provided additional transactional data from five existing McDonald's locations (Cavendish Drive, Constellation Drive, Railside Avenue, Great North Road, and Manukau Road) to compare with the proposed Kepa Road site. While specific transactional data for each restaurant is considered sensitive, the provided ranges offer a reasonable comparison. These locations are all on arterial roads similar to, or busier than, Kepa Road and within walking distance of business-zoned land, which may slightly increase the number of walk-in customers. In the applicant's latest response, they provided the number of people associated with a 3.0 km catchment around the existing sites, and compared that to the proposed site. They noted that most of these sites have a larger residential catchment than the proposed restaurant at Kepa Road.

The comparison shows that the Kepa Road site is positioned near the median during lunchtime trading hours and towards the higher end during evening PM peaks, with a similar profile expected for drive-thru operations. Notably, weekend lunchtime trip generation is predicted to be at the lower end of the range.

The transactional data provided shows that the assumed trip generation rate of 169 vph (from RR 453) used as a sensitivity analysis in the TIA is actually higher than the average trip generation from other restaurants, despite the Kepa Road site having a smaller GFA, with the applicant’s view being that this indicates that the TIA’s analysis is robust.

Regarding weekend trading peaks, the applicant asserts that the TIA outlines trip generation predictions for all seven days of the week, showing that Friday is the busiest day and that weekend trading times align with weekday peaks. However, we believe the applicant has not fully demonstrated how the catchment data from other McDonald’s locations is applicable to Kepa Road. Furthermore, the sensitive nature of the data prevents McDonald's from sharing detailed information. While the applicant’s transactional data offers some insight, it lacks a comparison to actual transaction numbers, which would help validate the trip generation predictions.

We recommended that the applicant undertake surveys at comparable locations to confirm that the predicted trip generation aligns with actual transaction data. We suggested that the applicant survey at least three sites to verify whether the trip generation assumptions reflect actual transaction numbers.

In the latest information received, the applicant has surveyed the trip generation of two sites, namely the Cavendish Drive and Railside Avenue sites (noting that according to the applicant, these existing sites have similar people catchments).

The results show that the trip generation of the Railside Avenue site is just above 200 vph in the highest peak, with the drive-through’s peak being about 160 vph. This is significantly higher than the estimates

the applicant has provided (based on transactional data). However, the data confirmed that the busiest weekday peak is similar to the busiest weekend peak.

We note that the location of other nearby McDonald's sites could impact the attraction of a site. While the applicant has commented (via email) on this matter, we will require further (and more detailed) information on this subject before we can comment further as to the impact of nearby McDonalds' on this proposal's trip generation.

In summary, we don't agree with the applicant's trip generation assumption and consider that a trip generation of about 200 vph for the busiest peak periods should be used to assess the application's effect on the road network. In our view, this would provide a conservative assessment that is generally in line with the trip generation guidance available.

## 3.4 Drive-thru queuing (Unresolved)

The applicant's queuing analysis assumes two service points, but based on the available information, it appears there is only one pay point. If this is the case, the queuing analysis should have been conducted using the M/M/1 queuing model (for a single service point) rather than the M/M/s model. The implications of misestimating queuing capacity could be significant, particularly if the number of service points is overestimated.

The applicant's response clarifies the following

- The 40-second service time refers specifically to the time taken at the order point, which they identify as the key point where queuing would begin and potentially impact the site's access. According to the applicant, the queuing analysis for two ordering points is accurate.
- The 40-second service time is a target for McDonald's but not based on measured times. A sensitivity analysis using an unrealistic 80-second service time was provided, indicating that queues would still be contained within the site.
- McDonald's management practices include using grill-order spaces or general parking spaces to accommodate vehicles whose orders take longer, ensuring that the drive-through lane remains operational. In extreme cases, staff may direct customers to order inside to reduce demand.
- The applicant claims the drive-through facility can accommodate up to 21 cars (6 before the order point, 8 between the order and pick-up points, and 7 between the pick-up point and Kepa Road).

TPC's analysis, based on a trip generation rate of 169 vehicles per hour (85 vph inbound and outbound), with 70% using the drive-through, suggests that queues will not exceed 7 vehicles, leaving capacity for 6 additional vehicles. While this is helpful, we consider this analysis to represent baseline conditions rather than a true sensitivity test.

TPC also mentions that McDonald's aims for a 40-second service time but acknowledges that actual service times could range from 60 to 80 seconds. In the applicant's latest response, they provided an analysis of the Cavendish Drive and Railside Drive's average drive-through service times. It appears that the 85$^{th}$ percentile service time ranges from 87 seconds to 179 seconds with the maximum observed number of cars queued in the drive-through being 4 vehicles. While these numbers contradict the

assessment in the TIA, the applicant is of the view that their theoretical assessment of queuing on site is conservative.

Without undertaking a detailed review of the applicant's surveyed data to validate it, we cannot accept nor reject the applicant's response. However, if the validation deems the applicant's observations to be accurate, we would accept that a site generating a peak of about 160 vph (80 vehicles arriving at the drive through) for the drive through only, will generate queues of about 4 vehicles.

## 3.5 Kepa Road / Kupe Street intersection capacity (Unresolved)

### 3.5.1 Impact of Queuing on Vehicle Access and Active Modes

The applicant has stated that during peak times, queues will form past the McDonald's site, and they claim this will have a positive effect on safety by reducing vehicle speeds and providing more opportunities for safe turning. However, we have concerns about the adverse effects of queuing on active mode users (pedestrians and cyclists), particularly regarding the potential for compromised inter-visibility. Additionally, we are concerned about the potential for conflicting movements between right-turning vehicles entering the proposed McDonald's site and vehicles turning right at the Kepa Road / Kupe Street intersection or the Z Station.

The applicant has responded as follows

- The positive effect on safety refers to reduced speeds and stationary queues past the McDonald's site access, which could lower the risk of collisions. Slower vehicle flows may encourage let-in behaviour, reducing queuing across the footpath and cycle path
- The applicant notes that there will be one eastbound lane retained on Kepa Road past the site, minimising the risk of queues spilling into multiple lanes
- They also highlight that the proposed traffic signals would impact the Z Service Station in a similar way, with two lanes of queuing and permitted right turns potentially causing greater safety risks than at the McDonald's site
- Regarding overlapping vehicle movements, the traffic modelling suggests that the right-turn queue into McDonald's will be no longer than one vehicle, meaning no significant overlap with vehicles turning into the Z Station or from the Kepa Road / Kupe Street intersection is anticipated.

The applicant asserts that further traffic modelling of the proposed access and Kupe Street intersection is unnecessary, arguing that queues during peak times will already extend past the vehicle crossing. They suggest that a micro-simulation model would be required to analyse future conditions accurately, but they believe this level of modelling is not necessary for the current proposal.

While we acknowledge that detailed modelling of the Kupe Street intersection may not be required at this stage, we remain concerned about the potential effects on intersection performance, particularly the right-turn movements during peak periods. We request the applicant provide an assessment of the additional trips generated by the development through the Kepa Road / Kupe Street intersection, specifically broken down by movement type (e.g., left-turn, right-turn). Additionally, sensitivity testing

of these movements should be included to better understand how the proposed development may impact intersection performance.

### 3.5.2 Queuing and Site Access

The applicant acknowledges that queues will form past the site's vehicle crossing during peak times, but this creates a fundamental issue with their traffic modelling. The existing queuing on Kepa Road, particularly during peak times, has not been adequately accounted for in the analysis of the McDonald's vehicle access. This could impact both on-site queuing and queuing to access the site, especially for vehicles attempting to make a right-turn while waiting for congestion to clear.

We also note the potential risk of queuing spilling over the footpath and cycle lane, which could create safety concerns for active mode users. To address this, we request the applicant provide a detailed analysis of the impact of queuing on Kepa Road and its effects on the ability to safely enter and exit the site. This should include

- Interaction between existing queues on Kepa Road and vehicles attempting to enter the McDonald's site, particularly right-turn vehicles
- Potential queuing effects on pedestrians and cyclists due to reduced visibility or vehicles blocking footpaths and cycle lanes
- Consideration of how site-specific measures (e.g., traffic management, signage) could mitigate these effects during peak times.

We believe that without this further analysis, the full impact of queuing on the safety and functionality of the vehicle access, as well as on active mode users, has not been properly assessed.

## 3.6 Kepa Road / Kupe Street intersection design (Resolved)

We previously raised concerns about how the proposed vehicle crossing would integrate with the future upgrades and signalisation of the Kepa Road / Kupe Street intersection. Specifically, we were concerned that the wider vehicle crossing might interfere with the start of the future cycle lane. To address this, we suggested that the applicant consult with Auckland Council to obtain the latest design plans.

The applicant has since confirmed that they have consulted the latest design plans, and we are satisfied that this concern has been addressed. We therefore accept the applicant's response on this matter.

## 3.7 Right turn ban at vehicle crossing (Resolved)

The applicant has confirmed that the right turn ban at the vehicle crossing will be reinforced by a mountable island. While this is a positive measure to address concerns about right turn movements, we believe additional measures are necessary to further enforce this restriction.

We recommend considering the extension of the pedestrian refuge island to further discourage right turns from the site. This could enhance safety and reduce the likelihood of non-compliant right turn movements.

We request an assessment of the provision of a central island along Kepa Road, including detailed vehicle tracking for movements in and out of the vehicle crossing. This will help determine if additional design features could better manage and deter right turn movements.

There is potential to reduce the width of the vehicle crossing splay at the southern end if truck movements are restricted to approach from the north. This adjustment could further support the enforcement of the right turn ban.

Although the modelling suggests that a small number of non-compliances can be managed, TPC has not addressed our concerns regarding the solid median island.

We recommend that Auckland Council impose a condition of consent to explore and implement further mitigation measures to deter right turn movements effectively.

# 4 CONCLUSION

Based on our comprehensive review, we have identified several unresolved traffic and transportation issues that require further assessment to ensure the proposed development at 152 Kepa Road does not result in adverse transport effects. While the applicant has provided additional information in response to Auckland Transport's section 92 queries, critical concerns remain, particularly regarding trip generation, queuing, and intersection performance. Specifically

- **Trip Generation Assumptions:** We disagree with the applicant's trip generation estimate and recommend adopting a more conservative rate of 200 vehicles per hour during peak periods. This is necessary to align with industry guidelines and to ensure a robust assessment of the proposal's impacts on the road network
- **Drive-Through Queuing Analysis:** The queuing analysis provided is based on assumptions about service times and the number of service points, which appear to understate the potential queuing impact. Further validation of these assumptions is required to confirm the adequacy of on-site queuing capacity
- **Impact on Kepa Road/Kupe Street Intersection:** We request a detailed analysis of how additional trips generated by the development will affect this intersection, including sensitivity testing for various traffic movements. This is critical for understanding the proposal's impact on intersection performance and safety
- **Queuing Effects to access the Site:** The existing queuing on Kepa Road, particularly during peak times, has not been adequately accounted for in the analysis of the McDonald's vehicle access. This could impact both on-site queuing and queuing to access the site, especially for vehicles attempting to make a right-turn while waiting for congestion to clear
- **Site Access and Right Turn Ban:** While the applicant has proposed a mountable island to enforce the right-turn ban, we recommend that Auckland Council impose a condition of consent to explore and implement further mitigation measures to deter right turn movements effectively.

Our primary concern is the proposal's potential impact on the road network, particularly how trip generation could result in queuing at the drive-through and potentially within the site, with broader

implications for the road network. It is important to emphasise that these requests are all interconnected and aimed at addressing this fundamental concern. At this stage, the applicant hasn't fully holistically addressed the issue.

Yours sincerely



Gerhard van der Westhuizen

PRINCIPAL TRANSPORTATION ENGINEER

Reference: \\flownz.local\Shares\Projects\ATSP Auckland Strategy and Policy\107 152 Kepa Rd Consent Review\4.0 Reporting\L1A241121 152 Kepa Rd Review Final.docx

# Appendix 3 – Network Operating Plan Tool

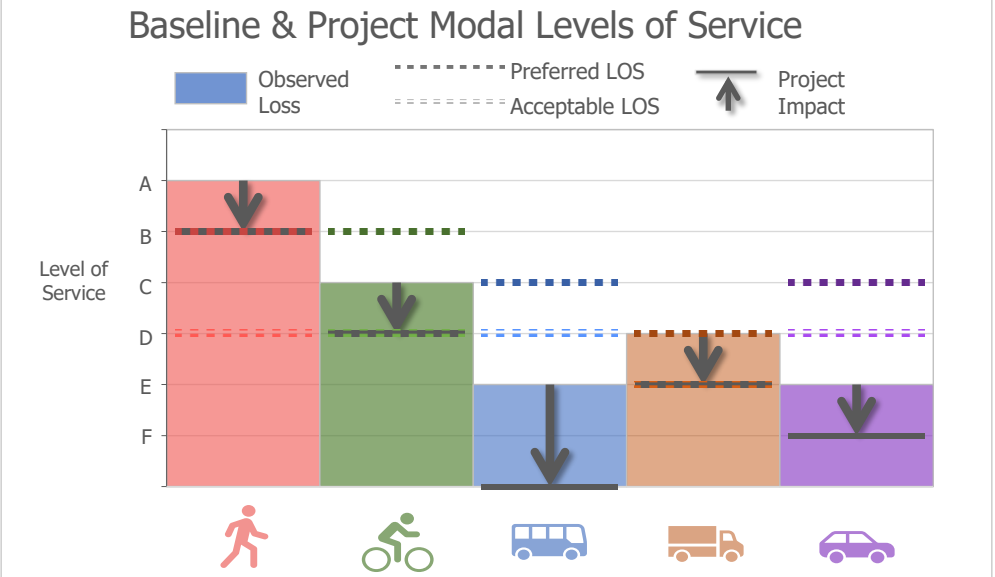
## Appendix 3 – Auckland Transport Network Operating Plan Tool

# Auckland Network Operating Plan Assessment - 152 Kepa Road, Drive Through Application

| 1. Project information | | |
|---|---|---|
| | Project Name | 152 Kepa Road, Drive Through Application |
| | Location | 152 Kepa Rpad, Orakei |
| | Option Ref. | LUC60431090 |
| | Date of assessment | 19 February 2025 |
| | Assessor name | Neil Stone (AT) |

| 2. Strategic Networks & Land Use | 2. Network Hierarchy (Future Connect First Decade) |
|---|---|
| Walking Network | Primary |
| Cycle Network | Major |
| Public Transport Network | Frequent Transit Network |
| Freight Network | Level 3 |
| General Traffic Network | Primary Arterial |
| Land Use (AUP) | Business - Mixed Use Zone, General Business, Business Park, Heavy Industry, Light Industry, Freight Areas |

| Levels of Service | 3. Baseline LOS* | 4a. ANOP Preferred LOS (Acceptable LOS) | 4b. Manual Preferred LOS* | 5. Project Impact or LOS* |
|---|---|---|---|---|
| Walking | A | B (D) | Use ANOP | Moderately negative |
| Cycle & Micro-Mobi | C | B (D) | Use ANOP | Moderately negative |
| Public Transport | E | C (D) | Use ANOP | Negative |
| Freight | D | D (E) | Use ANOP | Moderately negative |
| General Traffic | E | C (D) | Use ANOP | Moderately negative |




| 6. Fit Assessment Result | Low likelihood of supporting the Auckland Network Operating Plan (ANOP) and Future Connect |
|---|---|

| | |
|---|---|
| Notes | Walking: Wide footpath with priority pedestrian crossing within 50m. No crossing points toward the west, but seems to not be applicble. Based on perceived safety risk of vehicles queuing across the site frontage due to the proposal, the project impact is considered modertely negative.<br>Cycling: Cycling path to be provided as part of the existing environment, the path has poor continuity and therefore ranked C not A. The path will have a perceived safety risk of maderately negative due to this proposal due to poetntial queuing out of vehicles across the cycle-path.<br>Public Transport: Kepa Rd in the vacinity of the site is generally estimated at LoS D based on AT speed data, however Coates Ave approach to Kepa is consider an E in the PM peaks eastbound, since this is the route busses use, Los E is used. |
| Conclusions | All modes are impacted.<br>Walking and Cycling impacted based on perceived safety aspects due to proposed net vehicle crossing potentially queuing out onto Kepa Road and blocking these modes.<br>Freight and General Traffic moderately negatively impacted due to potential queiing ouf of the site. |

| 6. Fit Assessment Result | Assessment Result | Criteria | | |
|---|---|---|---|---|
| | High likelihood of supporting the intent of the Auckland Network Operating Plan (ANOP) and Future Connect | a. At least one mode LOS is improved and no mode LOS deteriorates. | OR | × |
| | | b. Sum of LOS deficits to Preferred LOS is reduced, | AND | × |
| | | c. No single mode LOS deteriorates and is below Preferred LOS. | | × |
| | Moderate likelihood of supporting the Auckland Network Operating Plan (ANOP) and Future Connect | a. Sum of LOS deficits to Preferred LOS is reduced, | OR | × |
| | | b. No increase in to LOS deficit to Preferred LOS for any mode. | | × |
| | Low likelihood of supporting the Auckland Network Operating Plan (ANOP) and Future Connect | Any other result. | | ✓ |

# Appendix 4 – AT Further RFI's

**Initial request for information (23 May 2024):**

- Assessment of pedestrian safety at the existing zebra crossing on Kepa Road adjacent to the site;
- Assessment of pedestrian safety at the proposed vehicle crossing;
- An updated 5-year crash history assessment;
- Additional information regarding refuse collection and waste management;
- An updated ITA that takes into account the adjacent Kepa Road/ Kupe Street intersection as well as the proposed cycle lane to extend past the site's frontage. This was due to the signalisation of this intersection now being considered part of the existing environment of this consent application;
- An updated ITA that takes into account the proposed future Ngāti Whātua development in Ōrākei (900 homes). Please note that Council subsequently confirmed that this housing development does not form part of the existing environment and should not be taken into account in any assessment;
- The s92 also recommended that the applicant explore mitigation measures to ensure better compliance with the proposed right-turn ban.

**Second request for information (8 July 2024)**

The applicant responded to AT's queries on the 24th of June 2024. Based on these responses, AT issued a second s92 request on 8 July 2024. A summary of this request includes:

- Request for updated vehicle tracking diagrams, including for the largest vehicles that could visit the site (Van);
- Trip generation and queuing, which included:
    - Detailed information regarding the assumed trip generation of the proposal was requested, including information regarding catchment data for this site and how catchment data for other sites used are relevant to this site;
    - Assessment of weekend trip generation;
    - Assessment of non-compliance with the right turn ban;
    - More information on the assumed 40 seconds service time[1];
- Assessment of the effects of the adjacent to be signalised intersection and vehicle queuing past the site from the intersection;
- Misalignment between parking spaces and trip generation to be clarified;
- The s92 again recommended that the applicant explore mitigation measures to ensure better compliance with the proposed right-turn ban.

**Subsequent requests for information include:**

After AT's request for information dated 8 July 2024, there were further discussions between AT, and Council and the applicant which included further information requests and responses. These are summarised below:

[1] The applicant's survey of other sites indicates 85th percentile service times that range between 87 and 179 seconds.

- 13 September 2024, AT recommended that the applicant undertake site surveys of three similar sites;

- 2 October 2024, the applicant provided information regarding surveys they undertook of two sites, Cavendish Drive McDonalds and Railside Avenue McDonalds;
- 16 October 2024, AT requested that the applicant provide more information regarding the survey results including the service times as well as updating the existing queuing model based on the survey results;
- 30 October 2024, applicant's response provided some info on the surveys, this was considered insufficient. The Applicant's response also did not provide an updated queuing model.

**Final AT request for information**

Council requested AT to provide a combined final request for information. AT provided this on the 13th of November 2024 in order to give the applicant another opportunity to provide the information required. This list of outstanding information is summarised below:

I. Establish the possibility and effect of queuing by;
   a. Assessing the possibility of queuing by using a justified trip generation rate[2]. This could include the applicant using the surveyed trip generation rate and service times as the assessment provided by the applicant is based on the initially assumed trip generation rate and service time that AT has queried from the onset of AT's review. It is noted that the 40 seconds service time suggested by the applicant remains an arbitrary number that the site aspires to.
   b. Trip generation and more information on the service times including an average service time;
   c. An updated queuing (M/M/s) model using the data obtained in the applicant's surveys of other drive-through sites. This includes both the serving times and the vehicle trip generation rate.
   d. Clarity on the applicant's latest s92 response on queuing capacity on site.

II. Exiting vehicle queuing model (SIDRA model);
   a. Assessment regarding the Impacts of vehicle queuing;
   b. Assessment of a specific point where non-compliance with the right turn could result in queuing back through the site and into Kepa Road. This includes the request to the applicant to provide a rationale behind the ability of drivers to leave the site, i.e., gaps given or created by the adjacent intersection;

III. A request for more information on the applicant's internal management plan regarding the drive-through's operation.

IV. A query to the applicant regarding whether a review/monitoring condition(s) have been considered (noting that this was discussed with the applicant previously as a possibility, but with no further correspondence from the applicant in this regard);

[2]The Flow memo notes that the applicant has not provided detailed enough information for them to accept the given vehicle trip generation rate. They note that the RTA guide to traffic generating developments suggests that this site could generate up to 180 vehicle per hour and that a 230 vehicles per hours sensitivity test during weekends should be considered. The trip gen from the Railside site surveyed is significantly higher than the trip gen assumed for this Kepa Road sight approximately 120 vs 200 vehicles per hour, with the drive-through peak being 102 vs 160 vehicles per hour.

V. A request for the video survey undertaken by the applicant.

In response to AT's request for information dated 13 November 2024, Council confirmed that the applicant noted they would not provide further responses to any information requests.

**Post submission information request**

Auckland Council provided AT an opportunity to update AT's final information requests to the applicant based on the submission received during the notification period. AT updated their final request for information by having regard to a number of submissions, this was provided on the 18th of February 2025. A summary of the changes to the final requests as listed below[3]:

- Reiterating that the applicant's overall queuing assessment is flawed based on underestimation of serving times;
- Although the applicant has discussed how the service times are derived with AT, the submissions made it clear that this matter still wasn't apparent in the application documents, and it was recommended that the applicant provide more info on this;
- AT reiterated that the site management plan has not been provided;
- Including more reference to pedestrian and school children safety in the overall review;
- Recommendation that the applicant explore all possible mitigation measures, noting that a number of submissions indicated mitigation measures have not been fully explored.

The applicant responded to this final request on the 27th of February 2025, which is discussed in the body of the body of the memorandum.

[3] AT's overall assessment of the application remains based on the relevant reasons for consent, matters of discretion and assessment criteria. Significant deviation from these criteria in submissions has not been considered by AT in this application.

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Ph 09 301 0101 www.aucklandcouncil.govt.nz

**MEMO** **Date**: 02/04/ 2025

**To**: Perry Ng Intermediate Planner

**From**: Honwin Shen Senior Traffic Engineer
Regulatory Engineering - Central

**Subject**: Traffic Engineering Review
Resource Consent Application – LUC60431090
152 Kepa Road, Auckland

## 1.0 INTRODUCTION

Consent is being sought to construct a new McDonald's drive-through restaurant located at 152 Kepa Road, Auckland. It involves the establishment of a new McDonald's restaurant and drive-through facility that accommodates 27 seats and has a total gross floor area (GFA) of 323m$^2$. A total of 17 car parking spaces are to be provided on the site, plus a grill order space at the end of the drive-through lane.

In preparation of my peer review report, I have taken the following documents into consideration:

- Traffic impact assessment report by TPC dated 6 March 2024
- AEE and associated plans.
- S92 response by B&A dated 20 June 2024
- S92 response by TPC dated 15 August 2024
- S92 response by TPC dated 1 October 2024
- Submissions
- Additional information at post submission stage dated February 2025

## 2.0 TRAFFIC ENGINEERING ASSESSMENT

### 2.1 Car Parking

a) Parking Numbers

The development is located in the Business – Mixed Use Zone and has no minimum parking rate and no maximum parking rate per dwelling.

The proposed site plan shows a total of 17 car parking spaces plus a grill order space will be provided on the site. I have reviewed the proposed number of parking spaces and concur that they comply with the requirements of Table E27.6.2.3.

b) Parking Layout

I have reviewed the proposed parking space dimensions, manoeuvring dimensions, vertical clearance and associated gradients and concur that they comply with the requirements of the Unitary Plan.

I have reviewed the 85th percentile car tracking curves for parking spaces and concur that they are workable.

I concur that all parking spaces have onsite manoeuvring and that they comply with E27.6.3.4(1)(a).

c) Gradients

The plans show the proposed parking space gradients and manoeuvring gradients on the site is essentially flat. I have reviewed these gradients comply with E27.6.3.6(3)(a), (b) and E27.6.3.6(4).

**2.2 Traffic Generation**

In accordance with Table E27.6.1.1, trip generation assessment is not required since the development is located in the Business – Mixed Use Zone. However, because the development requires the construction and use of the vehicle crossing where vehicle access restriction applies, this application must consider the effects on the transport network, Auckland Transport will discuss the effect on the transport network.

The applicant has used other McDonald sites and estimated that development may generate approximately 133 vehicle movements per peak hour during a dinner-time peak (early evening), a PM commuter peak hour of 112 vehicle per hour (vph) and 1600 vehicle movements per day (vpd).

The applicant has also used the Trips and Parking Related to Land-use guideline to estimate the trip generation of 169 vph and daily flow of 1169 vpd.

Concerns were raised queues at the drive-through ordering point would extend onto the road network. Via s92 response, the applicant provided two McDonald surveyed data at the Cavendish Drive and the Railside Avenue restaurants, the arrival rate at the drive-through trip generations for these two restaurants are range between 33 to 75 vehicles per hour, and their average service time at the drive-through ordering points are range between 60 to 110 seconds.

The drive-through ordering point is set back from Kepa Road, the distance between the order point to the road reserve has enough space to queue up to 10 cars at any one time.

The applicant has provided queueing models on the updated traffic assessment report at post submission stage to demonstrate the probability of queues would extend onto the road network using a range of drive-through trip generations and service times. Based on the worst-case scenario, a service time of 84 seconds and trip generation of 51 vehicles per hour at the drive-through, there is a probability of 99.6% of the time that the maximum queue of cars would be contained entirely within the site and will not extend to the vehicle crossing or out onto Kepa Road. However, at s92 stage, based on the worst -case scenario of a service time of 84 seconds and trip generation of 66 vehicle per hour, a probability of 93.6% of the time the queues are contained within the site. The applicant has also surveyed the drive-through queue and showed that no more than four vehicles was observed in any singular order point per lane.

**2.3 Bicycle Parking**

In accordance with T87 of Table E27.6.2.5, the development has 323m$^2$ GFA, and is required to provide one secure bicycle space.

The proposed site plan shows a total of 4 bicycle parking spaces (two visitors and two secure spaces) will be provided on the site. I have reviewed the number of bicycle spaces and concur that they comply with the requirements of Table E27.6.2.5.

**2.4 Accessible Parking**

The proposed parking layout plan shows two accessible parking spaces on the site. I have reviewed the parking space dimensions, number of spaces and location of accessible spaces and concur that they comply with the requirements of the NZS4121:2001.

**2.5 Loading Space**

In accordance with Table E27.6.2.7, the development has a retail activity of 323m$^2$ GFA, thus there is a requirement to provide one loading space.

There is no formal loading space provided. The applicant has stated that delivery vehicles will enter the site and turn into the end of the drive-through lane, then reverse along the car parking aisle to the loading area at the northern end of the building, this manoeuvre will be performed under traffic supervision to ensure that there is no conflict with other vehicles using the drive-through lane or vehicles entering or leaving the site.

I also noted the waste collection will occur three times a week, outside of peak hours (the hours when collection can occur is 10am-12pm and 2pm to-4pm,) with the bins to be placed outside for collection, this will occur within a 15-minute period.

I have reviewed the servicing and loading management plan and concur this is workable from a traffic safety perspective. The management plan will be a condition of consent and must be kept on site and adhered to at all times.

**2.6 Vehicle Crossing and Access Width**

In accordance with T153 of Table E27.6.4.3.2, any vehicle crossing and access serving 10 or more car parking spaces shall have a minimum width of 5.5 metres and maximum width of 6m. The 5.5m formed access width providing for two-way movements, 1.5m pedestrian access for rear sites.

The proposed site plan shows a 7m wide vehicle crossing and access to the site. The plan also shows a zebra pedestrian crossing in front grill order car park from the public footpath to the entrance.

I have reviewed the proposed crossing and access widths and concur that they infringed with T153 of Table E27.6.4.3.2.

The applicant proposed left turn exit only with a painted "island" marking at the vehicle crossing. The final layout for this vehicle crossing will be developed through consultation and agreement with Auckland Transport at Engineering Approval stage.

**2.7 Vehicle Access Gradients**

I have reviewed the vehicle access gradients including a 1in20 access platform over 6m length at the road boundary and concur that they comply with the requirements of the Unitary Plan.

**2.8 Number of Vehicle Crossing and Separation Distance**

I have reviewed the proposed number of vehicle crossings along the site frontage, the separation distance and concur that they comply with T146 of Table E27.6.4.2.1.

### 2.9 Passing Bay

Not applicable for this site.

### 2.10 Vehicle Access Restriction

Kepa Road is classified as an arterial road under Council's Geomap. The vehicle access is off Kepa Road which is non-compliance with E27.6.4.1(3)(c).

The Vehicle Access Restriction requires the assessment of the effects on the transport network, Auckland Transport will provide comments on that regard.

### 2.11 Sight Distance

I have reviewed the sight distances from both sides of the vehicle crossing and concur that they comply with the requirements of the RTS6 Guidelines for Visibility at Driveways.

### 2.12 Signage

The proposed signages will include 'on-building' signages and 'free standing' pylon sign on the southern boundary, adjacent to the entranceway. I have reviewed the location and orientation of the proposed signages and concur that it will not create any adverse traffic and pedestrian safety issue.

### 2.13 Lighting

In accordance with E27.6.3.7, the development has 10 or more car parking spaces and is required to provide lighting on the site.

I have reviewed the lighting report for the development and concur that it complies with Section E24 of the Unitary Plan.

### 2.14 Internal Drive-through Operations

The applicant has provided recent survey of the drive-through queueing at two existing McDonald restaurants in Railside Avenue, Henderson and Cavendish Drive, Manukau. During the peak hours, a queue of no more than four vehicles was observed in any singular order point per lane.

In addition, the applicant has provided a Drive-through Management Plan to attempt to manage the operation of the drive-through to ensure queues do not form back to the vehicle access point on Kepa Road. In the applicant's opinion, if there is a delay at the order points or kitchen and the queues reaches the car park, staff will redirect vehicles to its car parking spaces or take orders from the parked vehicles. If in rare circumstances that queues are form close to the vehicle crossing on Kepa Road, staff will be closed the vehicle crossing until queues has dispersed.

### 2.15 Pedestrian Safety

The proposed site plan shows a pedestrian path within the site, separated from the vehicle access. I have reviewed the path width and associated gradients concur that they comply with the requirements of the NZS4121:2001.

### 2.16 Auckland Transport

I have consulted with Auckland Transport (AT) on vehicle access restriction infringement and traffic issues impacting the road network, AT has addressed on a separate memo. During the s92 stage, AT has concerns about the queues would extend onto the road reserve, that would have a serious impact to the road network.

### 2.17 Submissions

The application has been publicly notified, and the submissions were closed on Friday 31 January 2025. There was a total of 381 submissions received; 45 in support, 5 in neutral and 331 in oppose, 3 late submissions. There were 249 submissions related to traffic safety and congestion of the road network; AT will address the concerns from the submission relating to the road network.

## 3.0 CONCLUSION AND CONDITIONS OF CONSENT

In general, I am satisfied with the development within the internal site traffic operational perspective. However, Auckland Transport is concerned this proposal's operation would result in queuing from the proposed vehicle crossing across the existing footpath, the future cycleway and into Kepa Road.

I support the internal traffic operational perspective subject to the following are conditions of consent:

a) Prior to the operation of the activity, all access, parking and manoeuvring areas must be formed, sealed with an all-weather surface, marked out, sign posted and drained in accordance with the approved plans. The surface finish of the vehicle access, parking areas and pedestrian paths must be in accordance with the approved plans.

b) Prior to operation of the activity, the 17 required car parking spaces plus the grill parking space must be marked and/or identified through signage in accordance with the approved plans. The parking must be marked with 100mm wide reflectorised white lines.

c) Prior to construction of any bicycle parking area/s, confirmation must be provided to the Council that the layout, quantity, design and security of bicycle parking facilities located either in public or private areas, meet the minimum requirements of the Auckland Transport TDM cycling infrastructure.

d) The consent holder must comply to the Servicing and Loading Management Plan for loading and servicing requirements.

e) The consent holder must submit a final Drive-through Management Plan for the internal drive-through operation and must be approved by both Council and Auckland Transport.

f) A pedestrian visibility splay must be provided on both sides of the proposed vehicle crossings. Any boundary fencing and/or landscaping within the visibility splay areas of 5mx2m (5m on either side of the driveway within the site and 2m on both sides of the front boundary from the edge of the crossing) shall not exceed 900mm. Landscaping in the visibility splay area will need to be trimmed and maintained in perpetuity to comply with the stipulated height.

g) Prior to the operation of the activity, the consent holder must provide suitable lighting on the site in compliance with Section E24 of the Unitary Plan.

h) Prior to the operation of the activity, the consent holder must install a left out only island, signages and markings/physical islands at entrance of the vehicle crossing to ensure that vehicle movements are limited to left out only subject to engagement with Auckland Transport at Engineering Approval stage.

i) The proposed vehicle crossing fronting Kepa Road must be designed as No Right Turn exit and must operate with no right turn exit.

j) All redundant vehicle crossings along the site frontage must be removed and reinstated as kerbing and verge/footpath to Auckland Transport – Transport Design Manual. This must be undertaken at the consent holder's expense.

k) All new vehicle crossings must be designed and formed in accordance with the Auckland Transport – Transport Design Manual. The new crossing must maintain an at-grade (level) pedestrian footpath across the length of the crossing, using the same materials, kerbing, pavings, patterns and finish as the footpath on each side of the crossing.

l) Prior to the commencement of construction or demolition works, the consent holder must submit a detailed Construction Traffic Management Plan (CTMP) to the Council for approval. The CTMP must include the following aspects of the construction process:

- Estimation on number of heavy vehicle movements per hour and per day during the construction period
- Hours of work, staging of the development and construction period.
- Parking management plan for visitors and construction traffic. Parking must be contained within the site.
- Location of loading / working areas.
- Construction loading or unloading from the street is to be permitted only with the approval of Auckland Transport.
- Truck and trailer operation shall be prohibited between the hours of 7am-9am and 4pm-6pm, Monday to Friday.
- Provide cleaning facilities within the site to thoroughly clean all vehicles prior to exit to prevent mud or other excavated material from being dropped on the road. In the event that material is dropped on the road resources should be on hand to clean-up as soon as possible.
- The CTMP needs to address the transportation and parking of oversize vehicles such as cranes.
- Provide traffic management plans in compliance with the latest edition of the NZTA "Code of Practice for Temporary Traffic Management" (COPTTM) document.
- Provide pedestrian management plan including temporary pedestrian routes which must be easily traversable, well-marked and safely separated from moving vehicles.
- The site access point must be clearly signposted and ensuring that access to neighbouring properties is not compromised.

## 4.0 ADVICE NOTES

a) This assessment does not include any civil works, common access way and structural assessment.

b) A vehicle crossing permit will be required from Auckland Transport prior to the construction of the vehicle crossing on existing public roads. See Auckland Transport's website https://at.govt.nz/about-us/working-on-the-road/vehicle-crossing-application/ for more information.

c) That a Corridor Access Request (CAR) application is required from Auckland Transport for any works within the road reserve that affects the normal operation of the road, footpath or berm.

| | |
|---|---|
| **APPLICANT** | McDonald's Restaurants (New Zealand) Limited |
| **APPLICATION SITE** | 152 Kepa Road, Orakei |
| **COUNCIL REFERENCE** | LUC60431090 (s9 land use consent) |
| **TO** | Tin Chon (Perry) Ng, Intermediate Planner, Auckland Council |
| **FROM** | Nicholas Allan, Specialist Urban Designer, Auckland Council |
| **PROPOSAL** | To establish and operate a new drive-through restaurant operating 24 hours a day, 7 days a week, establish comprehensive development signage, and undertake associated site works. |
| **DATE** | 20th March 2025 |

## SPECIAL MEMO – URBAN DESIGN

### INTRODUCTION

1. Thank you for the opportunity to review the proposal by McDonald's Restaurants (New Zealand) Limited to construct and operate a 24-hour drive-through restaurant and associated parking and access at 152 Kepa Road, Orakei ("**the site**").

2. I am an urban designer with 3.5 years of experience in urban design and currently hold the position of Specialist Urban Design within Auckland Council's Tāmaki Makaurau Design Ope team. I provide specialist urban design input into resource consent applications, private and public plan changes, and undertaking urban design condition monitoring of consented developments. Prior to this, I was a Resource Consent Planner at Auckland Council for 18 months where worked on resource consent applications. A copy of my experience and qualifications is set out in **Appendix A**.

3. I confirm that the issues addressed in this memo are within my area of expertise, except where I state that I rely upon the evidence of other experts. I also confirm that I have not omitted to consider material facts known to me that might alter or detract from my opinions.

4. The scope of this specialist review addresses urban design matters related to the development including: the proposal's interface and relationship with the public realm; the proposals interface and relationship with adjacent private properties; the pedestrian connectivity and amenity

through the development; and the landscape and fencing strategy. This assessment is accompanied by recommended conditions of consent under **Appendix 2**.

5. I am familiar with the location and surrounding area of the site and have visited the site several times during my involvement in the application. I most recently visited the site on the 27th of February 2025.

**RELEVANT APPLICATION MATERIAL REVIEWED**

6. I have reviewed the following information as the basis for my assessment:

6.1. Architectural Drawings, dated March 2024, prepared by ASC Architects

6.2. Traffic Impact Assessment, dated 6th March 2024, prepared by Traffic Planning Consultations Ltd, and subsequent traffic analysis dated 21st June 2024, 16th August 2024, 5th September 2024, 2nd October 2024, and 27th October 2024.

6.3. Assessment of Environmental Effects, dated 20th June 2024, prepared by Maiah Barnfield

6.4. Lighting Concept & Luminaire Options, dated March 2024, prepared by IBEX Concept to Solution

6.5. Servicing and Loading Management Plan, date and author unknown.

6.6. Arboricultural Assessment, dated 16th August 2023, prepared by Peers Brown Miller Ltd

6.7. Planting Maintenance Schedule, date and author unknown

6.8. Planting Specification, date and author unknown

6.9. Landscape Concept Plan, dated 7th October 2023, Gaynor Revill Design

6.10. Engineering Plans, dated March 2024, prepared by Eighty6 Engineering

6.11. Pre-application Meeting Record, dated 27th July 2023, prepared by Erin Lawn of Auckland Council.

6.12. Auckland Urban Design Panel minutes, dated 22nd August 2023, prepared by Lauren White, Stuart Mackie, and Michael Geale. These minutes are included under **Appendix 3**.

**BACKGROUND**

*Auckland Urban Design Panel (22nd August 2023)*

7. The previous application of the site (Council reference number LUC60422724) was reviewed by the Auckland Urban Design Panel on 22nd August 2023, where the panel raised several concerns with that proposal (the Panel minutes can be found under **Appendix 3** of this report). ASC Architects have prepared a summary document summarising the applicant's response to the concerns raised.

8. The development design reviewed by the Panel was similar to that of this application with regards to the general site layout, building design and proposed activity. The key changes to the development include: an increase in the landscape buffer along Kepa Road, the removal of the two flag poles from the front of the site, and changes to the location of the pedestrian entrance, and the parking and service areas.

9. I discuss the Panel's recommendations and the response from the applicant to those issues below:

*Site layout and pedestrian access*

9.1. The panel considered the surrounding context of the site (in particular the adjacent public spaces, community gardens, and community housing) to require a degree of care in design given their potential sensitivity. The panel recommended improvements to "pedestrian convenience and safety" through a "raised and clearly demarcated" pedestrian crossing from the public footpath to the restaurant, and "potentially through a raised / clearly demarcated footpath" across the carpark into Kupe Reserve. While the commentary by ASC Architects states "A raised pedestrian crossing has been proposed off Kepa Road", the architecture plans indicate a curb cut crossing instead. A pedestrian access direct from Kupe Reserve was proposed but later removed from the design.

*Engagement with local Iwi*

9.2. The Panel encouraged the applicant to engage with the "local mana whenua" in order to "recognise and contribute to the mana whenua values through landscaping and building design". The application material includes correspondence with and references to meetings with Ngāti Whātua Ōrākei. I consider it most appropriate to leave the applicant and Ngāti Whātua Ōrākei to address these matters.

*Northern interface with Kupe Reserve*

9.3. With respect to the northern interface with Kupe Reserve, the Panel recommended fencing and landscaping treatment along this boundary to ensure pedestrians do not attempt to enter the restaurant from Kupe Reserve, while also allowing for passive surveillance into the reserve. Lighting along this boundary was also sought to prevent crime. ASC Architects note that low height planting is proposed along the northern boundary.

9.4. A landscape and fencing plan and lighting plan has been provided by the applicant. The intention of the planting and fencing strategy along the northern boundary is to encourage the public to access the site from Kepa Road.

*Western Boundary Interface with Kupe Reserve*

9.5. The panel recommended specimen trees be planted along the west boundary to "contribute to the green character of the walkway and filter views". Further, it was recommended that roof plant equipment be screened from public view. ASC Architects note that a specimen tree is proposed along the western boundary along with several smaller trees. The proposed landscape plan indicates a single large specimen tree along the western boundary (a Titoki). This tree is indicated to be 2m in height at time of planting. A parapet wall is proposed along the western roof line which will partially screen the roof plant.

*Kepa Road Interface*

9.6. The panel recommended that the planting strip along Kepa Road be increased to comply with the landscape standard and that the planting should include specimen trees. Furthermore, they identified the opportunity of selecting a landscape design which reflects the character of the Orakei landscape and the Pourewa Community

Gardens. ASC Architects note that specimen trees are proposed along the street frontage.

9.7. Closer compliance with the standard H13.6.6. is proposed than the design reviewed by the Panel. The landscape plan indicates three Titoki specimen trees along the street frontage. I am unable to speak to the landscape design character.

*Building form*

9.8. The panel encouraged the applicant to vary the height of the roof form to accentuate the entry to the building. Furthermore, they identified that design consideration should be given to the eastern elevation as it will be visible from Kepa Road. The commentary from ASC Architects highlighted the building's use of glazing at the South Western corner of the building, and the use of Kaynemaile cladding material along the roof line which "softens the eastern boundary and screens roof plant".

9.9. I consider the design of the restaurant building to be very similar to that reviewed by the Panel. The double height glazing and material variation mentioned by ASC Architects have not undergone a significant change when compared to the design reviewed by the Panel.

*Notification of previous application*

10. Resource consent for a similar activity on the subject site was sought in late 2023 (Council reference number LUC60422724). This application was publicly notified by duty commissioner (DC) November 2023 as a result of "the cumulative adverse effects of the proposal's non-compliance with required standards, on amenity values". Of particular relevance to urban design outcomes is the DC's comment that:

> *"the proposed landscaping will not provide an adequate buffer or screening between areas of proposed car parking and vehicular access and these public areas, nor will it be of sufficient quality to make a positive contribution to amenity values of these areas. The addition of a reasonably significant amount of signage to advertise the activity and to direct traffic through the site in a safe manner, is another factor in these considerations". (page 3 of duty commissioner notification decision).*

11. Following the Duty Commissioner's decision, the applicant chose to withdraw the application and relodge, incorporating a host of changes to the proposal including (but not limited to):

11.1. an increase in the landscape buffer between the road reserve and the vehicle access along the front of the site;

11.2. a corresponding decrease in the landscape buffer along the northern boundary of the site;

11.3. the relocation of the pedestrian crossing and the grill order parking space; and

11.4. change to the truck loading bay area.

**ASSESSMENT SUMMARY**

12. I have read the roughly 371 submissions and reviewed the application material and am satisfied that the proposal is acceptable with respect to the matters over which assessment is restricted. I am supportive of the application for the reasons set out in this report subject to the conditions I recommend in **Appendix 2**.

**THE PROPOSAL**

13. The proposal is illustrated in the architectural and landscape drawings and described within the Assessment of Environmental Effects ("**AEE**"). Key aspects of the proposal relevant to urban design are summarised below.

13.1. It is proposed to construct a new single storey building to be operated as a drive through restaurant. The drive-through service lane wraps around the restaurant building in a clock-wise motion.

13.2. This building will provide back of house restaurant functions and front of house dine-in seating for 27 people. The restaurant will operate 24 hours per day, seven days per week.

13.3. 17 parking spaces are proposed consisting of 15 parking spaces for customers and two spaces for staff. Two of the spaces are accessible parking spaces. A temporary loading area is provided over the top of one of the staff parking spaces. A 'grill order' parking space is provided at the front of the building for those waiting orders.

13.4. Comprehensive development signage is proposed consisting of on-building and free-standing signage. Some of the signs proposed will be illuminated.

13.5. Restaurant service loading, and waste and recycling collection will occur between 6am and 8pm and in off-peak hours respectively. The restaurant loading and waste collection will both occur three times per week.

13.6. A landscape and fencing concept plan is provided which proposed fencing and landscaping primarily around the edges of the site. Two fill keystone retaining walls are proposed along the northern and western boundaries adjoining the Kupe Reserve with a maximum height of 0.55m and 0.62m respectively.

13.7. A lighting concept plan is provided which uses pole and wall mounted lighting.

**SITE AND CONTEXT**

14. The Assessment of Environmental Effects authored by Maiah Barnfield of Barker & Associates Limited, dated 20th June 2024, provides a description of the site and the surrounding environs on pages 9 and 10. In addition to the applicant's assessment, I make the following comments with respect to the site and context.

The site

15. The site is relatively flat, street fronting and measures 1615m$^2$ in area. The lot is rectangular, with the exception of a bevelled corner at the south-eastern corner of the site.

16. Kepa Road is a single carriageway arterial. There is a raised pedestrian crossing over Kepa Road next to the site.

17. The site is zoned *Business – Mixed Use* ('**BMU**') and has no overlays or precinct controls.

Adjacent properties

18. To the north and west the site borders **Kupe Reserve** (address 146 Kepa Road) which accommodates the community organisations Orakei Tennis Club and Kiwi Tennis, and a range of recreational activities including tennis courts, playground and a half-court basketball court. The areas of the reserve closest to the subject site are pedestrian and cycle paths which border the site along the western and northern boundaries. The reserve is zoned *Open Space - Sport and Active Recreation*.

19. To the east of the site is the **Z - Service Station, Kepa Road** (address 154 Kepa Road) which accommodates numerous fuel pumps oriented on a north – south axis through the centre of the

site and the shop at the rear of the site. The site is zoned BMU. Along the shared boundary with the subject site are the parking spaces for trailers for hire, a tire pump, LPG gas exchange station, and accessway to the rear of the site.

20. On the opposite side of Kepa Road is the 33-hectare Ngāti Whātua Ōrākei Trustee Limited owned **Te Pourewa** site, 105 – 111 Kepa Road. This site hosts a broad range of community functions including Māra Kai (Gardening for food), Te Tomokanga Matua (Entrance and Hub), Te Kōhanga Rākau (Nursery) Hub, Purewa Cemetery and Crematorium, and walkways. This property is zoned *Coastal - General Coastal Marine Zone* and *Open Space - Informal Recreation Zone*.

Other properties

21. 144 Kepa Road does not border the subject site but is included due to the number of submissions which mention this site. On 144 Kepa Road is a three-storey apartment building consisting of 12 dwellings. 144 Kepa road is located 15m from the subject site and separated by 146 Kepa Road, while the apartment building is approximately 30m from the subject site. These apartments are owned by Kāinga Ora[1].

Wider context

22. The existing and planned context around the site is notable for the variety and 'mixed use' nature of the surrounded activities. The site holds connections to: (a) public open space by virtue of the adjacent Kupe Reserve and the Pourewa Community Hub; (b) surrounding commercial activities including those of the adjacent Z – Service station, the Kepa Road - Kupe Street neighbourhood centre (140m from site), and the Eastridge Local Centre (500m from site); and (c) residential activities such as those in the nearby apartment buildings.

Kepa Road / Kupe Street Intersection Upgrades

23. Engineering Approval was approved in June 2024 to upgrade to the intersection of Kepa Road and Kupe Street (council reference number: **ENG60426682**). Based on my site visit in February 2025, this work may be underway. The engineering approval plans indicate landscaping in front of the subject site between the front of the site and the road (**Figure 1**).

[1] Registered owner on Council data base is Housing New Zealand Limited.

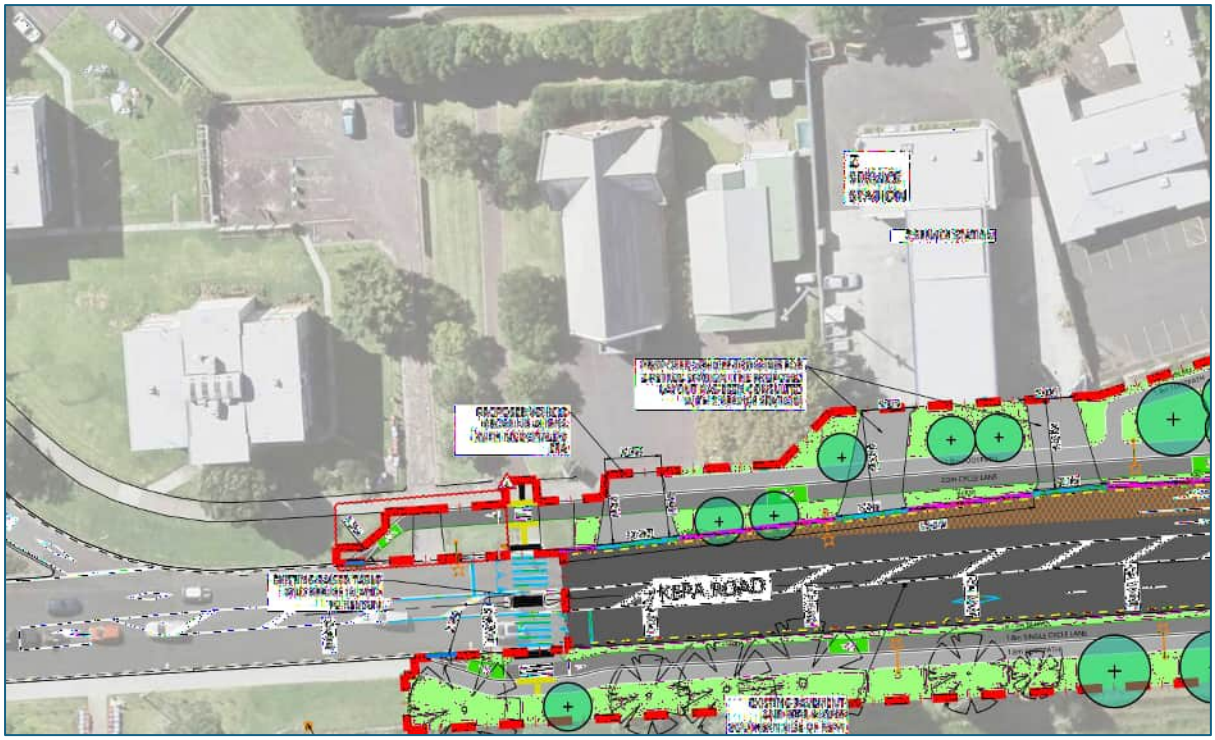



*Figure 1 ENG60426682 approved roading layout plans (drawing number P22-440-01-2001-RD dated 29/10/2024).*

Unimplemented Resource Consents

24. I have turned my mind to unimplemented consents on adjacent sites and consider that none of the unimplemented consents on adjacent properties are significant to my assessment of the proposal.

**STAUTORY CONTEXT**

Auckland unitary plan

25. The reasons for consent are outlined on pages 14-15 of the AEE. Overall, I understand the application requires consent as a **restricted discretionary activity** and requires consent for the following matters relevant to my urban design assessment.

*Business – Mixed Use Zone*

- *To construct a new building under rule H13.4.1(A45)[2] (restricted discretionary activity).*

[2] Matters of discretion H13.8.1.(3), (5) and (7).

- *Infringement of required standard under rule C1.9(2)[3] (restricted discretionary activity), the landscape buffer of standard H13.6.6. will have a maximum width of 1.0m over a length of approximately 9.0m or a shortfall of approximately 7m[2] landscape buffer.*

*Transport*

- *The proposal involves accessory loading and access that does not meet the following loading and access standards and is a restricted discretionary activity under rule E27.4.1(A2)[4].*
    - *The proposal does not provide a dedicated loading space which does not meet the minimum loading space requirements of one loading space for retail uses greater than 300m2 and up to 5,000m2 gross floor area required under E27.6.2.7(T109).*
    - *The proposed vehicle crossing is 7m wide, and therefore exceeds by 1m the maximum vehicle crossing width of 6m under standard E27.6.4.3(1)(b) and table E27.6.4.3.2(T153).*
- *The proposal involves the construction and use of a vehicle crossing which a Vehicle Access Restriction applies under Standards E27.6.4.1(2) or E27.6.4.1(3) as the site has frontage to Kepa Road, which is identified as an arterial road on the planning maps. This is a restricted discretionary activity under rule E27.4.1(A5)[5].*

*Signs*

- *To install comprehensive development signages within the site for wayfinding purposes, is a restricted discretionary activity under rule E23.4.1[6].*

Plan change 78

26. It is my understanding that the site is not located within a walkable catchment nor within the Policy 3d rezoning around centre zones.

**URBAN DESIGN ASSESSMENT**

[3] Matters of discretion H13.8.1.(7) and C1.9.(3).
[4] Matters of discretion E27.8.1.(8) and (9).
[5] Matters of discretion E27.8.1.(12).
[6] Matters of discretion E23.8.1.(1) – (5).

27. Overall, I am of the view the proposal achieves acceptable urban design outcomes with respect to the proposal's activity, public and private interfaces, pedestrian amenity, building design, landscaping and fencing strategy, the waste storage and collection strategy, and lighting strategy.

**KEPA ROAD PUBLIC INTERFACE**

28. The Matters of discretion H13.8.1.(3) & (5), and E23.8.1.(1) – (5) outline the following assessment matters with respect to the interface of development to the public realm:

    28.1. the effect of development, including that of landscaping, and the design and operation of signage on the future and existing amenity of public space[7]; and

    28.2. the effect of development on the actual and perceived safety on public spaces[8].

    Effects of the development on the amenity of Kepa Road

    *Layout*

29. The site layout positions the restaurant building centrally within the site and the drive-through vehicle access circulating around the building. This layout weakens the ability for the building to contribute to street amenity while also positioning the unattractive activities of the vehicle access closest to the street. Mitigation to these layout shortcomings is discussed subsequently with respect to landscaping and building design.

    *Building architecture and design*

30. The restaurant is designed with roof parapets (i.e. where the roof is below the height of the surrounding walls) to screen plant structures from public view and to make the building appear taller in stature. The south-western corner of the building presents double height glazing and higher roof height. These architectural elements are particularly evident when the building is viewed from the south or west along Kepa Road. I consider these design elements to contribute to the attractiveness of the building as viewed from the street. Moreover, the areas of glazing on the southern and western facades, and the variety in façade materials and colours will positively contribute to the building's appearance in accordance with the expectations outlined in H13.8.1(3)(a) and (c).

    *Signage impact on the street*

31. The Assessment criteria of E23.8.2(1) – (4) is highly detailed. My assessment with respect to signage, focusses on the core urban design issues relating to wayfinding, size and scale, visual clutter and the overall design fit. While a great many signs are proposed, my assessment considers the most visible from Kepa Road, namely: S1, S2, S12, S14, and S18. Of these, signs S2, S14, and S12 are traffic signs.

32. I consider that business zones anticipate a degree of signage on site to be acceptable to providing identification and wayfinding of on-site businesses. Chapter E23 Signage recognises that comprehensive development signage can be 'enabled'[9] subject to the avoidance of adverse effects on the environment. I consider the extent, scale and design of the signage proposed to be consistent with outcomes for drive-through restaurants in the BMU zone (E23.8.2.(1)(a)).

33. The most prominent sign proposed is the 6m high 'flying arch pole' which will be a similar height to that of a two-storey building. I consider the height of this sign to be acceptable in the context of the anticipated development height of the BMU zone of 16m (plus 2m for roof form). I consider the scale to be acceptable for the road and context.

34. The on-building signage will appear 'integrated' and 'built into' in accordance with the expectations of E23.8.2.(1)(b). The signage is positioned and sized on the building facades in a logical manner which coincides with the material and colour design on the building. Moreover, Sign number 20 is aligned with the entrances into the restaurant building contributing to the legibility of the restaurant entry. The McDonald's branded signage uses strong colours such as red, white and yellow on dark backgrounds resulting in the signs being highly visible to the public realm. However, I do not consider them to be overly prominent and dominant (E23.8.2.(1)(d)).

35. With respect to assessment criteria E23.8.2.(2), I note that a lighting assessment of the primary McDonald's sign has been provided by a lighting specialist. I defer to the expertise of others to assess this matters.

36. Assessment criterion E23.8.2.(4) assesses the cumulative effects of signage and "whether the signs…, in conjunction with existing signs nearby, will create visual clutter or other adverse cumulative effects". The most prominent signage near the subject site is that of the Service Station. The service station signage consists of on building signage and a free-standing structure. The addition of the proposal's signage to the immediate surroundings will result in a noticeable change in signage as experienced on Kepa Road by virtue of the addition of many individual signs.

[9] As described in E23.1 Background and Policy E23.3.(3).

However, I consider the cumulative effects of the signage to be acceptable due to the design, scale and placement of the signs and the mitigation provided by the design of the building and landscape outcomes discussed below.

*Landscape Design*

37. Three specimen trees, shrub planting, and corokia hedging to 1.2m in height is proposed along the front of the site which will contribute to the attractiveness and amenity of the street. The extent of landscaping is broadly consistent with the intentions of the landscaping standard with the exception of the setback distance in the south-eastern corner. At its narrowest point, the landscape buffer is reduced to 1m in width. The 1m width is indicated to be sufficient for the hedging species to grow to an adequate height.

38. The purpose of Standard H13.6.6 Landscaping is described as:

    - *"ensure landscaping provides a buffer and screening between car parking, loading, or service areas commercial activities and the street; and*
    - *ensure landscaping is of sufficient quality as to make a positive contribution to the amenity of the street".*

39. With respect to the first part of the standard's purpose, I consider that the landscaping across the frontage will achieve the requirements of providing a 'buffer' and partial 'screening' between the service areas and the street at maturity. The combination of hedge planting and trees along the street frontage will reduce the visual prominence of the vehicle access and partially obscure it to pedestrians and drivers on Kepa Road.

40. With respect to the second part of the standard's purpose, a Planting Maintenance Schedule has been provided which seeks a maintenance contract of 36 months. The Schedule also includes significant detail regarding how the planting is to be maintained and replaced as needed. Additionally, the trees at planting are indicated to be of a minimum height of 2m which will ensure the landscape benefits of the trees are experienced at the time the business opens and increases the likelihood of the trees surviving.

41. With respect to Policy 13.3.(7), I consider that the landscaping response is designed to mitigate the adverse effects on pedestrian amenity and streetscape generated by the at grade access and parking areas.

42. As outlined within the Section titled 'Background', the Kepa Road redesign will introduce additional planting between the site and the footpath in the south-eastern corner of the site. This location coincides with the corner of the site where there is reduced depth of landscaping. The approved planting off site will have the benefit of (1) providing additional distance between the public footpath and the drive-through vehicle access and (2) by providing additional landscape screening of the drive-through access from the street. However, I consider that the on-site landscaped outcome proposed is acceptable in terms of the contribution to streetscape amenity without reliance on any off-site planting.

43. **A condition of consent is recommended requiring finalised landscape design drawings be submitted to Council prepared by a landscaped architect to ensure that the intended planting is consistent with the consented landscaped drawings.**

44. The specimen trees are indicated to be of 160L at planting. **I have recommended a condition to this outcome to ensure that trees of scale and height are planted.**

The effects of the development on the safety of Kepa Road

*Passive surveillance*

45. Kepa Road supports the movement of large numbers of vehicles and pedestrians whose movement and presence on Kepa Road contributes to the surveillance and perceived safety for pedestrians walking through the area. The setback of the restaurant building from the street weakens the ability for the interior of the building to provide passive surveillance into the street. However, the drive-through restaurant will bring an increase in the number of people in vehicles to the site and a proportionate increase in surveillance along the street when compared to the existing environment. The landscaping strategy along the front boundary consists of 1.2m high hedging and three Titoki trees. This planting aligns with CPTED principles of minimising foliage between the heights of 1.2 and 1.8m to ensure that visibility at eye level is maintained through the vegetation.

*Pedestrian access and movement*

46. Legible and direct pedestrian access to the restaurant from the street is provided. The architectural plans indicate that a curb cut pedestrian crossing is proposed over the drive through service lane. From a pedestrian experience perspective, I consider that the curb cut pedestrian crossing will offer an acceptable degree of convenience and safety for users. Curb cuts are designed to allow those with reduced mobility to safely change levels between the footpath curb

and the road. I consider the proposed design to be consistent with the direction of H13.8.1.(3)(a)(iii). Details of the crossing colour or material design have not been provided. **A condition has been recommended which seeks finalised details of the pedestrian crossing.**

*Well-maintained environment*

47. CPTED principles also recognise the importance of a well-maintained environment in reducing crime and increasing perceptions of safety. A landscape maintenance plan has been provided to ensure landscape maintenance is provided for 3 years. Similarly, three rubbish bins are proposed on site. These elements will contribute to the public perception of a well-maintained environment and the perceived safety in the area.

*Signage*

48. Assessment criteria E23.8.2.(1)(d) directs assessment to "The extent to which the location, operation, lighting or design of the signs will have adverse effects on…pedestrian safety". I consider that the proposed signs provide appropriate level of wayfinding and do not detract from the streetscape amenity nor raise any issues from a pedestrian access and safe movement perspectives.

**KUPE RESERVE PUBLIC INTERFACE**

Effects of the development on the amenity of Kupe Reserve

49. The restaurant is proposed to be set back from the northern and western boundaries by 5m and 19m respectively. In addition to the building, the drive through infrastructure and signage will be visible from the reserve. The western elevation includes variation in materiality and colour and glazing which will contribute to the visual appearance of the building. Moreover, the roof parapets will screen the majority of the plant structures from view with respect to the northern and western boundaries. The north elevation of the building is a blank façade which is an outcome H13.8.1.(3)(a)(iv) seeks to limit. I consider the adverse visual effects resulting from the blank wall to be acceptable due to the scale of the building's façade, including its width and height, to not generate significant adverse amenity effects. The mitigation impacts of the north boundary landscaping is proposed below. Overall, I consider the building's impact of the reserve to be acceptable given the scale and height of the building combined with the building design.

50. The drive through servicing and parking will be located along the western and northern boundaries. The unattractive qualities of the parking and servicing activities are softened in part by the proposed landscaping along these boundaries.

51. Low height fill retaining walls are proposed along the north (maximum height 55cm) and western (maximum height 62cm) boundaries. **I recommend a condition that the retaining wall be of keystone construction or stained in a dark recessive colour to ensure that the wall does not adversely impact the amenity of the reserve.** 1m high railing is proposed along the north boundary and a short portion of the western boundary.

52. Along the western boundary a Titoki specimen tree, four Chatham Island Nikau, shrubs and hedging maintained to 1.2m in height are proposed. Along the northern boundary similar 1.2m high hedging, and shrubs are proposed along with two clusters of Viburnum Emerald Lustre are proposed (which can grow up to 3 – 4m in height).

53. The Landscaping proposed along both boundaries is unlikely to entirely screen the parking and servicing areas from view in accordance with matter H13.8.1.(3)(a)(v). I consider the depth of landscaping to be a limiting factor in the ability for the landscaping to screen the access and parking areas. However, I consider the landscaping, particularly that of the viburnum emerald lustre and Titoki, will soften the development and positively improve its amenity values as sought by H13.8.1.(3)(a) and (3)(g).

<u>The effects of the development on the safety of Kupe Reserve</u>

54. The building location with respect to the northern and western boundaries and the location of the drive through circulation around the building results in weak passive surveillance opportunities to the reserve[10]. However, the proposed drive-through and restaurant activities will generate actual and passive surveillance opportunities from the site into the Reserve. The landscaping, fencing and retaining along the northern and western boundaries is low enough (or in the case of the larger shrubs and trees, is sparse enough) to allow visibility between the reserve and the site resulting is natural surveillance opportunities.

55. The landscaping, fencing and retaining along the northern and western boundaries is designed to establish a defensible boundary to limit movement between the development and the reserve. In doing so the development encourages public access from the reserve into the site via Kepa Road and enjoy the safety benefits associated with public streets including those of improved lighting, improved visibility from the road and wider sight lines. I consider this design outcome to be acceptable with respect to H13.8.1.(3)(e).

[10] H13.8.1.(3)(c)(ii)

**PRIVATE INTERFACES**

154 Kepa Road (Z Service Station to the east of the subject site)

56. The proposed development complies with the development standards of the zone apart from that requiring landscaping along the street frontage. The development interface consists of 1.2m high solid fencing and ground cover shrubs. I consider the effects on 154 Kepa Road to be acceptable.

105 – 111 Kepa Road (to the south of the subject site)

57. 105 – 111 Kepa Road is distanced from the subject site by the 30m wide road reserve. The proposed development complies with all development standards of the zone (apart from that requiring landscaping along the street frontage) including those of H13.6.2. Height in relation to boundary. I consider the adverse effects on to 105 – 111 Kepa Road to be within the anticipated outcomes for the zone and acceptable.

**PEDESTRIAN MOVEMENT NETWORK**

58. Pedestrian access into the site is achieved via a pedestrian crossing to the entrances into the restaurant building. I consider the legibility and direct qualities of the pedestrian crossing to be pertinent to achieving ease of access and safe movement for pedestrians . The architecture plans indicate an at grade crossing with curb cuts. The colour or material of the crossing has not been provided. **I have recommended the details of the crossing from the street to the restaurant be provided to Council within the finalised architectural plans condition to ensure this quality pedestrian safety outcome is achieved.**

59. The 'Proposed Lighting Concept & Luminaire Options' prepared by IBEX dated March 2024, includes lighting schedule and plan. It is proposed to use a range of different pole mounted typologies and a wall mounted typology. I cannot comment on the specifics of the design, however, from an urban design perspective the light positions and illumination levels appear logical.

**BUILDING DESIGN**

60. I consider the design of the building including the materiality, and form to be acceptable from an urban design perspective. Matters of Discretion H13.8.1.(3)(a) and (c) and H13.8.1.(5)(a) direct assessment to the building's relationship with the public realm, surrounding areas and pedestrian

amenity. I have assessed these matters in the sections titled: Kepa Road Public Interface and Kupe Reserve Public Interface.

61. The floor height measures 3.1m in height which is sufficient to allow for a variety of future uses of the building with respect to H13.8.1.(3)(b).

62. Matter of Discretion H13.8.1.(3)(d) directs assessment to the design of verandahs for weather protection. Narrow canopies are provided over the entrances into the restaurant which are unlikely to provide significant weather protection. I consider the design acceptable with respects to H13.8.1.(3)(d) given provision of verandah primarily relates to providing weather protection along the public streets. Patrons of the restaurant will be able to take refuge within the restaurant in poor weather.

63. **A condition of consent is recommended requiring a finalised set of architectural detail drawings be submitted to Council to ensure the proposed architectural treatment and appearance is consistent with the plans and information provided.**

**WASTE STORAGE AND COLLECTION**

64. The waste and recycling storage area is located within the building and will not be visible from the public realm. The 'Servicing and Loading Management Plan' is provided which addresses the requirements of servicing and loading of the site.

65. Three bins are located around the site located against the western side of the restaurant, adjacent to carpark 17, and next to the grill order parking area. I consider the proposed scheme as outlined to be acceptable from an Urban Design perspective.

**SUBMISSIONS**

66. To my knowledge 371 submissions were received through the public notification process with 45 submissions were in support, 5 were neutral and 319 in opposition. I have reviewed the submissions and consider the following submissions matters are relevant with respect to Urban Design:

- the application's relationship with the previous consent application;
- the suitability of the activity with respect to the surrounding context and the zoning expectations;

- the public interface and character of the proposal; and the
- private interface with nearby residential activities.

67. Given the number of total submissions, I have been unable to allocate the specific number of submitted who discussed each of the urban design concerns below. However, for each concern I include in the footnotes of submitters who discussed that matter.

Procedural concerns

*Application's relationship with the previous consent application (LUC60422724)*

68. At least one submitter raised concerns regarding the perceived lack of change between this consent application and that which was notified in November 2023 (LUC60422724) for a similar activity on the site. Submitter 24160, the Orakei community Association Inc., states:

> "*The changes in the latest application from the first application are in our view so aesthetic as to be contemptuous of the consenting process*" (page 1).

69. In the section titled 'Background' I outline the differences between the previous application LUC60422724 and this application relating to urban design matters.

Activity

*Suitability of the activity within surrounding context*

70. Some submitters[11] describe the surrounding context of the site as being of a built character ill-suited to the proposed activity. Submitter 23900 states:

> *"This area is generally not a larger scale commercial area. This needs to be thought of in a wider context of traffic management for the area going forward." (Submitter 23900).*

71. I discuss the site's adjacent context in the section titled 'Site and Context' and I note the range of different activities which surround the site including commercial, public space, community activities and residential. The Z Service Station adjacent to the site illustrates that large commercial activities do occur in this location. I consider the zone anticipates the drive through restaurant activity proposed and that the scale and form of the activity is acceptable for the site.

[11]Including: 24064, 23908, 23911, 23973, 23993, 23905 and 23900.

*The activity being inconsistent with the zoning expectations*

72. Concerns have been raised by submitters[12] that the proposed activities do not align with the AUP expectations. I have addressed the extent to which consistency is achieved between the AUP provisions and the proposal in my assessment above.

Public interface and character

*Inconsistency between the proposed activity and the local context's character*

73. Some submitters claim that there is a distinctive character to Orakei which will be adversely impacted by the proposed development. For example, the comments of Submitters 24253 and 23893 are quoted below.

> *"Orakei is a primarily residential and family-oriented community with a focus on green spaces and local businesses. The construction of a 24/7 McDonald's drive-through is inconsistent with the character of the neighbourhood and will undermine efforts to foster a healthy, safe, and cohesive community. This development would set a precedent for further commercial encroachment, eroding the suburban feel of Orakei and reducing the quality of life for its residents"* (Submitter 24253).
>
> *"The signage is dominant and will negatively affect the amenity of the surrounding environment due to the extent that it is out of character by." "Mitigate the dominant signage"* (Submitter 23893).

74. The BMU zone Matters of Discretion H13.8.1.(3) directs assessment to the impact of the development on public amenity, rather than on the specific character of the surrounding built context.

75. The Matters of Discretion with regards E23.8.1. directs assessment to the effects of the proposed signage on the surrounding context[13]. I have undertaken an assessment of the impact of signage on the surrounding environment in sections titled 'Kepa Road Public Interface' and 'Kupe Reserve Public Interface'.

[12] Including: 24160 (the Orakei Community Association Inc.), 24283, and 24249.
[13] Assessment criteria H23.8.2.(1)(a) (the extent to which comprehensive signage is appropriate taking into account adjacent structures and buildings) and assessment criteria H23.8.2.(1)(c) (the extent to which signs are integrated with the existing built or natural environment).

*Streetscape and pedestrian amenity effects*

76. Many submitters[14] raised concerns regarding the visual amenity impact of the development on the street and adjacent public spaces. For example, the comments from Submitters 24252, 24291, and 24179:

> *"The general lack of amenity that a fast-food restaurant will bring to our neighbourhood and community. The proposed restaurant will not enhance the quality of the streets and public spaces in the area, or the health of nearby residents." (Submitter 24252).*
>
> *"Resource Consenting Issues – poorly considered site layout in the following areas: a. Internal drive-through roadway encroaches on front yard by 1m" (*Submitter 24291).
>
> *"Increased noise, light, signage effects and traffic congestion are highly likely to have a negative effect on the wider local environment, no matter how much the McDonalds application purports to be able to mitigate these negative effects. No matter what, it will add extra stresses to the environment".* (Submitter 24179).

77. I have addressed the public interfaces of the proposal in sections titled 'Kepa Road Public Interface' and 'Kupe Reserve Public Interface'.

*Safety and security*

78. Some submitters[15] raised concerns regarding the safety and security of the area. For example, the comments of Submitter 24222:

> *"Anti-Social Behaviour. Late-night operations often attract groups of people loitering, which can lead to noise disturbances, vandalism, or anti-social behaviour, affecting the safety and security of the area". (Submitter 24222)*

79. Crime prevention through environmental design ('**CPTED**') principles include[16]: (1) safe movement and connections; (2) surveillance and sightlines; (3) clear and logical layout; (4) activity mix; (5) sense of ownership; and (6) quality environments. The layout of the site promotes acceptable movement legibility and clarity for pedestrians and vehicles. The Pedestrian movement into the site is limited to a single access from Kepa Road and the route to the restaurant building entrance

[14] Including submitters: 24252, 24291, and 24179.
[15] Including submitters: 24222, 24105, 24253, 24279, 24298, 24306, 24186.
[16] Principles listed are those taken from the National Guidelines for Crime Prevention through Environment Design in New Zealand, Ministry of Justice, 2005.

is clear when viewed from the street. A lighting strategy is proposed which will ensure access at night is safe.

80. I consider the proposed activity aligns with the CPTED principles.

81. The conclusions from my passive surveillance assessment regarding Kepa Road and Kupe Reserve highlighted the challenges associated with the large setback of the restaurant building from the southern and western boundaries. However, I consider that the restaurant and drive-through activities will generate a degree of surveillance and activation within the site which will contribute to the perception of safety with the street and reserve. The landscaping and fencing around the development will retain the intervisibility and surveillance between the activities within the site and the surrounding public spaces.

*Loss of vegetation*

82. A small number of submitters[17] raised concerns regarding the loss of existing vegetation on the site. The trees on the subject site are not subject to any tree protection under the AUP. The development includes proposed work impacting the protected root zone and branches of trees extending into the site from open space zone along the western boundary. An Arboricultural assessment prepared by Richard Peers, dated 16 August 2023, determines that these activities are permitted within the AUP.

*Rubbish*

83. Many submitters[18] raised concerns regarding the environmental impact of rubbish from packaging associated with McDonalds.

> *"Environmental impact of rubbish that would be generated through discarded food wrappings and vehicles emissions. This is even more significant due to the proximity of the iwi owned gardens and food growing area which is situated close by". (Submitter 23892)*
>
> *"Resource Consenting Issues – poorly considered site layout in the following areas:…No allocation for site bin store or waste management". (Submitter 24291)*

84. The proposal includes three bins on site. The location of the bins adjacent to the grill order parking space and along the western elevation of the restaurant are centrally positioned and will likely

[17] Including submitters: 24280 (page 5), 24280, and 24022.
[18] Including submitters: 24138, 24142, 24148, 24150, 24152, 24156, and 24175.

serve the needs of patrons leaving the restaurant. The bin located next to parking space 17 appears likely hidden from view once the parking spaces are occupied. I consider that the applicant could consider exploring an alternative bin location which may serve the needs of the restaurant better.

Private interfaces

*Adverse effects on the residential amenity of 144 Kepa Road and 170 Coates Avenue*

85. Some submitters[19] have concerns regarding the potential adverse effects on the residential amenity of the apartment buildings at 144 Kepa Road and 170 Coates Avenue with respect to the operating hours, light pollution, noise, and smell. I consider the effects of noise and light pollution to be the domain of other specialists.

86. Matters of discretion H13.8.1.(5) direct assessment to the extent to which the proposed buildings and associated equipment, parking areas and access will impact the "amenity of surrounding areas (particularly residential areas)". The AUP provides that residential activities in different zones will have different expectations for residential amenity. For example, residential activities within residential zones are expected to have a higher quality of on-site residential amenity than similar activities within business zones. The proposed drive-through restaurant may reduce the amenity of those living at 144 Kepa Road and 170 Coates Avenue. However, I consider that with regards to the effects assessed under urban design, the scale of effects and the separation of the site from 144 Kepa Road and 170 Coates Avenue is sufficient to render the potential adverse effects acceptable.

**CONCLUSION**

87. Following my review of the application from an urban design perspective, I consider the proposal to be consistent with the anticipated zone outcomes. The proposed layout responds to site's size, shape and location, and provides for clear and direct access for pedestrian movements while the vehicle access and movement proposed is a response meeting the operational requirements. The public and private interfaces of the development avoid and mitigate potential adverse effects adequately.

[19] Including: 23959, 23932

88. If the planner is minded to granting consent, I recommend several conditions of consent be included in the decision to mitigate or avoid potential adverse effects. These conditions are listed in Appendix 2.

Nicholas Allan

Specialist Urban Design
Design Review
Tāmaki Makaurau Design Ope
Auckland Council

| | |
|---|---|
| Report Peer reviewed by:<br><br>Sheerin Samsudeen<br>Team Leader Design Review<br>Tāmaki Makaurau Design Ope<br>Auckland Council |  |
| Date: | 20.03.2025 |

## APPENDIX 1: QUALIFICATIONS & RELEVANT EXPERIENCE

**Name:** Nicholas Allan

**Organisation:** Tāmaki Makaurau Design Ope, Auckland Council

**Role:** Specialist Urban Designer

**Qualifications and Professional Membership**

- Master of Urban Planning and Urban Design (Professional) 2019, University of Auckland
- Bachelor of Arts with a double major in Sociology and Spanish 2016, University of Auckland

**Work experience:**

- Specialist Urban Designer (10/2021 – present), Tāmaki Makaurau Design Ope, Auckland Council
- Intermediate Planner Resource Consents (07/2021 – 10/2021), Central Resource Consents, Auckland Council
- Planner Resource Consents (09/2019 – 07/2021), Central Resource Consents, Auckland Council

I have five years of experience working in urban design and urban planning within the Auckland context.

My role of the last three and a half years has consisted of providing urban design assessments for resource consent applications, fast track applications, private and public plan changes, and resource consent monitoring for built development. The bulk of my work has been residential and consisted of both the development of new green field communities and brown field urban redevelopment. I have also been involved in a handful of commercial and community activities across Auckland. In addition, to my work on resource consent applications, I have been involved in public and private plan changes including drafting provisions and rebuttal evidence for PC79 pedestrian access standards and the processing of the Milldale North Private Plan Change (not yet notified).

Prior to my Urban Design role, I was a resource consents planner in Central Resource Consents, Auckland Council. As a consenting planner, I processed a variety of residential, commercial, industrial, and community applications primarily within the Whau Local Board area.

## APPENDIX 2: RECOMMENDED CONDITIONS OF CONSENT

89. I recommend the inclusion of the following conditions of consent to ensure any potential adverse effects are adequately mitigated. Application specific conditions are underlined.

### Architectural Design Plans

(#) Prior to prior to commencement of works, a finalised set of architectural detail drawings and materials specifications must be submitted to Council for written confirmation of design compliance. The information must include the following:

- details of the building's façade treatment / architectural features;
- materials schedule and specification, sample palette of materials, surface finishes, and colour schemes (including colour swatches) referenced on the architectural elevations; and
- external / rooftop services / plant, and visual / aural screening elements
- the pedestrian crossing from Kepa Road to the restaurant building.

The finalised set of drawings must ensure that the building's proposed architectural treatment and finished appearance is consistent with the plans and information referenced at condition 1. All works must then be carried out with the details confirmed by Council, and thereafter retained and maintained, in accordance with the confirmed plans.

*Advice note:*

*As part of the condition monitoring process, Council's monitoring inspectors will liaise with members of the Council's Tāmaki Makaurau Design Ope (Urban Design Unit) to provide confirmation of design compliance in relation to architectural drawings and materials specifications under this condition. The confirmation of design compliance does not relate to Building Act 2004 or Building Code compliance. A separate building consent application is required, and all building work must comply with the provisions of the Building Act and Building Code. We recommend that you seek appropriate specialist advice to ensure coordination between compliance with design requirements and Building Act and Building Code compliance.*

### Signage

(#) Prior to commencement of any work on site (prior to the lodgement of Building Consent), the consent holder must provide detailed information to illustrate the finalised design details of the proposed signage, including the proposed locations, dimensions, colours, materials, and surface finishes. The finalised design details confirmed by Council must be established prior to the development hereby consented being first occupied, and thereafter retained and maintained in perpetuity.

*Advice note:*

*As part of the design compliance process, Council's monitoring officers will liaise with the Council's Tāmaki Makaurau Design Ope (Urban Design Unit) to ensure that the submitted details are consistent with the approved plans and information.*

**Finalised landscape design drawings, specifications and maintenance requirements**

(#) Prior to the commencement of any work on site, the consent holder must provide to the Council for written certification, a finalised set of detailed landscape design drawings and supporting written documentation which have been prepared by a landscape architect or suitably qualified professional. The submitted information must be consistent with the consented landscape concept plans by *Gaynor Revill Design, dated 7th October 2024,* and, at a minimum, must include landscape design drawings, specifications and maintenance requirements including:

- An annotated planting plan(s) which communicates the proposed location and extent of all areas of planting, including any revegetation, reinstatement planting, mitigation planting and natural revegetation (if relevant)
- Annotated cross-sections and/or design details with key dimensions to illustrate that adequate widths and depths are provided for garden beds
- A plant schedule based on the submitted planting plan(s) which details specific plant species, plant sourcing, the number of plants, height and/or grade (litre) / Pb size at time of planting, and estimated height / canopy spread at maturity
- Details of draft specification documentation for any specific drainage, soil preparation, tree pits, staking, irrigation and mulching requirements
- An annotated pavement plan and related specifications, detailing proposed site levels and the materiality and colour of all proposed hard surfacing
- An annotated street furniture plan and related specifications which confirm the location and type of all seats, bins, lights, fences, walls and other structural landscape design elements
- A landscape maintenance plan (report) and related drawings and specifications for all aspects of the finalised landscape design, including in relation to the following requirements:

  i. Irrigation

  ii. Weed and pest control

  iii. Plant replacement

  iv. Inspection timeframes

  v. Contractor responsibilities

- <u>All specimen trees must be 160L in size at time of planting.</u>
- <u>The retaining walls abutting the reserve to the north and west must be of keystone construction or stained in a dark recessive colour to ensure that the walls do not adversely affect the amenity qualities of the reserve.</u>

The finalised landscape design must be consistent with the landscape design intent / objectives identified in the conceptual plans and information referenced at condition 1 and confirm responsibilities for ongoing maintenance requirements.

*Advice note:*

*It is recommended that the consent holder consider a minimum three-year management / maintenance programme for plant establishment and provide, in particular, details of maintenance methodology and frequency, allowance for fertilising, weed removal / spraying, replacement of plants, including specimen trees in case plants are severely damaged / die over the first five years of the planting being established and watering to maintain soil moisture. As part of the certification process, the Council's monitoring team will liaise with landscape architects from the Council's Tāmaki Makaurau Design Ope (Urban Design Unit). to ensure that the submitted drawings and related information are consistent with the originally consented landscape concept plan(s).*

**Implementation and maintenance of approved landscape design**

(#) Prior to the development being first occupied and within an appropriate planting season, the consent holder must implement the landscape design which has been approved by the Council under condition (#) and thereafter retain and maintain this landscape (planting, pavement and street furniture) in perpetuity in accordance with the maintenance plan which has been approved under condition (#).

## APPENDIX 3 – URBAN DESIGN PANEL RECOMMENDATIONS

# AUCKLAND URBAN DESIGN PANEL

RECOMMENDATIONS

## Express Panel (online)

## McDonald's Restaurant, 152 Kepa Road

| | |
|---|---|
| **Date:** | 22.08.2023 |
| **Time & Venue:** | 1.00pm – 3.00pm, MS Teams |
| **Panel Members:** | Lauren White (Chair), Stuart Mackie & Michael Geale |
| **Applicant:** | Warwick Stevens & Roeland Simons (McDonalds) |
| **Agent:** | Lina Tere (McDonalds) |
| **Planner:** | Hannah Hoogeveen & Maiah Barnfield (Barker & Associates Ltd.) |
| **Architect:** | Vanessa Liu (ASC Architects) |
| **Council Attendees:** | Urban Designer: Louise Goodwin |
| | Planners: Erin Lawn, Honwin Shen & Neil Stone (Transport) |
| | Observer: Ethan Banal (Planner) |
| | Design Panels Lead: Erin Quin |
| | Urban Design Project Coordinator: Wilma Barboza |

**Introduction**

The Panel thanks both Council and the Applicant for the review of the subject application and their attendance in the session. It recognises that a drive through restaurant is a permitted activity in the Business Mixed-Use Zone and that both the applicant and Council's transport planners recognise the need to utilise a single driveway crossing.

| Topic/ Issue | Comment / Recommendation | FUNDAMENTAL/ SIGNIFICANT / or SUPPORTED |
|---|---|---|
| ***Site Layout /Pedestrians*** | The Panel considers the site to be a key location in the wider public open space network given the adjacent Kupe Reserve and the current development of community gardens south of Kepa Road. The existing pedestrian crossing over Kepa Road and surrounding community housing, along with the objectives and policies of the Mixed-Use Zone require careful consideration of the way the proposal connects and contributes to the wider context.<br><br>**<u>Pedestrian Network</u>**<br>With respect to improved pedestrian convenience and safety the Panel recommends:<br>• The pedestrian crossing from the footpath on Kepa Road, over the drive-through driveway is raised and clearly demarcated in a contrasting material to ensure pedestrian priority and safety.<br>• Pedestrian access to and from Kupe Reserve is anticipated and provided for, potentially through a raised/clearly demarcated footpath across the car park and in line with the desire line to the main entrance. | **Fundamental** |
| **Engagement with local Iwi** | The Panel encourages the applicant to engage with local iwi to explore the potential to recognise and contribute to mana whenua values through landscaping and building design. | **Significant** |
| **Interfaces** | **<u>Northern Interface with Kupe Reserve</u>**<br><br>Given potential conflict between pedestrians and vehicles in the drive through area, the Panel recommends appropriate fencing and planting be used to direct pedestrians to safe crossing points and provide a soft edge to the reserve which still allows for passive surveillance over the reserve.<br><br>Lighting along this boundary should also be provided with a view to crime prevention. | **Significant** |
| | **<u>Western Boundary Interface with Kupe Reserve:</u>**<br><br>The Panel considers this movement space a key opportunity to reinforce the landscape character and connection between public open spaces as well as soften the development for the adjacent residential building, particularly those units on the ground floor. | **Significant** |

| | | |
|---|---|---|
| | In this regard, the Panel recommends:<br>• Specimen trees be provided along this boundary to contribute to the green character of the walkway and filter views of the development from adjacent residential activity.<br>• The building form and roof line screen views of roof plant equipment. | |
| | **<u>Kepa Road Interface:</u>**<br>The Panel recommends the planting strip along Kepa Road be increased to comply with the current Unitary Plan standard and include specimen trees (canopy lifted) to provide visual interest and a better sense of enclosure to the street.<br><br>There is the opportunity for a contextual landscape design which reflects the character of the Ōrākei landscape and Pourewa community gardens. | **Significant** |
| **Building Form** | The Panel encourages the applicant to vary/increase the height of the roof form in order to better identify the entry to the building and provide visual interest.<br><br>The Panel also recommends careful consideration of the eastern elevation, much of which will be visible from Kepa Road users given the form and permeability of the adjacent petrol station. In this regard, roof plant should be screened and facades designed to provide visual interest. | **Significant** |

**Conclusion**

Further Panel review is not expected subject to the resolution of the above items to the satisfaction of the Council Design Review Specialists.

*Disclaimer: To the extent permissible by law, the Council expressly disclaims any liability to the applicant (under any theory of law including negligence) in relation to any pre-application process. The applicant also recognises that any information it provides to the Council may be required to be disclosed under the Local Government Official Information and Meetings Act 1987 (unless there is a good reason to withhold the information under that Act). However, the Council is able to withhold information for certain reasons including to prevent unreasonable prejudice to someone's commercial position. All resource consent applications become public information once lodged with council.*

Private Bag 92300, Auckland 1142
Ph 09 301 0101 www.aucklandcouncil.govt.nz

**MEMO** **Date**: 10 February 2025

| | | |
|---|---|---|
| **To**: | Perry Ng | Planner<br>Resource Consents – Central |
| **From**: | Kuanjin (Jin) Lee | Senior Development Engineer<br>Regulatory Engineering - Central |

**Subject**: Regulatory Engineering Review Rev1
Resource Consent Application – LUC60431090
152 Kepa Road, Orakei

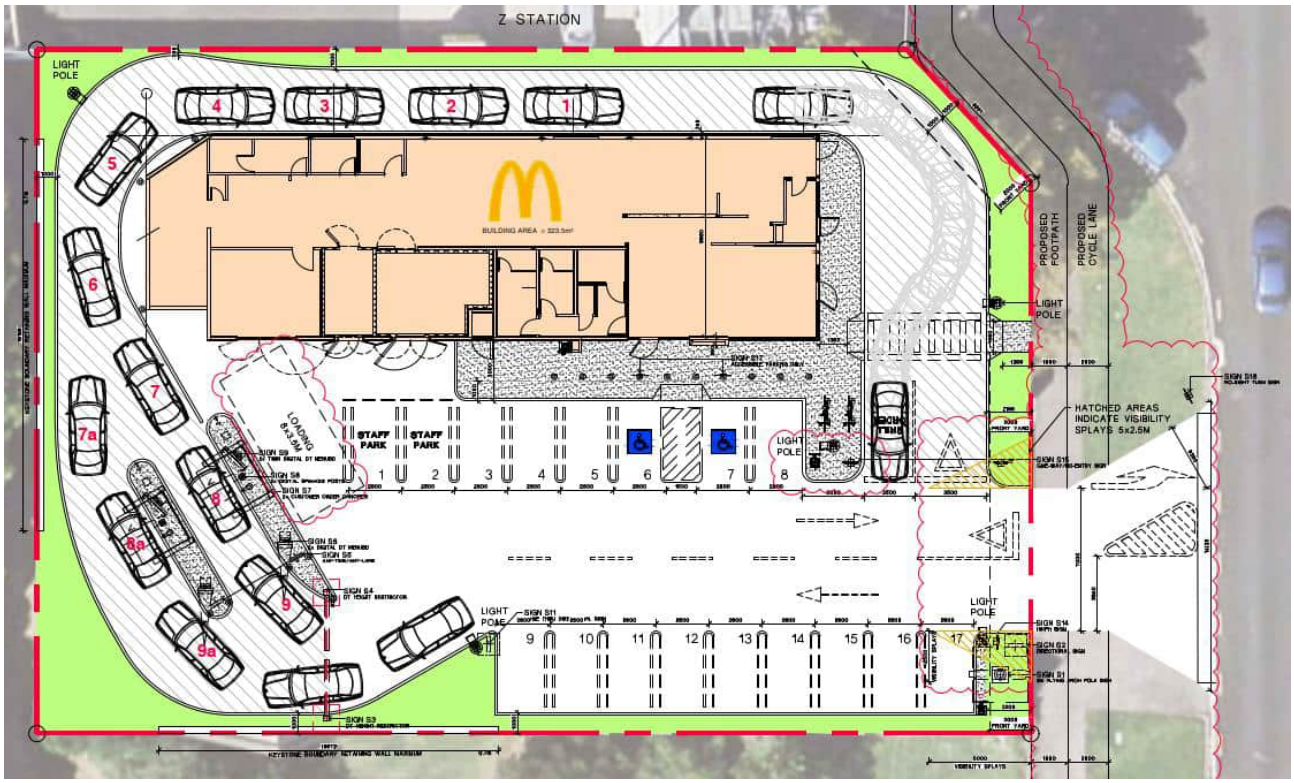
## INTRODUCTION

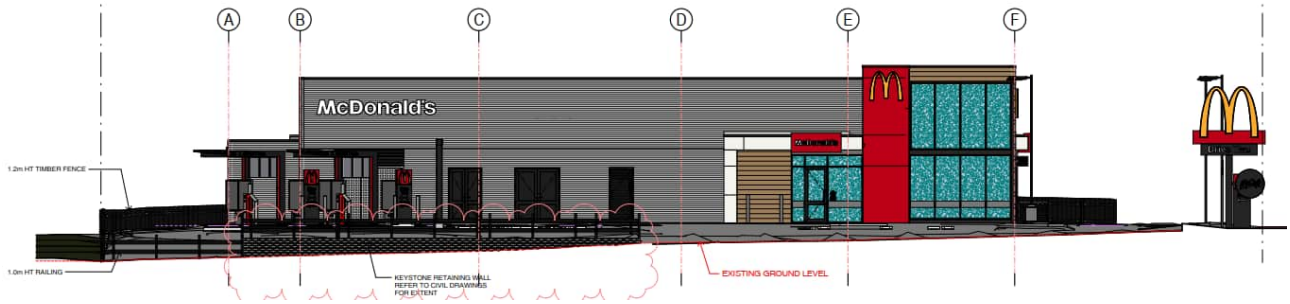
A consent is being sought to construct and operate a 24/7 drive-through restaurant with associated earthworks at the subject site.

I note that a historic consent (LUC60422724) was lodged with Council in 2023 however as this application has come forward as a new application and not a variation due to the disparity between the two applications, my assessment does not consider allowances in the previously consented application.

Additionally, as part of my assessment, a site visit was conducted on 23 May 2024.

Proposed Site






The following comments relating to your brief to me, specifically looking at earthworks matters.

As part of the review, I have assessed the information provided in the following:

- Auckland Council GeoMaps
- Assessment of Environmental Effects and Statutory Analysis by Barker & Associates (reference: 18076, dated: 11 April 2024)
- Infrastructure Assessment Report by Eighty6 Engineering (reference: FP383, version: C, dated: 20 May 2024)
- Document RE: Section 92 Request Tracking Table by Barker & Associates (dated: 20 June 2024)
- Assessment of Environmental Effects and Statutory Analysis by Barker & Associates (reference: 18076, dated: 20 April 2024)
- Email RE: LUC60431090 Consent update, 152 Kepa Road, Orakei from Perry Ng of Resource Consents to Kuanjin Lee of Regulatory Engineering (dated: 7 February 2025)

Based on my assessment, I have provided a summary of findings and the following recommended conditions from an engineering perspective.

## SUMMARY AND RECOMMENDED CONDITIONS

### 1. Auckland Council GeoMaps

Auckland Council GeoMaps show the site mapped as:



## 2. Site Visit

As part of the assessment, a site visit was conducted on 23 May 2024. I have used the observations from my site visit to supplement my assessment of the proposed development.



View from towards northwest corner of the site




View along eastern boundary, next to gas station



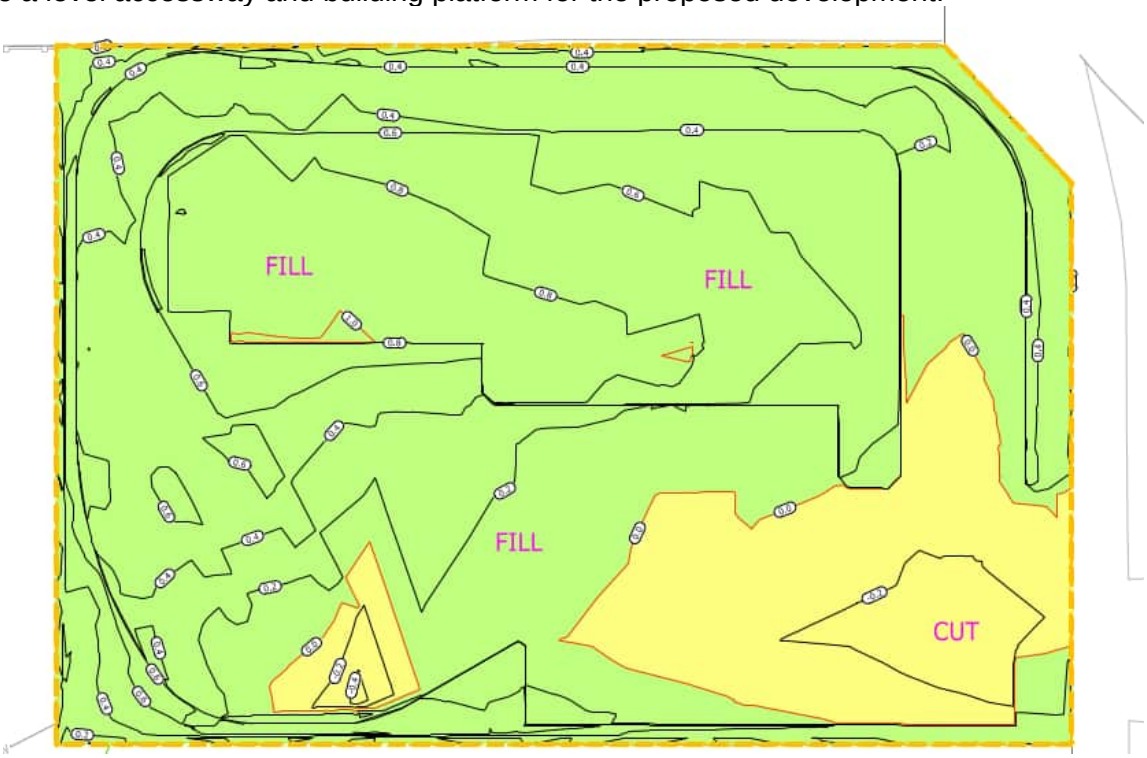
View from southern portion of the site looking towards the rear



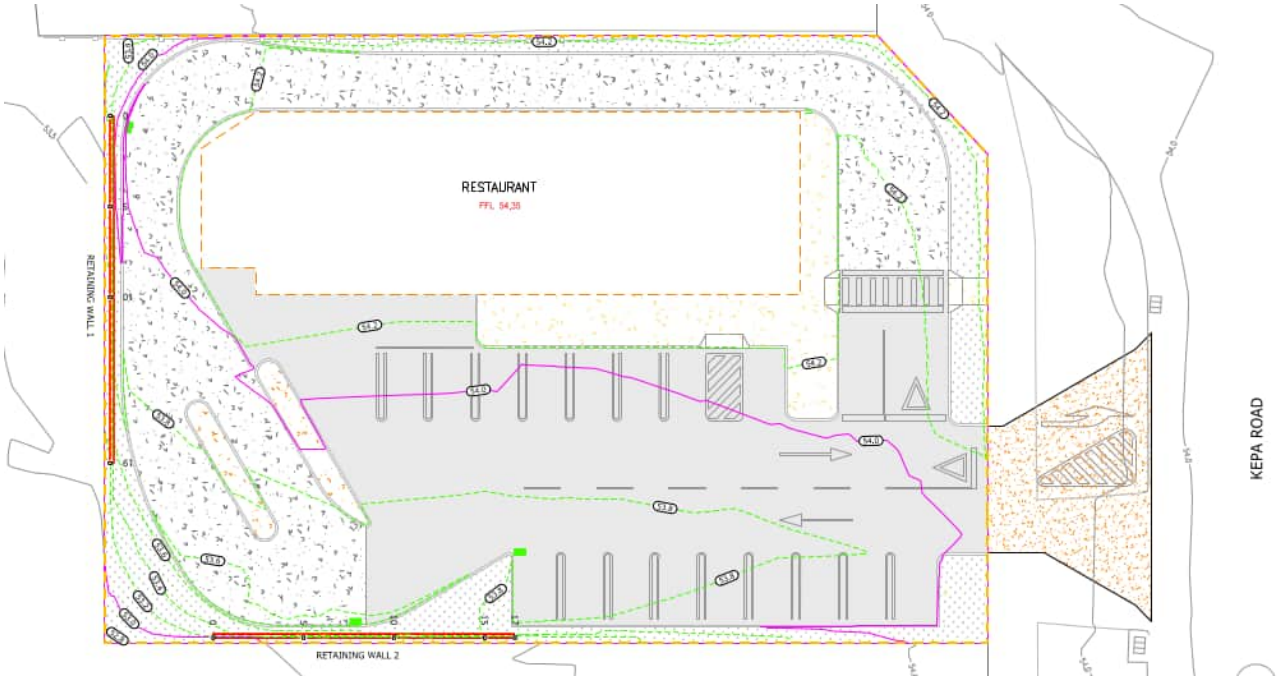
View from northwest corner of the site, looking towards the east

## 3. Earthworks

The anticipated earthworks cover an area of 1615 $m^2$, a cut volume of 34 $m^3$ and a fill volume of 593 $m^3$. A maximum cut depth of 0.4 m and a maximum fill depth of 1.0 m is proposed. This is to create a level accessway and building platform for the proposed development.



As part of the proposed works, two retaining walls are proposed in the northern and western portion of the site. Retaining wall 1 (north) is to be 19.17 m in length and have a retained height of up to 0.55 m. Retaining wall 2 (west) is to be 16.67 m in length and have a retained height of up to 0.62 m.




A geotechnical report has not been provided as part of this application. The depth of filling works is significant (>0.6 m) and requires geotechnical supervision/recommendations to ensure that the development is not subject to subsidence as required under Section 6(h) of the Resource Management Act. Conditions of consent are recommended below to manage this.

I consider it likely the proposal will meet the general standards E12.6.2(2) (for instability on neighbouring land) and E12.6.2(3) (for the protection of services).

Based on GeoMaps, the proposed earthworks to be conducted is not on an area identified as being within an overland flow path nor a flood plain.

Erosion and sediment control measures are provided including clean water diversion bunds, a stabilised vehicle entranceway and silt fencing. Dust control measures have been proposed to comply with E12.6.2(5). This includes:

- Avoiding construction activities on windy conditions and reduce dust emissions
- Cover exposed area with geotextiles or similar
- Provide wheel wash facilities at site entrance
- Maintain a water hose on site at all times for regular sprinkling on exposed surfaces

**Assessment Conclusions**

I consider the proposed earthworks to be suitable for the proposed development. I have recommended conditions below to aid in management of works to address Section 6(h) of the Resource Management Act for subsidence with the provision of geotechnical supervision of works.

**Recommended Conditions**

1. Earthworks and construction of retaining walls must be supervised by a geo-professional. In supervising the works, the suitably qualified geotechnical engineering professional must ensure that they are constructed and otherwise completed in accordance with the engineering plans and geotechnical recommendations, relevant engineering codes of practice and detailed plans forming part of the application. The supervising engineer's

contact details must be provided in writing to the Council at least two weeks prior to earthworks commencing on site.

**Recommended Advice Notes**

- All machinery associated with the earthworks activity should be operated in a way, which ensures that spillages of hazardous substances such as fuel, oil, grout, concrete products and any other contaminants are prevented.
- Litter such as plastic bags/bottles and building material wrappings shall be removed from the work site at the end of each workday.
- Adhesives, solvents, paints and other contaminants from building operations shall be prevented from entering stormwater drains and adjacent waterways.
- A geotechnical report detailing filling works and recommendations for foundation design and construction may be required with the Building Consent application.

## 4. Submissions

This application has progressed to a hearing. I have reviewed the submission summary and note the submissions do not have concerns pertaining to earthworks.

The evidence provided in the submissions would not cause me to change my professional opinion. I consider the effects of the proposal to be adequately captured within the recommended condition and advice notes above.

Signed:



Kuanjin (Jin) Lee
Senior Development Engineer

**From:** Jin Lee
**To:** Perry Ng
**Subject:** RE: LUC60431090 Specialist input, 152 Kepa Road, Orakei
**Date:** Thursday, 2 May 2024 3:31:31 pm
**Attachments:** image001.png
image002.png
image003.png

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Hi Perry,

Regarding E8, the site is a business mixed use zone. This allows for a permissible impervious area of 100%.

Under this zone, we have discretion to assess stormwater matters in terms of capacity under H13.8.1 (3)(h) which requires an integrated stormwater management approach including capacity. The proposal seeks to discharge stormwater to the public network on Kepa Road. The infrastructure reporting supports there is sufficient capacity in the public network for the development. The proposal is considered permitted under E8.4.1(A1).

If you have any other queries pertaining to stormwater, please advise.

Kia noho kia ora marie - stay safe, stay well.

Kind Regards | Ngā mihi,

**Kuanjin (Jin) Lee | Senior Development Engineer**
Level 6, 135 Albert Street, Auckland City Centre
Visit our website: www.aucklandcouncil.govt.nz

---

**From:** Perry Ng <perry.ng@aucklandcouncil.govt.nz>
**Sent:** Wednesday, May 1, 2024 2:34 PM
**To:** Jin Lee <jin.lee@aucklandcouncil.govt.nz>
**Subject:** RE: LUC60431090 Specialist input, 152 Kepa Road, Orakei

Hi Jin,

Thanks for your email. I did a site visit earlier, and the existing buildings have been demolished, and are currently vacant.
I am happy to facilitate a site visit if you need me.

I would like to get an opinion from your end in terms of E8 of the AUP. As the proposed sw connection/impervious surface will be connected to an authorised sw network at the reserve, it is deemed to be a permitted activity under E8.4.1(A1).

Thanks

Perry

Kind Regards | Ngā mihi
**Perry Ng | Intermediate Planner**
**Central Resource Consenting**
Mobile 027 280 6785
Auckland Council, Level 6, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz

---

**From:** Jin Lee <jin.lee@aucklandcouncil.govt.nz>
**Sent:** Tuesday, April 23, 2024 1:46 PM
**To:** Perry Ng <perry.ng@aucklandcouncil.govt.nz>
**Subject:** RE: LUC60431090 Specialist input, 152 Kepa Road, Orakei

Hi Perry

I hope you are having a good day.

I have the following requests for further information for this consent to assess the general standards please.

It would be good to do a quick site visit to verify site conditions – is it possible to undertake a quick site visit, noting that the applicant states the site is currently vacant?

- The earthworks plan, infrastructure report and AEE report different earthworks. Please address this discrepancy so that the proposal aligns.
  Perry FYI

| Earthworks Plan | Infrastructure Report | AEE |
|---|---|---|
| EARTHWORKS AREA: 1615m²<br>CUT: 34m³<br>FILL: 593m³<br>NET (FILL): 559m³ | Earthworks for the whole site require a cut volume of 0m³ and a fill volume of 646m³. The finished contour and final levels for the site are shown in Figure 4. The earthworks volume is unadjusted and is based on the surface to surface. For the Earthworks plan, refer to Appendix A: Engineering Plans: FP383-21. | Enabling works are proposed in order to create the proposed building platform for the development and a subgrade surface for the establishment of a parking area, and drive-through. Approximately 630m³ of earthworks are proposed over an area of 1615m², with 6m³ cut and 624m³ fill proposed. This is to create a level platform with the adjacent site boundary. |

- Please provide dust control measures for compliance with E12.6.2(5).

Kia noho kia ora marie - stay safe, stay well.

Kind Regards | Ngā mihi,

**Kuanjin (Jin) Lee | Senior Development Engineer**
Level 6, 135 Albert Street, Auckland City Centre
Visit our website: www.aucklandcouncil.govt.nz

---

**From:** Jin Lee
**Sent:** Tuesday, April 23, 2024 11:31 AM
**To:** Perry Ng <perry.ng@aucklandcouncil.govt.nz>
**Subject:** RE: LUC60431090 Specialist input, 152 Kepa Road, Orakei

Hi Perry,

I hope you are having a good day.

I will be processing this consent for the E12 matters.
I understand that Honwin has already been allocated for traffic matters and shall defer traffic matters to Honwin to respond to.

I will be in touch when once my review is complete.

Kia noho kia ora marie - stay safe, stay well.

Kind Regards | Ngā mihi,

**Kuanjin (Jin) Lee | Senior Development Engineer**
Level 6, 135 Albert Street, Auckland City Centre
Visit our website: www.aucklandcouncil.govt.nz

---

**From:** Perry Ng <perry.ng@aucklandcouncil.govt.nz>
**Sent:** Thursday, April 18, 2024 2:57 PM
**To:** Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; Parks Consent <parksconsent@aklc.govt.nz>; Land Advisors <landadvisors@aklc.govt.nz>; CANconsents <canconsents@aucklandcouncil.govt.nz>; ESandTSpecialistUnit <esandtspecialistunit@aucklandcouncil.govt.nz>; Urban Design <UrbanDesign@aucklandcouncil.govt.nz>
**Cc:** GRPACPlannerSupportCentral <grpacplannersupportcentral@aucklandcouncil.govt.nz>
**Subject:** LUC60431090 Specialist input, 152 Kepa Road, Orakei

Hi team,

I have been allocated as the processing planner for resource consent application LUC60431090 at 152 Kepa Road. The proposal is to construct and operate a 24/7 drive-through restaurant with associated earthworks.

You may also be aware that the previous resource consent (LUC60422724) was lodged with us last year and the decision was made to notify publicly. The concerns raised by the duty commissioners are related to the effects of the landscape, and the application has now been resubmitted.

I note the following specialists provided their input in the previous consent application. As they are familiar with the proposal and the background, please assist in allocating the same specialist if possible.

- Honwin Shen – Traffic

- Neil Stone – Auckland Transport
- Nicholas Allen – UD
- Andrew Gordon – Noise
- Paul Hansen – Arborist
- Fran Osten – Contamination

Please see the specialist brief form as attached and refer to working folder at \\aklc.govt.nz\Shared\COO\Resource Consents\Digital Consents - New\Central\K\Kepa Road Orakei,152 - LUC60431090\2. Working Documents

Please contact me if you have any questions. Thanks

Perry

Kind Regards | Ngā mihi
**Perry Ng | Intermediate Planner**
**Central Resource Consenting**
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# MEMO

**TO:** Perry Ng - Intermediate Planner

**FROM:** Andrew Gordon – Senior Specialist

**DATE:** 1 May 2024

**SUBJECT:** 152 Kepa Road, Orakei – Peer review of noise effects

---

**Introduction**

I refer to your brief received 18/04/2024 and a request for comments regarding the potential noise effects from application LUC60431090 to establish and operate a 24/7 drive-through restaurant with associated earthworks at 152 Kepa Road, Orakei.

I have reviewed the Acoustic Assessment dated 20 March 2024 prepared by SLR Consulting NZ.

I recently visited the site.

Background

I reviewed the previous application LUC60422724 where a decision was made to notify publicly. The concerns raised by the duty commissioners were related to the effects of the landscape, and the application has now been resubmitted.

**Proposal**

- construction of a new McDonalds restaurant located at the eastern side of the site with an indoor dining area, a drive-through, car parking, a loading area and landscaping
- the drive-through lane is proposed around the perimeter of the site, where vehicles enter the site from the southern boundary (off Kepa Road) and travel in a clockwise direction from the southwestern side of the carpark around the building, and exiting through the same vehicle accessway as the entry
- provide a total of 17 car parks
- one main delivery truck will visit the site two to three times a week and smaller deliveries throughout the week
- waste collection will occur three times per week, outside of peak hours (e.g. between 10am-12pm or 2pm-4pm)
- proposed hours of operation are intended to be 7 days, 24 hours per week
- approximately 630$m^3$ of earthworks are proposed over an area of 1,615$m^2$, with 6$m^3$ cut and 624$m^3$ fill.

**AUP (OP) E25.2 Objectives**

(1) People are protected from unreasonable levels of noise and vibration.

(2) The amenity values of residential zones are protected from unreasonable noise and vibration, particularly at night.

(4) Construction activities that cannot meet noise and vibration standards are enabled while controlling duration, frequency and timing to manage adverse effects.

**AUP (OP) E25.3 Policies**

(1) Set appropriate noise and vibration standards to reflect each zone's function and permitted activities, while ensuring that the potential adverse effects of noise and vibration are avoided, remedied or mitigated.

(2) Minimise, where practicable, noise and vibration at its source or on the site from which it is generated to mitigate adverse effects on adjacent sites.

(3) Encourage activities to locate in zones where the noise generated is compatible with other activities and, where practicable, adjacent zones.

(10) Avoid, remedy or mitigate the adverse effects of noise and vibration from construction, maintenance and demolition activities while having regard to:

a) The sensitivity of the receiving environment; and
b) the proposed duration and hours of operation of the activity; and
c) the practicability of complying with permitted noise and vibration standards.

**AUP (OP) Zoning**

As stated in section 2.0 the subject site is zoned Business – Mixed Use and adjoins a Mixed Use site to the east (i.e. service station) and Open Space zoned sites to the north and west, as shown in reproduced Figure 1: -




**AUP (OP) Standards**

Relevant E25 standards are referenced: -

- E25.6.8 (Mixed Use)
- E25.6.19 (Business interface)
- E25.6.27 Construction noise
- E25.6.30 (1) Construction vibration

**Discussion**

The site has been recently cleared of all buildings and structures.

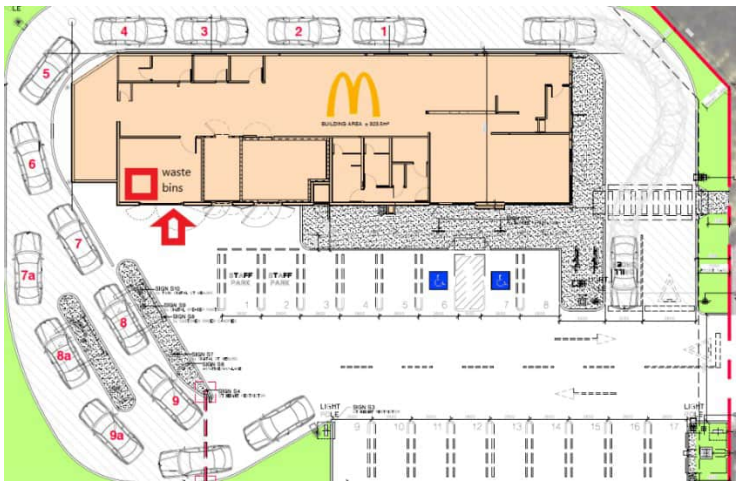
The proposed site is generally appropriate given the Mixed Use zoning, a service station and tennis courts are located on adjoining sites and setback distances to adjacent sites zoned residential are adequate.

Based on the proposal details, I agree it will be practicable to manage construction works to comply with permitted levels set out in E25.6.27 and E25.6.30 (1). However, to enable compliance a temporary noise barrier is recommended (as shown in Figure 3) to mitigate construction noise during earthworks and compaction works to permitted levels.

Based on the proposal details, I agree it will be practicable to design and operate the activity to comply with permitted operational noise levels set out in E25.6.8 and E25.6.19. However, I note SLR recommend an acoustic review is undertaken when the building services plant selection is known to ensure that E25 standards are met. I note, as part of the previous application, the applicant accepted a specific condition of consent in this regard. Based on my experience, I expect compliance will be achieved without any practical difficulties.

Predicted noise rating levels set out in Table 10 demonstrate the proposal can and will be designed to comply with permitted noise levels specified in the above E25 standards.

In regard to noise from waste collections (which are not specifically mentioned in the assessment), the site plans indicate waste bins will be located inside the building. The waste bin storage area and external access door is marked up below:




Based on my experience, I expect noise from a waste truck pick-up will comply with permitted noise levels including if pick-ups occur outside the 'daytime' period. I note, however, waste collections are proposed to occur during the daytime.

In my view, adverse effects during the nighttime period will be avoided at 144 Kepa Road, which contains an older apartment building on land zoned Mixed Use, due to existing ambient noise levels from passing traffic on Kepa Road and, that noise from the subject site will comprise vehicle noise which is not out of character and at lower noise levels compared to passing traffic on Kepa Road.

For guidance purposes only, the highest predicted noise level during peak nighttime hours at 144 Kepa Road is 2 dB higher than the recommended nighttime limit for residential activity in a residential zone (i.e. predicted 47 dB LAeq compared to a permitted level of 45 dB LAeq) which is, subjectively, an imperceptible difference.

When compared to the previous application, there is no significant change to the proposal in regard to site layout or activities that create noise. Therefore, predicted operational noise levels are materially the same as assessed previously but I note the LAeq levels increase by 1 dBA at three sites, as highlighted below: -

Original Proposal

Table 10 Predicted Operational Noise Rating Levels

| Fig 2 Ref. | Receiver | Daytime Period dB LAeq Predicted | Daytime Period dB LAeq Criteria | Night-time Period dB LAeq Predicted | Night-time Period dB LAeq Criteria | Night-time Period LAFmax Predicted | Night-time Period LAFmax Criteria | Expected Outcome |
|---|---|---|---|---|---|---|---|---|
| R1 | 144 Kepa Road | 43 | 65 | 47 | 55 | 74 | 75 | Compliance |
| R3 | 114B Reihana Street | 37 | 55 | 41 | 45 | 69 | 75 | Compliance |
| R4 | 112 Reihana Street | 38 | 55 | 42 | 45 | 68 | 75 | Compliance |
| R5 | 110A Reihana Street | 37 | 55 | 40 | 45 | 67 | 75 | Compliance |
| R6 | 154 Kepa Road | 47 | 65 | 49 | 55 | 53 | 75 | Compliance |

10

McDonald's Restaurants (New Zealand) Limited
Acoustic Assessment Report

22 August 2023
SLR Project No.: 810.030508.00000

| Fig | Receiver | Daytime Period | | Night-time Period | | | | Expected |
|---|---|---|---|---|---|---|---|---|
| R8 | 123 Kepa Road | 38 | 55 | 41 | 45 | 67 | 75 | Compliance |

New Proposal

Table 10 Predicted Operational Noise Rating Levels

| Fig 2 Ref. | Receiver | Daytime Period dB LAeq Predicted | Daytime Period dB LAeq Criteria | Night-time Period dB LAeq Predicted | Night-time Period dB LAeq Criteria | Night-time Period LAFmax Predicted | Night-time Period LAFmax Criteria | Expected Outcome |
|---|---|---|---|---|---|---|---|---|
| R1 | 144 Kepa Road | 43 | 65 | 47 | 55 | 74 | 75 | Compliance |
| R3 | 114B Reihana Street | 38 | 55 | 42 | 45 | 69 | 75 | Compliance |
| R4 | 112 Reihana Street | 39 | 55 | 43 | 45 | 68 | 75 | Compliance |
| R5 | 110A Reihana Street | 38 | 55 | 41 | 45 | 67 | 75 | Compliance |
| R6 | 154 Kepa Road | 47 | 65 | 49 | 55 | 53 | 75 | Compliance |
| R8 | 123 Kepa Road | 38 | 55 | 41 | 45 | 67 | 75 | Compliance |

It is not clear why noise levels have increased by 1 dBA as the information in Table 9 Noise Levels for Individual Sources is identical. In my view this is not important as compliance will be achieved with permitted noise levels set out in E25.6.8 and E25.6.19.

Given the above: -

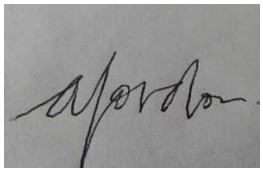
- the proposal is a permitted activity
- effects will be at a reasonable level including at the nearest neighbouring Mixed Use zoned site containing residential activity
- noise from the proposal will be compatible with surrounding activity
- although permitted I recommend the following condition to ensure compliance: -

**Recommended condition**

Building services plant

1) The consent holder must ensure the selection, design and installation of building services plant and equipment on the subject site is overseen by a suitably qualified acoustic professional to ensure the permitted noise levels set out in AUP (OP) E25.6.8 and E25.6.19 are met at all times. On receipt of a written request from the Council, a copy of the acoustic assessment overview, in the form of a report, must be provided to Council within twenty (20) working days of the request.

Yours sincerely



Andrew Gordon
**Senior Specialist**

| | |
|---|---|
| **From:** | Andrew Gordon |
| **To:** | Perry Ng |
| **Cc:** | Sam Gibbs |
| **Subject:** | RE: LUC60431090 Consent update, 152 Kepa Road, Orakei |
| **Date:** | Monday, 10 February 2025 10:59:13 am |
| **Attachments:** | image001.png<br>image002.png<br>image003.png<br>image004.png |

Hi Perry,

I have reviewed the submissions in regard to E25 Noise and vibration.

**Comments**

Some submissions include concerns with noise effects and/or increased noise from;

- traffic within the subject site
- traffic on the surrounding road network
- use of voice boxes (while ordering in the drive through)
- mechanical plant & equipment
- from customers while onsite
- from customers off site (i.e. congregating and/or potential for anti-social and disruptive behaviour)

And due to proposed operating hours of 24 hours, seven days.

The majority of submitters do not live in the immediate proximity of the subject site (i.e. noise from the site will be inaudible when assessed within the majority of submitter properties.).

The five closest submitter properties (all oppose the application) are identified below:-

- 162A Coates Avenue (ID 24033): however does not specifically noise effects as a reason

- 108 Reihana Street (ID 24154): however does not specifically noise effects as a reason

- 110 Reihana Street (ID 24029): Includes; *It will create noise- this is a quiet suburb where we hear morepork at night/ We don't need sound and light pollution affecting local wildlife*

- 110A Reihana Street (ID 24250): Includes; *Traffic Impact; Environmental Impact; Social Impact*

- 6/160 Kepa Road (ID 24065): Includes; *already in a noisy neighbourhood don't need more noise and traffic and rubbish 24/7*

Five closest submitter properties




I note no submissions were received from the closest residential building at 144 Kepa Road (zoned Mixed Use).

In my view, the applicants assessment and my review generally address submitters noise concerns except for the following three activities:

1) Noise from vehicles driving on Kepa Road and the surrounding road network.

**Response: Vehicles driven on public roads is a permitted activity in regard to E25. There are no noise limits or requirements contained in the AUP-OP. In my view traffic associated with the application will not noticeably increase existing traffic noise levels.**

2) Noise from people and vehicles engaged in antisocial and/or disruptive behaviour within the subject site.

**Response: May occur from time to time, occasions are expected to be brief and infrequent and can be managed by staff/security if recurring. Noise assessments are based on 'normal' day to day activities and not 'abnormal' activities.**

3) Noise from people and vehicles engaged in antisocial and/or disruptive behaviour outside the site (e.g. within the road reserve).

**Response: May occur from time to time, occasions are expected to be brief and infrequent and outside the applicant's control. Potential police matter.**

In regard to 2) and 3) I note the recent Decision LUC60432542 (516-522 Hillsborough Road, Mount Roskill) for a 24/7 McDonalds included the following:-

> In terms of adverse effects from general nuisance, I acknowledge that there is some potential for some 'nuisance' from this type of activity such as rubbish, anti-social behaviour or unexpected gatherings. I consider these matters to be unlikely but should they occur, the separation distance to residential neighbours is considered to mitigate this potential adverse effect. Additionally, the site will be staffed 24/7 which allows staff to assist with managing any such adverse effects (can call noise control, ask noisy patrons to move on etc.). I also note that the approved building consent shows rubbish bins will be located on the site.

The only effective noise management measure is to reduce proposed operating hours to avoid (or largely avoid) the night time period when it is more likely that antisocial behaviour may occur and have a greater noise effect (i.e. in terms of annoyance due to potential sleep disturbance).

I note the McDonalds website reports most sites in the Auckland Region operate 24/7, however, the following three sites operate the following hours:-

- Belmont, 6am – 11pm
- Whangaparaoa, 6am -midnight
- Orewa, 7am – 10pm

I note the neighbouring Z station is open 24 hours, seven days.

For the reasons below, I am not recommending reduced hours given the receiving environment.

Overall, I confirm that:

- noise effects for submitter properties not specifically identified above will range from no effect to a negligible effect
- noise effects for the five submitter properties identified above will range from a negligible effect to noise considered to be at a reasonable level
- typical day to day noise from the subject site, when assessed within all submitter properties, will readily comply with permitted noise levels set out in E25.6.8 and E25.6.19 including during the night time period.

No additional information is requested.

Regards,

Andrew Gordon | Senior Specialist
Contamination, Air & Noise Team | Specialist Unit
Planning and Resource Consents Department
Auckland Council, 135 Albert Street, Auckland 1010
Ph 09 301 01 01 | Mobile 027 482 3527
Visit our website: www.aucklandcouncil.govt.nz

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**From:** Perry Ng <perry.ng@aucklandcouncil.govt.nz>
**Sent:** Friday, 7 February 2025 4:03 pm
**To:** Jin Lee <jin.lee@aucklandcouncil.govt.nz>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; Neil Stone <NEIL.STONE@AT.GOVT.NZ>; Nicholas Allan <nicholas.allan@aucklandcouncil.govt.nz>; Andrew Gordon <Andrew.Gordon@aucklandcouncil.govt.nz>; Paul Hansen

<Paul.Hansen@aucklandcouncil.govt.nz>; Laz Petkovic <laz.petkovic@aucklandcouncil.govt.nz>; Sharon Tang <Sharon.Tang@aucklandcouncil.govt.nz>
**Cc:** Sam Gibbs <sam.gibbs@aucklandcouncil.govt.nz>; Jared Osman <Jared.Osman@aucklandcouncil.govt.nz>
**Subject:** RE: LUC60431090 Consent update, 152 Kepa Road, Orakei
**Importance:** High

Hi team,

Hope you doing well. The submission for this consent was closed on 31st January, and we received around 360 submissions in total. Please take a look at the submission documents at the links below. Our admin team has prepared an Excel spreadsheet summarising the submission comments. Overall, the key topics are still traffic/safety matters, waste/litter and character, followed by noise and lighting, which may require additional attention from Traffic, AT, Urban Design, as well as noise and lighting specialists.

We haven't confirmed the hearing date, but the applicant team's proposed date is on the **5th of May**, and I am also checking with the team for alternative dates, i.e., the first three weeks of May. Just in case we need to postpone the hearing for one to two weeks.

We will get in touch again next Monday 10th Feb for your availability. Thanks for putting this as your key priority.

CAN Team – Could you assist in liaising with Stephenson & Turner Ltd for comment?

Much appreciated.

Perry

| ACTION | DATE |
|---|---|
| Section 42A report | 8 April 2025 |
| | |
| **Applicant evidence due** | 15 April 2025 |
| Good Friday | 18 April 2025 |
| Easter Monday | 21 April 2025 |
| **Submitter expert evidence due** | 24 April 2025 |
| Anzac Day | 25 April 2025 |
| **Submitter non-expert evidence and legal submissions requested** | 30 April 2025 |
| **Hearing** | **5 May 2025** |

- Jin Lee – Senior Development Engineer, Auckland Council
- Honwin Shen – Senior Traffic Engineer, Auckland Council
- Neil Stone – Principal Development Planner, Auckland Transport
- Nicholas Allen – Urban Design Specialist, Auckland Council
- Andrew Gordon – Senior Specialist (Noise), Auckland Council
- Fran Osten – Specialist (Contaminated Land), Auckland Council
- Laz Petkovic – Parks Planner, Auckland Council
- Paul Hansen – Arborist, Auckland Council
- Glen Wright & Domenico De Vincentis – Consultant Lighting Specialist, Stephenson & Turner Limited

Submission for AC udrive link
\\aklc.govt.nz\Shared\COO\Resource Consents\Digital Consents - New\Central\K\Kepa Road Orakei,152 - LUC60431090\12. Notification and Hearing Documents\SUBMISSIONS

Submission for External specialists
https://1drv.ms/f/s!Atv6tEwxeAvBittq1MBe_HmxvjiHZQ?e=Mu16dJ

Kind Regards | Ngā mihi
**Perry Ng | Intermediate Planner**
**Division of Planning and Resource Consents**
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz

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**From:** Perry Ng
**Sent:** Friday, 15 November 2024 3:04 pm
**To:** Jin Lee <jin.lee@aucklandcouncil.govt.nz>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; Neil Stone <NEIL.STONE@AT.GOVT.NZ>; Vignesh Divakar (AT) <Vignesh.Divakar@at.govt.nz>; Nicholas Allan <nicholas.allan@aucklandcouncil.govt.nz>; Andrew Gordon <Andrew.Gordon@aucklandcouncil.govt.nz>; Paul Hansen <Paul.Hansen@aucklandcouncil.govt.nz>; Jared Osman <Jared.Osman@aucklandcouncil.govt.nz>; Laz Petkovic <laz.petkovic@aucklandcouncil.govt.nz>
**Cc:** Sam Gibbs <sam.gibbs@aucklandcouncil.govt.nz>
**Subject:** LUC60431090 Consent update, 152 Kepa Road, Orakei
**Importance:** High

Hi team,

Hope this email finds you well. Just giving you an update that the applicant is requesting public notification of the above application. I will get back to you by mid-next week with an update on the next step. Thanks

Perry

Kind Regards | Ngā mihi
**Perry Ng | Intermediate Planner**
**Division of Planning and Resource Consents**
Mobile 027 280 6785

# Technical Memo: Contamination

| | |
|---|---|
| **To:** | Perry Ng, Lead Planner, Central Resource Consents |
| **From:** | Fran Osten - Specialist - Contaminated Land – Contamination, Air & Noise - Specialist Unit |
| **Site:** | 152 Kepa Road, Orakei |
| **Consent Ref:** | LUC60431090 |
| **Date:** | 5 March 2025 |

As requested, the above application and relevant supporting information has been reviewed with reference to the requirements of the *National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011* (NES:CS) and Chapter E30 of the *Auckland Unitary Plan* (Operative in Part) (AUP(OP)).

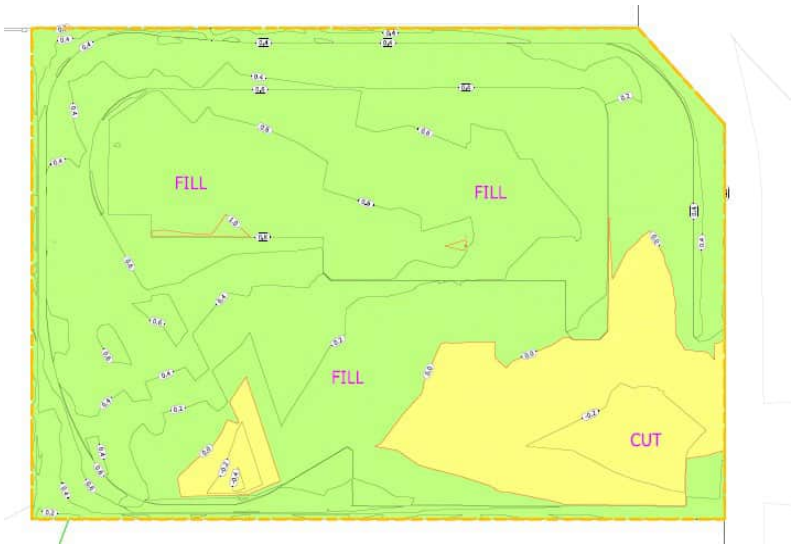
The following documents relevant to the application have been reviewed:

- *Proposed McDonald's Drive-through Restaurant 152 Kepa Road, Orakei Assessment of Environmental Effects and Statutory Analysis,* dated 11 April 2024, prepared by Barker & associates Limited ('the AEE');
- *Environmental Site Assessment: Preliminary and Detailed Site Investigation at 152 Kepa Road, Orakei*, dated 15 August 2023, prepared by Soil and Rock Consultants ('the PSI/DSI');
- *Site Management Plan 152 Kepa Road, Orakei,* dated 9 August 2023, prepared by Soil and Rock Consultants ('the SMP');
- **Proposal as relevant to soil contamination**

The consent application is made by McDonald's Restaurants (NZ) Limited for the construction and operation of a McDonalds at 152 Kepa Road, Orakei.

The proposal includes earthworks up to 629m$^3$ (34m$^3$ cut and 593m$^3$ fill) across 1615m$^2$ with cuts up to 0.4mbgl and filling up to 1mbgl.

The below Figure outlines where earthworks will take place:



- The AUP(OP) zones 152 Kepa Road, Orakei as Business – Mixed Use Zone.
- 152 Kepa Road, Orakei is approximately 1,615m$^2$ in size and is legally described as Lot 149 DP 37691.
- The site has previously been utilised for community activities with a church present on site since 1957. Prior to this the site was undeveloped pastureland.
- The geology of the area is expected to be Kerikeri Volcanic Group underlain by weather Waitemata soils. A geotechnical investigation undertaken in 2023 identified topsoil/hardfill up to 0.3mbgl.
- The nearest surface water is Purewa Creek located approximately 350m to the south of the site.

**Summary of Preliminary and Detailed Site Investigation**

A Preliminary and Detailed Site Investigation report (PSI/DSI) has been submitted as part of this application to assess the soil contamination profile of 152 Kepa Road, Orakei. This PSI/DSI was prepared by Soil and Rock Consultants with on-site soil sampling undertaken in June 2023. The DSI was stated to have been certified by a suitably qualified and experienced contaminated land practitioner (SQEP) in general accordance with the requirements of the *Contaminated Land Management Guidelines Nos. 1 and 5* (MfE, revised 2021).

- A review of historical property information and aerial photographs of the area identified that soil contaminating activities listed by the *Hazardous Activities and Industries List* (HAIL, MfE, 2011) have potentially occurred at the site, including:
    - It was considered that the potential use of lead-based paints on the former shed could have caused lead contamination in soils around the building. Where incidental deposition of contaminants, such as lead-based paint results in soil contamination, it is considered to potentially fall under Category I of the HAIL.
    - Due to the age of the site buildings (constructed pre-1988) the potential presence of asbestos containing materials was considered.
- Soil sampling was undertaken to investigate the potential for the HAIL activities to have caused soil contamination. As detailed in Section 6 of the DSI, eleven soil samples were taken between 0.0 m and 3 m below ground level (bgl), The samples were sent to an accredited laboratory, and the following analysis programme was undertaken:
    - Eleven soil samples were collected to assess the site for contaminants associated with incidental contamination activities. These samples were analysed for contaminants commonly associated with incidental contamination activities, including arsenic/heavy metals, asbestos, organochlorine pesticides (OCPs), and hydrocarbons
- No OCP compounds were detected at levels greater than the laboratory's limit of detection.
- Evidence of hydrocarbon staining and odours was viewed at AH01-D1 (2.0 mbgl) and AH04-D1 (3.0 mbgl). These soil samples contained TPHs and/or BTEX above background levels but below the MfE Oil Industry Tier 1 Soil Acceptance criteria.
- Concentrations of lead, BTEX, TPH and PAHS were above maximum background concentrations for volcanic soils in a number soil samples, but less than above health-based Soil Contaminant Standards (SCS) for commercial industrial land use, set out in the NES:CS.

- It is noted that the subsurface soil was found to contain concentrations of heavy metals, BTEX, PAHs and/or TPHs at the levels greater than background concentrations (as contained in the AUP(OP), Table E30.6.1.4.2). Therefore, some soils at the site may not meet the definition of 'Cleanfill material' (as defined by the AUP(OP)) and must be assessed to ensure they are correctly disposed of at an appropriately licensed facility**.**

**Summary of Contaminated Soils Management Plan:**

- The SMP outlines site management procedures for the safe handling of contaminated soils during the proposed earthworks. Controls to minimise discharges to the environment by covering any stockpiles and using erosion and sediment controls are included, along with dust management techniques and health and safety measures, such as personal protective equipment requirements for the protection of human health. Contingency measures for the discovery of unanticipated contamination are also provided.

**Peer review comments and assessment:**

- I consider the PSI/DSI report to have been certified by a suitably qualified and experienced contaminated land practitioner (SQEP) in general accordance with the Contaminated Land Management Guidelines, No.1: Reporting on Contaminated Sites in New Zealand, Ministry for the Environment (revised 2021) and No.5: Site Investigation and Analysis of Soil, Ministry for the Environment (revised 2021), as required by the NES:CS

- I consider that the previous potential HAIL land uses at the site have caused soil contamination that may result in a risk to human health or the environment if adequate control and management measures are not in place during soil disturbance and removal activities.

- Excavated soils that are not re-used on site must be disposed of at a facility consented to accept the levels of the identified contamination. This will also be included in the recommended conditions of consent.

- I am satisfied that the application can be granted a consent under the NES:CS on the condition that the soil disturbance works will be undertaken, in accordance with the SMP. With adherence to the SMP I consider that the risks to human health and the environment as a result of soil contamination will be adequately mitigated.

- Although not stated in the PSI/DSI or SMP I consider works completion report will need to be submitted to Council for review and certification following the completion of earthworks (within three months). This will include a summary of works undertaken, any additional soil sampling, copies of any disposal dockets, details of fill imported, any unexpected contamination encountered and details of any breeches of procedures. This will be prepared in general accordance with Contaminated Land Management Guidelines No. 1: Reporting on Contaminated Sites in New Zealand (MfE, revised 2021).

**With respect to Chapter E30 of the AUP(OP):**

- I consider that the proposal does not require consent under the AUP(OP) Chapter E30 contaminant provisions. The PSI/DSI adequately demonstrates that contaminant concentrations do not exceed the Permitted Activity soil acceptance criteria in AUP(OP) Table E30.6.1.4.1 and therefore, the soils do not contain 'elevated levels of contaminants.' Accordingly, no Contaminant Discharge Consent is required under the AUP(OP) for the proposal at this stage.

**With respect to the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES:CS):**

- I consider that a Controlled Activity consent under Regulation 9 of the NES:CS is appropriate for the soil disturbance as:

  - Soil disturbance is proposed on a piece of land for which a psi/DSI has been submitted and has revealed the presence of contaminants at levels exceeding background but less than relevant SCS for the protection of human health, referenced in Regulation 7 of the NES:CS.

  - The volume of soil disturbance exceeds the PA thresholds under Regulation 8(3) of the NES:CS for the site.

- I consider that this soil contamination profile is suitable for the proposed residential development. Further, I consider that there is a low risk to the human health of site workers and neighbours as a result of disturbing soils which may contain contamination at levels greater than typical background concentrations if the management processes outlined by the SMP are employed.

- Conditions of consent have been recommended for the proposal with respect to contaminated soils to protect the health and safety of workers, neighbours, and the public. The conditions include a requirement for the works to be undertaken in a manner that adequately minimises the risks of human health effects. Any soils that are removed from the site must be assessed and disposed of at an appropriate facility.

- Implementation of the recommended consent conditions provided below and adherence to the CSMP will suitably assist in mitigating potential adverse effects on human health during the proposed earthworks, in my view. The recommended conditions of consent are within the matters of control detailed within Regulation 9(2) of the NES:CS.

**Submissions :**

The application is publicly notified and will proceed to a hearing. A number of submissions were received by Council in relation to the proposal. I have reviewed the submissions received and no submitters raised contamination as a potential concern, as such my professional opinion remains the same.

**Recommended conditions to apply to the land-use consent under the NES:CS:**

CS1. Earthworks must be undertaken in accordance the *Site Management Plan*, prepared by Soil & Rock Consultants and dated 9 August 2023 ('the SMP'). Any variations to the SMP must be submitted to the council for certification that it appropriately manages actual and potential soil contamination effects and is within the scope of this consent, prior to implementation.

*Advice Note: Site Management Plan*

*The Council acknowledges that the SMP is intended to provide flexibility of the management of the works. Accordingly, the SMP may need to be updated. Any updates should be limited to the scope of this consent and be consistent with the conditions of this consent. If you would like to confirm that any proposed updates are within scope, please contact the council. The Council's certification of the SMP relates only to those aspects of the plans that are relevant under the RMA. The certification does not amount to an approval or acceptance of suitability by the Council of any elements of the management plan that relate to other legislation, for example, the Building Act 2004 or the Health and Safety at Work Act 2015.*

CS2. Discharges of dust must not cause offensive or objectionable effects at any location beyond the boundary of the Site, in the opinion of an enforcement officer when assessed in accordance with the

*Good Practice Guide for Assessing and Managing Dust* (Ministry for the Environment, 2016). The consent holder must ensure that dust management during the works generally complies with the recommendations of this *Good Practice Guide* and minimises dust generation as far as practicable. This includes having sufficient water to dampen exposed soil and unsealed areas, and/or other dust suppressing measures, available as necessary.

CS3. In the event of the incidental discovery of contamination during earthworks which has not been previously identified, including asbestos material, the consent holder must immediately cease the works in the vicinity of the contamination, notify the council, and engage a Suitably Qualified and Experienced contaminated land Practitioner (SQEP) to assess the situation (including possible sampling and revision of the SMP) and decide on the best option for managing the material.

*Advice Note: Incidental discovery of contamination*

*Where unanticipated contamination is discovered during the works, a revision of the SMP may be required to ensure that the contamination is appropriately managed. Any revision of the SMP is required to be submitted to Council for certification prior to its implementation.*

CS4. Any excavated material that is not re-used on site must be disposed of at an appropriate facility licensed to accept the levels of contamination identified. Evidence of the locations where excavated material has been disposed of must be retained by the consent holder during the works and made available to the council on request.

CS5. The consent holder must ensure that the contamination level of any soil imported to the site complies with the definition of 'Cleanfill material', as set out in the AUP(OP).

**Post-Works Requirements:**

**Works Completion Report**

CS6. Within three months of the completion of earthworks on the site, a Works Completion Report (WCR) must be submitted to the Council for review and certification. The WCR must be prepared by a SQEP in accordance with the *Contaminated Land Management Guidelines No. 1: Reporting on Contaminated Sites in New Zealand* (Ministry for the Environment, revised 2021) and contain sufficient detail to address the following matters:

a. A summary of the works undertaken, including the locations and dimensions of excavations and the volume of soil excavated;

b. Conditions of the final site contamination profile, including details and results of any validation testing undertaken;

c. Details and results of any other contamination testing undertaken during the works (including any sampling undertaken on materials re-used on site or imported to site);

d. Records/evidence of the volumes and disposal locations for any material containing elevated levels of contaminants removed from the site;

e. Records of any unexpected contamination encountered during the works and response actions, if applicable;

f. Reports of any complaints, health and safety incidents related to contamination, and/or contingency events during the earthworks; and

g. A statement certifying that all works have been carried out in accordance with the requirements of the SMP and consent, otherwise providing details of relevant approved variations or breaches, if applicable.

***Advice Note: Works Completion Report***

*The WCR will enable the Council to update the property file information relating to soil contamination. Until a WCR is submitted and certified by the Council, the Land Information Memorandum for the property will not be updated to reflect any soil contamination remediation work undertaken.*

***Advice Note: Asbestos Containing Materials***

*If you are demolishing any building that may have asbestos containing materials (ACM) in it:*

- *You have obligations under the relevant regulations for the management and removal of asbestos, including the need to engage a Competent Asbestos Surveyor to confirm the presence or absence of any ACM.*
- *Work may have to be carried out under the control of person holding a WorkSafe NZ Certificate of Competence (CoC) for restricted works.*
- *If any ACM are found, removal or demolition will have to meet the Health and Safety at Work (Asbestos) Regulations 2016.*
- *Information on asbestos containing materials and your obligations can be found at www.worksafe.govt.nz.*

*If ACM are found on site following the demolition or removal of the existing buildings you may be required to remediate the site and carry out validation sampling. Dependent on the amount of soil disturbance a further consent application may be required.*



**Fran Osten**
**Specialist - Contaminated Land**
**Specialist Input, Planning & Resource Consents**
**Auckland Council**

15th July 2024

Auckland Council
Level 6, 135 Albert Street
Auckland

Attention: Perry Ng

Dear Perry,

**LUC60431090 – MC DONALD'S RESTAURANT – 152 KEPA ROAD, ORAKEI**
**PROPOSED EXTERNAL LIGHTING & SIGNAGE**
**PEER REVIEW OF LIGHTING EFFECTS ASSESSMENT REPORT**

INTRODUCTION

At the request of Auckland Council, I carried out a peer review of the above Resource Consent application's lighting reports and accordingly prepared this report.

Application Documentation Reviewed
I carried out my peer review based on the following documents:

a) 152 Kepa Road Assessment of Environmental Effects Report prepared by Barker & Associates Limited, dated 10 April 2024.
b) Appendix 2 – Rules Assessment, prepared by Barker & Associated Limited, dated 10 April 2024.
c) Appendix 6 – Technical Submission – Preliminary Lighting Concept & Luminaire Options, prepared by IBEX and dated March 2024.
d) Technical Submission - Proposed Lighting Concept & Luminaire Options, Revision D, prepared by IBEX and dated May 2024.
e) Lux Levels Letter issued by Coates Signco Pty Ltd (no date).

COMMENTS

1. Barker & Associates "Appendix 2 – Rules Assessment" states that proposed external lighting will comply with Auckland Unitary Plan E24 Lighting Standards related to Mixed Use Zone.

2. Regarding compliance with AUP E24 Lighting Standard, "Technical Submission – Proposed Lighting Concept & Luminaire Options – Revision D" prepared by IBEX includes detailed information of the proposed outdoor lighting and provides assessment against this standard as follows.

AUP E24. Lighting Standards

All activities listed as permitted must comply with the following standards:

(1) *E24.6.1 General Standards AS / NZS 4282 Standard - Control of the Obtrusive Effects of Outdoor Lighting has been used to measure lighting limits for this assessment.*
(2) *Any calculation for the purposes of these standards must be based on maintenance factor of 1.0.*

Note on drawing SP2 states that 1.0 maintenance factor has been used in all calculations.

(3) *Lighting Category 3 - Medium Brightness applies to this site given the Business – Mixed Use zone. Bounding and nearby located properties are zoned Open Space Business - Mixed Use, Residential - Mixed Use Urban and Open Space, and same lighting category applies.*

(4) *Where measurements of any illuminance above background levels from the use of artificial lighting cannot be made because artificial lighting cannot be turned off, measurements may be made in areas of a similar nature that are not affected by the artificial lighting.*

Not applicable to this site since artificial lighting can be turned off.

(5) *For the purposes of these standards, the curfew time is 10pm - 7am and the pre-curfew time is 7am - 10pm.*

Curfew hours are noted on the proposed lighting report.

(6) *(a) The added illuminance from the use of any artificial lighting on any site must not exceed 100 lux on pre-curfew time and 10 lux on curfew time, measured at the boundary of any adjacent site containing any established dwelling.*

The restaurant will operate overnight and therefore, 10 lux curfew limit applies. Spill light at boundary calculations included on the proposed lighting report show that the maximum vertical illuminance at the property boundaries will be 6.7 lux, which **complies** with this rule

*(b) The added vertical illuminance calculated at the windows of habitable rooms of established dwellings must not exceeds 10 lux on pre-curfew time and 2 lux curfew time.*

The restaurant will operate overnight and therefore, 2 lux curfew limit applies. Obtrusive lighting calculations included on the proposed lighting report show that the maximum vertical illuminance calculated at the windows of nearby located residential properties will be 0.8 lux, which **complies** with this rule

(7) *Outdoor artificial lighting operating on any site between sunset and sunrise must not exceed the threshold increment limit stated in table E24.6.1.4 on any public road, calculated within each traffic lane in the direction of travel.*

Threshold Increment using a 15% limit and based on adaption luminance of 2 cd/m2 is 2%, which **complies** with this rule.

*(8) The exterior lighting on any property adjacent to a road or adjacent to land on which there is a dwelling must be selected, located, aimed, adjusted and/or screened to ensure that glare resulting from the lighting does not exceed the 10,000cd pre-curfew limit or 1,000cd curfew limit.*

The restaurant will operate overnight and therefore, 1,000cd curfew limit applies.

The lighting calculation summary included on drawing SP2 shows 102cd maximum luminous intensity at the facades located on the northern side. This value is below 1,000 cd, which **complies** with this rule

*(9) Building facades on the site are not intended to be illuminated. Not applicable to this site.*

*(10) Calculations have been made in accordance with international guidelines.*

I agree with the above statements and concur the proposed lighting **complies** with the requirements of AUP E24 Lighting Standard.

3. Regarding the proposed outdoor illuminated signage, Barker & Associates "Appendix 2 – Rules Assessment" states that Consent will be required for the installation of 6m illuminated pylon and wayfinding signage, which must comply with Auckland Unitary Plan E23 Sign rules.

   However, AUP E23 only includes rules regarding outdoor illuminated billboards. For static illuminated signs, which is the case of 152 Kepa Road proposal, E23 refers to "Auckland Council and AT Signs Bylaw" latest edition.

   <u>Auckland Council & AT Signs Bylaw – Updated 23 June 2023</u>

   Ensure the surface luminance complies with the following rules:

   *i. Signs with an illuminated area over 5m², up to and including 10m², and located on areas with existing street lighting must not exceed a luminance of 1,000cd/m².*
   *ii. Must comply with any current requirements for illumination and glare set by an authorized government agency.*
   *iii. May only emit upward facing lighting if adequately shielded, so that any glare does not extend beyond the sign and his immediate surroundings.*
   *iv. Must not be illuminated in a way that makes the sign to appear to shimmer, sparkle or revolve.*

A letter issued by Coates Signco Pty Ltd, which is the sign manufacturer, clarifies that the maximum luminous intensity of the proposed pylon will be 500cd, which is below the requested limit. Also, the sign will have static light emission with no intermittent or flashing effect and will not project the light upwards or towards the sky.

Based on the above, I concur that the proposed lighting complies with the Auckland Unitary Plan E23 Signs Standard and the Auckland Council & Auckland Transport Signs Bylaw.

**RECCOMENDATIONS**

I recommend that the following conditions are included in the Resource Consent decision:

1. Within 30 days of the LED digital billboard being put into service the Consent Holder shall submit a report from a suitably qualified and experienced lighting practitioner accepted by Council, confirming the following:
    a. The added vertical illuminance measured on the property boundaries does not exceed 10 lux.
    b. The maximum luminance of the illuminated 6m pylon does not exceed 1,000cd / m² limit.
    c. There is no obtrusive glare to road users and/or to the occupants of the nearby residential properties at night-time.

Yours faithfully

S&T Wellington Limited



**Domenico De Vincentis**
*Associated Lighting Designer*
027 547 8857 • Domenico.DeVincentis@stwgn.co.nz
**S&T LIGHTING**

From: Domenico De Vincentis <Domenico.DeVincentis@stwgn.co.nz>
Sent: Tuesday, 25 March 2025 12:20 pm
To: Perry Ng
Cc: Jared Osman
Subject: Re: LUC60431090 Consent update, 152 Kepa Road, Orakei

Hi Perry,

All submissions have been revised and there are some with comments regarding lighting, but nothing relevant under a technical point of view.
As noted, the proposed design is fully compliant with AUP E23 Signs and E24 Lighting.

Should I prepare a formal comment on this regard?
Additional to this, let me know if I should prepare formal evidence for the hearing.

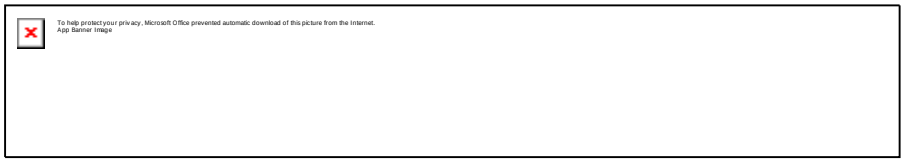
Regards,

**Domenico De Vincentis**
**Associate Lighting Designer**

027 547 8857 | www.stephenson-turner.com

domenico.devincentis@stwgn.co.nz

Level 2, 158 Victoria Street, Te Aro, Wellington




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From: Perry Ng <perry.ng@aucklandcouncil.govt.nz>
Sent: Friday, March 21, 2025 4:42 PM
To: Domenico De Vincentis <Domenico.DeVincentis@stwgn.co.nz>
Subject: RE: LUC60431090 Consent update, 152 Kepa Road, Orakei

Hi Domenico,

Trust you doing well. Following up if there's any further comment from your end. Would you provide an addendum to your memo or in email format as a confirmation? Thanks

Perry

Kind Regards | Ngā mihi
Perry Ng | Intermediate Planner
Division of Planning and Resource Consents
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki  Auckland House, 135 Albert Street, Auckland
Visit our website:  www.aucklandcouncil.govt.nz

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From: Domenico De Vincentis <Domenico.DeVincentis@stwgn.co.nz>
Sent: Tuesday, 4 March 2025 11:01 am
To: Jared Osman <Jared.Osman@aucklandcouncil.govt.nz>
Cc: Perry Ng <perry.ng@aucklandcouncil.govt.nz>
Subject: Re: LUC60431090 Consent update, 152 Kepa Road, Orakei

Hi Jared,

My apologies for this late response.
I'm currently reviewing the submission and expect to require a maximum of 10 hours to complete their revision.
On the already reviewed submissions, I have not found any relevant comment regarding lighting. The submitters mention concerns regarding light pollution and glare, but comments are vague and do not point to any specific item.
In any case, the proposed development is fully compliant with AUP E24 Lighting rules and E23 Signs rules.

Once the revies is completed, I will contact you with my comments.

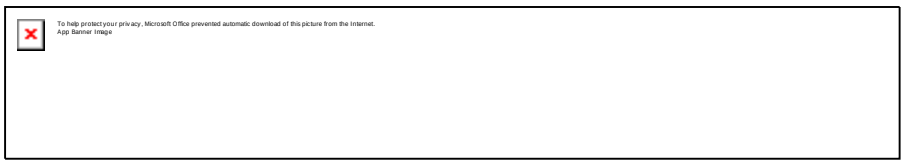
Regards,

**Domenico De Vincentis**
**Associate Lighting Designer**

027 547 8857 | www.stephenson-turner.com

domenico.devincentis@stwgn.co.nz

Level 2, 158 Victoria Street, Te Aro, Wellington




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From: Jared Osman <Jared.Osman@aucklandcouncil.govt.nz>
Sent: Monday, February 17, 2025 9:50 AM
To: Domenico De Vincentis <Domenico.DeVincentis@stwgn.co.nz>

Cc: Perry Ng <perry.ng@aucklandcouncil.govt.nz>
Subject: FW: LUC60431090 Consent update, 152 Kepa Road, Orakei

Hi Domenico,

Here is the full email from Perry with a link to the submissions

Attached is the original SoE – we can create an extension if you could give me an estimate of time to review submissions, plus I can put an additional 16 hours for hearing attendance / prep in revised SoE (we can easily adjust again later if more time is required)

Thanks,
Jared

**Jared Osman (him) | Team Leader – Contamination, Air & Noise**
Specialist Unit | Planning & Resource Consents Department
Waea pūkoro / Phone | 027 267 8412
Te Kaunihera o Tāmaki Makaurau / Auckland Council
Level 6 (north), Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland
**aucklandcouncil.govt.nz**

---

From: Perry Ng <perry.ng@aucklandcouncil.govt.nz>
Sent: Friday, 7 February 2025 4:03 pm
To: Jin Lee <jin.lee@aucklandcouncil.govt.nz>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; Neil Stone <NEIL.STONE@AT.GOVT.NZ>; Nicholas Allan <nicholas.allan@aucklandcouncil.govt.nz>; Andrew Gordon <Andrew.Gordon@aucklandcouncil.govt.nz>; Paul Hansen <Paul.Hansen@aucklandcouncil.govt.nz>; Laz Petkovic <laz.petkovic@aucklandcouncil.govt.nz>; Sharon Tang <Sharon.Tang@aucklandcouncil.govt.nz>
Cc: Sam Gibbs <sam.gibbs@aucklandcouncil.govt.nz>; Jared Osman <Jared.Osman@aucklandcouncil.govt.nz>
Subject: RE: LUC60431090 Consent update, 152 Kepa Road, Orakei
Importance: High

Hi team,

Hope you doing well. The submission for this consent was closed on 31st January, and we received around 360 submissions in total. Please take a look at the submission documents at the links below. Our admin team has prepared an Excel spreadsheet summarising the submission comments. Overall, the key topics are still traffic/safety matters, waste/litter and character, followed by noise and lighting, which may require additional attention from Traffic, AT, Urban Design, as well as noise and lighting specialists.

We haven't confirmed the hearing date, but the applicant team's proposed date is on the 5th of May, and I am also checking with the team for alternative dates, i.e., the first three weeks of May. Just in case we need to postpone the hearing for one to two weeks.

We will get in touch again next Monday 10th Feb for your availability. Thanks for putting this as your key priority.

CAN Team – Could you assist in liaising with Stephenson & Turner Ltd for comment?

Much appreciated.

Perry

| ACTION | DATE |
|---|---|
| Section 42A report | 8 April 2025 |
| | |
| **Applicant evidence due** | 15 April 2025 |
| Good Friday | 18 April 2025 |
| Easter Monday | 21 April 2025 |
| **Submitter expert evidence due** | 24 April 2025 |
| Anzac Day | 25 April 2025 |
| **Submitter non-expert evidence and legal submissions requested** | 30 April 2025 |
| **Hearing** | **5 May 2025** |

- Jin Lee – Senior Development Engineer, Auckland Council
- Honwin Shen – Senior Traffic Engineer, Auckland Council
- Neil Stone – Principal Development Planner, Auckland Transport
- Nicholas Allen – Urban Design Specialist, Auckland Council
- Andrew Gordon – Senior Specialist (Noise), Auckland Council
- Fran Osten – Specialist (Contaminated Land), Auckland Council
- Laz Petkovic – Parks Planner, Auckland Council
- Paul Hansen – Arborist, Auckland Council
- Glen Wright & Domenico De Vincentis – Consultant Lighting Specialist, Stephenson & Turner Limited

Submission for AC udrive link
\\aklc.govt.nz\Shared\COO\Resource Consents\Digital Consents - New\Central\K\Kepa Road Orakei,152 - LUC60431090\12. Notification and Hearing Documents\SUBMISSIONS

Submission for External specialists
https://1drv.ms/f/s!Atv6tEwxeAvBittq1MBe_HmxvjiHZQ?e=Mu16dJ

Kind Regards | Ngā mihi
Perry Ng | Intermediate Planner
Division of Planning and Resource Consents
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz

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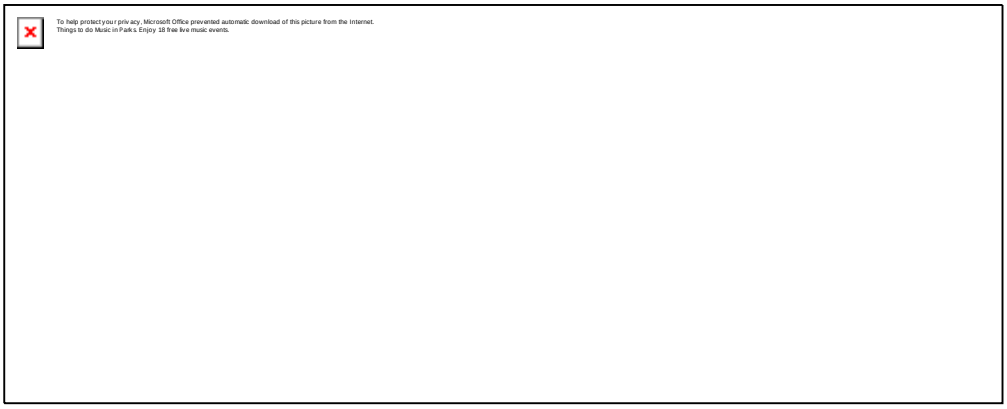
From: Perry Ng
Sent: Friday, 15 November 2024 3:04 pm
To: Jin Lee <jin.lee@aucklandcouncil.govt.nz>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; Neil Stone <NEIL.STONE@AT.GOVT.NZ>; Vignesh Divakar (AT) <Vignesh.Divakar@at.govt.nz>; Nicholas Allan <nicholas.allan@aucklandcouncil.govt.nz>; Andrew Gordon <Andrew.Gordon@aucklandcouncil.govt.nz>; Paul Hansen <Paul.Hansen@aucklandcouncil.govt.nz>; Jared Osman <Jared.Osman@aucklandcouncil.govt.nz>; Laz Petkovic <laz.petkovic@aucklandcouncil.govt.nz>
Cc: Sam Gibbs <sam.gibbs@aucklandcouncil.govt.nz>
Subject: LUC60431090 Consent update, 152 Kepa Road, Orakei
Importance: High

Hi team,

Hope this email finds you well. Just giving you an update that the applicant is requesting public notification of the above application. I will get back to you by mid-next week with an update on the next step. Thanks

Perry

Kind Regards | Ngā mihi
Perry Ng | Intermediate Planner
Division of Planning and Resource Consents
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz




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**Parks Memo – LUC60431090** 02/04/2025

To: Perry Ng – Intermediate Planner, Resource consent Central, Planning and Resource Consents, Auckland Council

From: Lazar Petkovic – Parks Planner, Parks Planning, Auckland Council

Subject: Request for Parks Planning Advice on Resource Consent application for the construction of a drive-through restaurant with associated yard infringements on the adjacent reserve.

Thank you for providing the documents relating to application **LUC60431090.**

## 1. Limitations

This memo provides specialist parks advice based on a desktop review of the plans submitted for the proposal. Please note that this document does not signify parks affected party approval, which if required, should be sought from the Land Advisory Team through a separate process.

## 2. Site Description / Proposal / Assessment

The site is located at 152 Kepa Road, Orakei (Lot 149 DP 37691) and is zoned Business – Mixed Use (H13). The site adjoins the Kupe Reserve (Lot 6 DP 204292, Lot 7 DP 204292, Pt Lot 150 DP 37691) to the west and north, which is zoned Open Space – Sport and Active Recreation.




*Figure 1: Subject Site Locality (Auckland Council GIS Areal View)*

It is proposed to construct and operate a drive-through restaurant (McDonalds). The restaurant building itself is a Restricted Discretionary activity under the Mixed Use zone. Further, retaining walls 1 and 2 (on the site's northern and western boundaries, respectively) are considered buildings under the AUP definition, despite having a max height of 1.2m, given their proximity to the boundary of Open Space (within 1.5m). Therefore, the yard standard is not met for the 'buildings' on the boundaries shared with the Kupe Reserve.

## 3. Limitations

Parks Planning have been asked to comment on the relevant matters of discretion in H13 as they relate to the park.

## 4. Reviewed Documents

All those within the application, in particular:

- AEE – *"Proposed McDonald's Drive-through Restaurant"*, prepared by Maiah Barnfield of B&A Urban & Environmental, dated 24/06/2024
- Landscape Plans – *"Landscape Concept Plan"*, prepared by Gaynor Revill Design, dated 07/10/24, Rev RC2-2
- Architectural Plans prepared by ASC Architects Design Group, dated March 2024
- Engineering Plans prepared by Eighty6 Engineering, dated March 2024

## 5. Parks Planning Assessment

The below assessment is on the basis of the following matters of discretion:

- The design and appearance of buildings in so far as it affects the existing and future amenity values of public spaces, per H13.8.1(3)(a)
- The application of Crime Prevention through Environmental Design (CPTED) principles to the design and layout of buildings adjoining public spaces. Per H13.8.1(3)(e)
- Effects, location and design of landscaping for discretion for drive-through restaurants, per H13.8.1 (5)(a)(iii).
- Visual amenity, scale and location of comprehensive development signage in relationship to open space areas in the vicinity of the proposed sign, per the assessment criteria outlined in E23.8.2.

Retaining Walls

Below are sections illustrating the heights of the proposed retaining walls within the yard setback of the Kupe reserve boundaries.

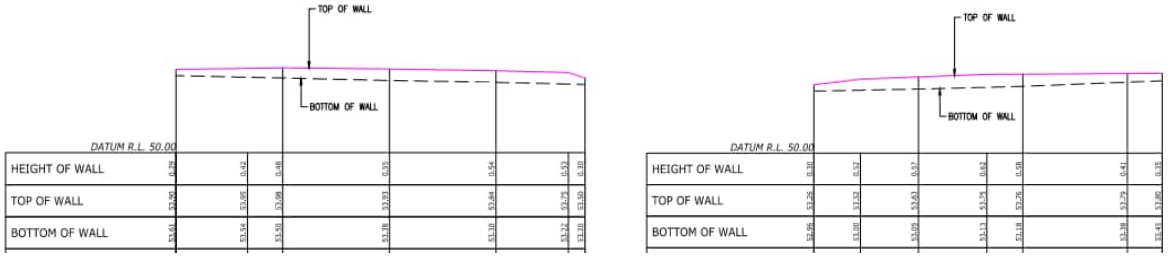



*Figure 2: Retaining Wall 1 and 2 Longsections, (Engineering Plans by Eighty6, dated March 2024)*

In response to a recommendation from Council, the applicant updated to proposal to change the retaining walls to keystone walls for a softer visual appearance when viewed from the reserve. This will be combined with various planting as seen in the landscape plans to further soften the visual appearance and screen the building / activity from the reserve.

The keystone and landscaping contribute to the attractiveness, pleasantness, and enclosure of the Kupe reserve as they incorporate a design that is more visually interesting than a blank wall along the frontage of the park.

The retaining walls are relatively low (no higher than 1.2m), and the landscaping is not overly dense, therefore passive surveillance of the Park will still be enabled to achieve positive CPTED outcomes.

Building

The restaurant building itself is setback from the walkway to the reserve, and the length is organised to be facing away from the main part of the reserve, so that reserve users can only see the width of the building as shown in figure 3 below. This, in conjunction with the aforementioned landscaping, aids to break up the visual appearance of the building when viewed south from the reserve.

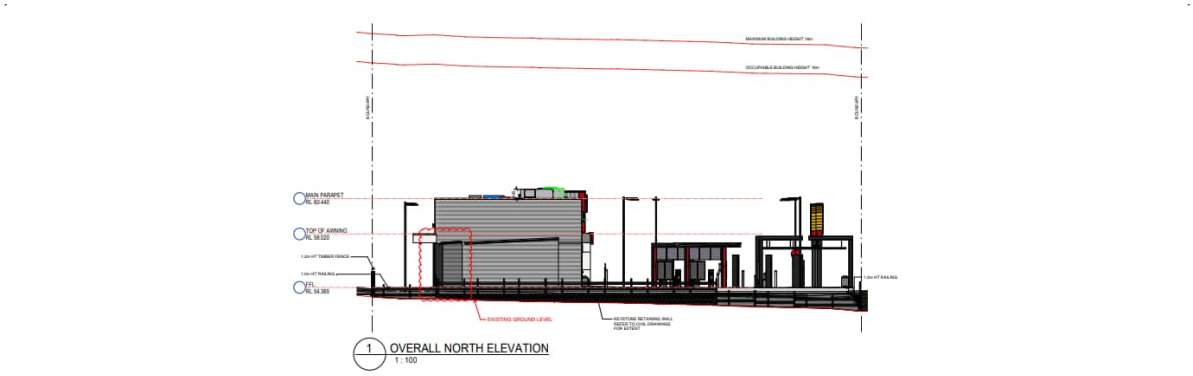



*Figure 3: Elevation as viewed south from the reserve, (Architectural Plans prepared by ASC Architectural Design Group, dated March 2024)*

Considering the immediate context of the reserve, the portion adjoining the subject site is mostly comprised of tennis courts. A thick treeline separates this part of the park from view of the subject site. The reserve's entrance strip also includes a sparser yet considerable number of trees, which in combination with the landscaping proposed on the site's western

boundary will further screen the development from that section of the Park. These established trees are illustrated in figure 4 below:




*Figure 4: Illustration of Reserve Trees for screening (Auckland Council GIS Aerial View).*

Services In Reserve

Figure 5 below shows a proposed connection to an existing stormwater manhole in the Kupe Reserve, by the northwestern corner of the site.

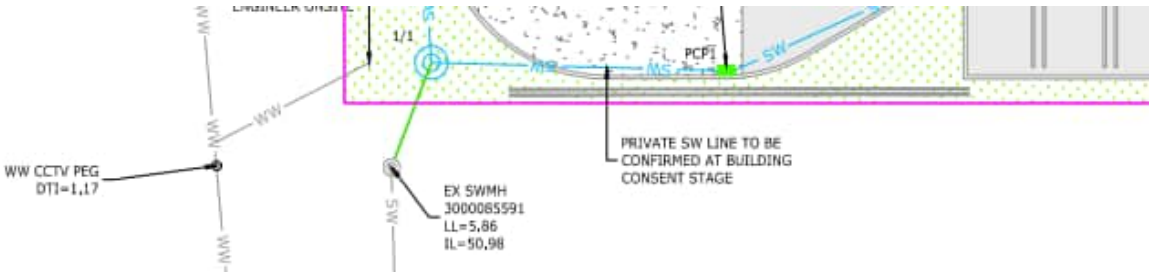



*Figure 5: Proposed SW Connection (Engineering Plans prepared by Eighty6, dated March 2024)*

It is advised that regardless of the Decision of this consent, the connection will require Landowner Approval which sits outside of the RMA process.

Comprehensive Development Signage

The restaurant's logo (McDonalds) is incorporated in several on-site signs. Most of the signage will only be viewed from the Kupe Reserve's accessway, the use of which is transient, therefore the visual amenity of the signage in relationship with the open space is considered appropriate.

## 6. Recommendation

It is my view as a Parks Specialist that the proposal is acceptable subject to the below conditions.

## 7. Submissions

Since issuing my Parks memo, the application has been publicly notified and submissions were received. I have reviewed all submissions available and can confirm that no further information is required by Parks.

From my review, no submissions lie directly within the scope of Parks Planning. While there are many submissions that mention litter on the reserve, litter has been confirmed as out of our discretion, and many of these refer to the privately owned 'reserve' across the road instead of the Council owned Kupe Reserve.

## 8. Recommended Conditions

If a decision is made to grant the consent, the following conditions are recommended.

1. Any retaining wall(s) and ancillary and supporting structures must be entirely located within the subject site (Lot 149 DP 37691) and must be clear of the boundary of the Kupe reserve. The retaining wall must be in accordance with the plans approved by LUC60431090.

## ADVICE NOTES

### LANDOWNER APPROVALS

*Any works in the Kupe reserve will require Landowner Approval prior to any works being undertaken. Approval requests can be sent to landadvisors@aucklandcouncil.govt.nz*

### TREE ASSET OWNER APPROVALS

*Any tree removals or works affecting vegetation on Kupe Reserve land will require Tree Asset Owner Approval from the Community Facilities Urban Forest Specialist Team. Approval requests can be sent to treemanager@aucklandcouncil.govt.nz.*

Please contact me with any queries related to this memo.

Regards,



Lazar Petkovic, Parks Planner
Parks Planning Team
Parks & Community facilities
Auckland Council

**From:** Paul Hansen
**To:** Perry Ng
**Subject:** 152 Kepa Road Orakei
**Date:** Wednesday, 5 June 2024 12:02:53 pm

Good morning Perry

Just to reiterate my position on the proposed development of 152 Kepa Road, Orakei, my position has not changed from that which I originally sent through.

Four Reserve trees are implicated in the construction of the restaurant, and any potential adverse effects can be kept at less than minor provided the following general conditions are adhered to . Please include them in your final draft.

**Conditions of consent**

1. The consent holder must engage the services of a qualified arborist (works arborist) appointed by the consent holder to assist with and oversee any works being undertaken in the vicinity of the trees and vegetation within Kupe Reserve, adjacent to the site. The arborist must meet with the site manager at the outset of the project to discuss the protection of the trees and vegetation and agree on the key activities that will require arborist's input.

2. Prior to any demolition and construction works commencing on the site, and the erection of the required site fencing, the trees and shrubbery in Kupe Reserve that have portions of growth extending across the site boundary must be pruned to clear the boundary line. All pruning must be undertaken by a Council-approved arboricultural contractor working at the direction of the consent holders appointed works arborist.

3. The works arborist must be present to supervise, and assist with, any works on the ground in the vicinity of the Golden Rain tree located within Kupe Reserve. Any roots of the tree that may be encountered during any ground scraping or excavation activity must be severed cleanly by the works arborist to no further back than the boundary line.

4. The works arborist must be consulted if any activity associated with the stormwater connection to the public system in the reserve is deemed to affect any trees or vegetation in the reserve.

5. Washings from the production of concrete must not be flushed on to open ground within the root zone of any tree or shrub in Kupe Reserve.

6. Any conditions outlined in either the Resource Consent and or the Tree Owner's Approval provided by Council's Urban Forest Specialist, that relate to tree/vegetation protection, must also be complied with.

7. A detailed log, with photographs, of all site visits, instructions and supervision carried out by the works arborist must be maintained. This log would serve as a compliance report – to be presented to the consent holder and the Urban Forest Specialist at the conclusion of the project.

**Advice Note**

1. Notwithstanding any conditions to the contrary, all works pertaining to the trees within Kupe Reserve adjacent to the site shall be executed in full accordance with the TAOA (Tree Asset Owner Approval form) which must be obtained prior to works commencing. (as yet unsighted) . Please contact the following email address for your copy - treemanager@aucklandcouncil.govt.nz

Regards

**Paul Hansen – Arborist – Earth Streams and Trees**
Regulatory Engineering and Resource Consents Department
Mob 027- 4983464 | Email: paul.hansen@aucklandcouncil.govt.nz
Auckland Council
Level 6, 135 Albert Street,Auckland Central,
Private Bag 92 300, Auckland 1142
Visit our website: www.aucklandcouncil.govt.nz

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**From:** Paul Hansen
**To:** Erin Lawn
**Subject:** 152 Kepa Road McDonalds Site - Reserve Trees
**Date:** Wednesday, 27 September 2023 11:55:04 am

Good morning, Erin.

Further to your brief and my site visit to 152 Kepa Road, Orakei, please take this email as my support for the proposed reserve tree works to be undertaken on site.

As we know, the applicant proposes the development of a new McDonalds drive-through restaurant and McCafe on site, along with associated signage and access arrangements.

Implicated in the proposal are four Reserve trees situated along the eastern boundary of Kupe Reserve, where the applicant proposes to carry out activities within the protected root zones of the trees. One of the trees is a single, distinct specimen, while the remaining three trees are a dishevelled cluster of mixed species, contending with an assortment of unspectacular plants and weeds. Only one tree is of merit, being a Golden Rain tree. A large expanse of reserve surrounds this tree, providing ample space for root activity.

Pruning of all four trees is required. Portions of the canopies of the trees that stretch across the boundary line into the site, will require trimming back . All pruning will be undertaken by an arboricultural contractor approved by the Council, working under the supervision of the works arborist.

A stormwater connection to an existing manhole in the reserve is also proposed. No trees are implicated by this activity.

The Arboriculture Assessment provided by Richard Peers – Peers Brown Miller Ltd dated 16 August 2023 has determined that the proposed activities can be conducted as a permitted activity under Rule E16.4.1(A5) and E16.4.1(A7) of the AUP. I concur.

Please include the below conditions in your final draft. Please also be aware that as the four trees are located on a public reserve, tree asset owner approval will be required to give effect to the consent, which at the time of writing, I had not sited. Please ensure the applicant obtains this.

**Conditions of consent**

1. The consent holder must engage the services of a qualified arborist (works arborist) appointed by the consent holder to assist with and oversee any works being undertaken in the vicinity of the trees and vegetation within Kupe Reserve, adjacent to the site. Thes arborist must meet with the site manager at the outset of the project to discuss the protection of the trees and vegetation and agree on the key activities that will require arborist's input.

2. Prior to any demolition and construction works commencing on the site, and the erection of the required site fencing, the trees and shrubbery in Kupe Reserve that have portions of growth extending across the site boundary must be pruned to clear the boundary line. All pruning must be undertaken by a Council-approved arboricultural contractor working at the direction of the consent holders appointed works arborist.

3. The works arborist must be present to supervise, and assist with, any works on the ground in the vicinity of the Golden Rain tree located within Kupe Reserve. Any roots of the tree that may be encountered during any ground scraping or excavation activity must be severed cleanly by the works arborist to no further back than the boundary line.

4. The works arborist must be consulted if any activity associated with the stormwater connection to the public system in the reserve is deemed to affect any trees or vegetation in the reserve.

5. Washings from the production of concrete must not be flushed on to open ground within the root zone of any tree or shrub in Kupe Reserve.

6. Any conditions outlined in either the Resource Consent and or the Tree Owner's Approval provided by Council's Urban Forest Specialist, that relate to tree/vegetation protection, must also be complied with.

7. A detailed log, with photographs, of all site visits, instructions and supervision carried out by the works arborist must be maintained. This log would serve as a compliance report – to be presented to the consent holder and the Urban Forest Specialist at the conclusion of the project.

**Advice Note**

1. Notwithstanding any conditions to the contrary, all works pertaining to the trees within Kupe Reserve adjacent to the site shall be executed in full accordance with the TAOA (Tree Asset Owner Approval form) which must be obtained prior to works commencing. Should you require, please contact the following email address for a copy. treemanager@aucklandcouncil.govt.nz

Regards

**Paul Hansen – Arborist – Earth Streams and Trees**
Regulatory Engineering and Resource Consents Department
Mob 027- 4983464 | Email: paul.hansen@aucklandcouncil.govt.nz
Auckland Council
Level 6, 135 Albert Street,Auckland Central,
Private Bag 92 300, Auckland 1142
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**From:** Paul Hansen
**To:** Perry Ng
**Subject:** RE: LUC60431090 Consent update, 152 Kepa Road, Orakei
**Date:** Monday, 24 February 2025 11:51:57 am
**Attachments:** image001.png
image002.png

Good morning, Perry

I've been thru a selection of the submissions, and I didn't read anything that would warrant me changing my original memo or point of view.

I have nothing more to add.

Thanks

**From:** Perry Ng <perry.ng@aucklandcouncil.govt.nz>
**Sent:** Monday, 24 February 2025 11:20 am
**To:** Paul Hansen <Paul.Hansen@aucklandcouncil.govt.nz>
**Subject:** FW: LUC60431090 Consent update, 152 Kepa Road, Orakei
**Importance:** High

Hi Paul,

Hope you had a good weekend. As discussed last Thursday, could you confirm whether or not your memo needs to be amended post-submission? Thanks

Perry

Kind Regards | Ngā mihi
**Perry Ng | Intermediate Planner**
**Division of Planning and Resource Consents**
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz

**From:** Perry Ng
**Sent:** Friday, 7 February 2025 4:03 pm
**To:** Jin Lee <jin.lee@aucklandcouncil.govt.nz>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; Neil Stone <NEIL.STONE@AT.GOVT.NZ>; Nicholas Allan <nicholas.allan@aucklandcouncil.govt.nz>; Andrew Gordon <Andrew.Gordon@aucklandcouncil.govt.nz>; Paul Hansen <Paul.Hansen@aucklandcouncil.govt.nz>; Laz Petkovic <laz.petkovic@aucklandcouncil.govt.nz>; Sharon Tang <Sharon.Tang@aucklandcouncil.govt.nz>
**Cc:** Sam Gibbs <sam.gibbs@aucklandcouncil.govt.nz>; Jared Osman <Jared.Osman@aucklandcouncil.govt.nz>
**Subject:** RE: LUC60431090 Consent update, 152 Kepa Road, Orakei
**Importance:** High

Hi team,

Hope you doing well. The submission for this consent was closed on 31st January, and we received around 360 submissions in total. Please take a look at the submission documents at the links below. Our admin team has prepared an Excel spreadsheet summarising the submission comments. Overall, the key topics are still traffic/safety matters, waste/litter and character, followed by noise and lighting, which may require additional attention from Traffic, AT, Urban Design, as well as noise and lighting specialists.

We haven't confirmed the hearing date, but the applicant team's proposed date is on the **5th of May**, and I am also checking with the team for alternative dates, i.e., the first three weeks of May. Just in case we need to postpone the hearing for one to two weeks.

We will get in touch again next Monday 10th Feb for your availability. Thanks for putting this as your key priority.

CAN Team – Could you assist in liaising with Stephenson & Turner Ltd for comment?

Much appreciated.

Perry

| ACTION | DATE |
|---|---|
| Section 42A report | 8 April 2025 |
| | |
| **Applicant evidence due** | 15 April 2025 |
| Good Friday | 18 April 2025 |
| Easter Monday | 21 April 2025 |
| **Submitter expert evidence due** | 24 April 2025 |
| Anzac Day | 25 April 2025 |
| **Submitter non-expert evidence and legal submissions requested** | 30 April 2025 |
| **Hearing** | **5 May 2025** |

- Jin Lee – Senior Development Engineer, Auckland Council
- Honwin Shen – Senior Traffic Engineer, Auckland Council
- Neil Stone – Principal Development Planner, Auckland Transport
- Nicholas Allen – Urban Design Specialist, Auckland Council
- Andrew Gordon – Senior Specialist (Noise), Auckland Council
- Fran Osten – Specialist (Contaminated Land), Auckland Council
- Laz Petkovic – Parks Planner, Auckland Council
- Paul Hansen – Arborist, Auckland Council
- Glen Wright & Domenico De Vincentis – Consultant Lighting Specialist, Stephenson & Turner Limited

Submission for AC udrive link

\\aklc.govt.nz\Shared\COO\Resource Consents\Digital Consents - New\Central\K\Kepa Road Orakei,152 - LUC60431090\12. Notification and Hearing Documents\SUBMISSIONS

Submission for External specialists
https://1drv.ms/f/s!Atv6tEwxeAvBittq1MBe_HmxvjiHZQ?e=Mu16dJ

Kind Regards | Ngā mihi
**Perry Ng | Intermediate Planner**
**Division of Planning and Resource Consents**
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki  Auckland House, 135 Albert Street, Auckland
Visit our website:  www.aucklandcouncil.govt.nz

---

**From:** Perry Ng
**Sent:** Friday, 15 November 2024 3:04 pm
**To:** Jin Lee <jin.lee@aucklandcouncil.govt.nz>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; Neil Stone <NEIL.STONE@AT.GOVT.NZ>; Vignesh Divakar (AT) <Vignesh.Divakar@at.govt.nz>; Nicholas Allan <nicholas.allan@aucklandcouncil.govt.nz>; Andrew Gordon <Andrew.Gordon@aucklandcouncil.govt.nz>; Paul Hansen <Paul.Hansen@aucklandcouncil.govt.nz>; Jared Osman <Jared.Osman@aucklandcouncil.govt.nz>; Laz Petkovic <laz.petkovic@aucklandcouncil.govt.nz>
**Cc:** Sam Gibbs <sam.gibbs@aucklandcouncil.govt.nz>
**Subject:** LUC60431090 Consent update, 152 Kepa Road, Orakei
**Importance:** High

Hi team,

Hope this email finds you well. Just giving you an update that the applicant is requesting public notification of the above application. I will get back to you by mid-next week with an update on the next step. Thanks

Perry

Kind Regards | Ngā mihi
**Perry Ng | Intermediate Planner**
**Division of Planning and Resource Consents**
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# ATTACHMENT 3: Notification determination report

# Report for an application for resource consent under the Resource Management Act 1991

Restricted discretionary activity

## 1. Application description

| | |
|---|---|
| Application number: | LUC60431090 (s9 land use consent) |
| Applicant: | MCDONALD'S RESTAURANTS (NEW ZEALAND) LIMITED |
| Site address: | 152 Kepa Road, Orakei |
| Legal description: | Lot 149 DP 37691 |
| Site area: | 1,615m$^2$ |

**Auckland Unitary Plan (Operative in part)**

| | |
|---|---|
| Zoning and precinct: | <u>Zoning</u><br>Business – Mixed Use Zone |
| Overlays, controls, special features, designations, etc: | <u>Controls</u><br>Macroinvertebrate Community Index – Urban<br><u>Special Features</u><br>Arterial Road – Kepa Road<br>Trees in open space zones |

**Proposed Plan Change 78:**

| | |
|---|---|
| Zoning: | Business – Mixed Use Zone |
| Overlays | / |
| Controls | / |
| Qualifying Matters: | / |

# 2. Locality Plan




**Figure 1**: Auckland Council GIS (aerial image does not reflect the site conditions, noting the site is now vacant) (Source: Geomaps, Auckland Council)



**Figure 2**: Subject site as viewed from Kepa Road on 16/04/2024. (Source: By author)

# 3. The proposal, site and locality description

## Proposal

Maiah Barnfield of Barker & Associates Limited has provided a description of the proposal and subject site on pages 10 – 14 of the Assessment of Environmental Effects (AEE) titled: "*Assessment of Environmental Effects and Statutory Analysis*", dated 10 April 2024.

In brief, the applicant is proposing the following development:

Development & operation

- To construct a new single-storey building on the site and establish a new drive-through restaurant.
- The restaurant provides seating for approximately 27 persons with associated operation and storage area.
- The drive-through restaurant will operate 24 hours per day, seven days per week.

Access and other facility

- 17 car parking spaces are proposed, including 15 x customer parking spaces and 2 x staff parking spaces, in which two of the customer parking spaces are accessible parking spaces. In addition, an informal loading space is proposed at the rear of the parking area, and a 'grill order' space at the front of the site will provide a waiting area for vehicles that may need to wait longer for the drive-through order.
- A drive-through lane wraps around the building's western, northern and eastern sides in an anti-clockwise direction.
- A lighting concept plan outlines the location and type of lighting schedule within the site, including wall-mounted and pole-mounted lights.
- Installation of comprehensive development signages, including standalone signs,

Waste collection

- Private waste collection is proposed.
- Food deliveries are proposed to occur outside peak hours between 8 pm and 6 am, three times a week.

Land disturbance

- 627$m^3$ (34$m^3$ cut and 593$m^3$ fill) of earthworks over an area of 1,615$m^2$ with a maximum cut depth of 0.2m and a maximum fill height of 0.2m proposed.
- Two fill keystone retaining walls are proposed along the northern and western boundary adjoining the Kupe Reserve.
- Sediment and erosion controls are proposed, including clean water division bund, stabilised entry and silt fence.
- Excavated land will be replanted as outlined in the landscape plan, including specimen trees and low shrubs.

Infrastructure

- The existing wastewater connection will be retained to provide wastewater discharge.

- New stormwater connections, including manhole and extensions, are proposed to provide connections to the proposal.

## Site and surrounding environment description

Maiah Barnfield of Barker and Associated Limited has provided a description of the subject site and surrounding neighbourhood on pages 8 – 10 in the AEE.

The AEE states '*The site address is 152 Kepa Road, Orakei (legally referred to as Lot 149 DP 37691). The site is located on the northern side of Kepa Road and is approximately 1615m2. The property to the east of the application site is an established petrol station (Z Petrol) and is separated physically from the site by an established fence along the petrol station boundary. To the west is an accessway to the Kupe Reserve and residential apartments. There is also a formed pedestrian crossing across Kepa Road providing access to the reserve pathway. The land to the south of the subject site is also open space and comprises the Pourewa Community Hub.*

*The site is rectangular in shape, relatively flat with a slight slope down from north-west to south-east. The location of the site is identified below in Figure 1, noting it is now vacant*.

*The site is accessed from a formed vehicle crossing at Kepa Road in the location shown in Figure 1, and Kepa Road is classed as a Primary Arterial Road under the AUP. It provides access between eastern suburbs including St Heliers and Glen Innes, and the CBD linking in to Tamaki Drive.*

*The site is zoned Business – Mixed Use Zone, with the eastern adjacent site zoned the same, the parcels to the north and west are zoned Open Space – Sport and Active Recreation Zone and are owned by Auckland Council. The land to the south of the site, across Kepa Road, is zoned Open Space – Informal Recreation Zone".*

Having undertaken a site visit on 16 April 2024 and 23 May 2024, I note that the site is now vacant, and I concur with the description.



**Figure 3**: Kepa Road looking toward the east. (Source: By author)



**Figure 4**: Kepa Road looking toward the west. (Source: By author)

| | |
|---|---|
|  |  |
| **Figure 5**: Open space to the south of Kepa Road. (Source: By author) | **Figure 6**: Existing crossing facility. (Source: By author) |

I make the following comments about the surrounding area:

- This portion of Kepa Road (between Coates Avenue and Kupe Street or 144 Kepa Road to 160 Kepa Road) has a mixture of activities, including low-rise apartment buildings, a community centre, a patrol station and open space.
- The wider environment includes the Eastridge Shopping Centre, with a separation distance of approximately 500m from the subject site. To the north and west, Orakei is a developed suburb with predominantly low-density development of one to two dwellings per site in standalone or duplex building typology. A few in-fill intensifications exist within the suburb, particularly along Kupe Street. To the south, it connects to the open space adjoining the Orakei Basin.

# 4. Background

### Specialist Input

The proposal has been reviewed and assessed by the following specialists:

- Jin Lee – Senior Development Engineer, Auckland Council
- Honwin Shen – Senior Traffic Engineer, Auckland Council
- Neil Stone – Principal Development Planner, Auckland Transport
- Nicholas Allen – Urban Design Specialist, Auckland Council
- Andrew Gordon – Senior Specialist (Noise), Auckland Council
- Fran Osten – Specialist (Contaminated Land), Auckland Council
- Laz Petkovic – Parks Planner, Auckland Council
- Paul Hansen – Arborist, Auckland Council
- Glen Wright & Domenico De Vincentis – Consultant Lighting Specialist, Stephenson & Turner Limited

### Consenting history

Resource Consent LUC60422724 was lodged, which sought to construct and operate a 24/7 drive-through restaurant with associated earthworks. This resource consent was publicly notified on 27 November 2023. The applicant withdrew this application in February 2024.

**Local Board Comments**

Local Board member comment on the proposed application was sought from Mr Troy Churton, the planning spokesperson for Orakei Local Board, and was received by the council's processing planner on 30 April 2024. The comments raised by the Local Board are summarised below:

- The need for public notification in consideration of the adverse effects on the environment.
- Concern about theeffects on the environment, including the impact of the increased traffic generation and surrounding social housing development in the context of Orakei, noting other activities, including schools, Ngati Whatua gardens and local sports activities, are in close proximity.
- Concerning the proposed layout in relation to vehicle crossing and the associated effects (such as queuing impacts) on the road network – being a busy urban arterial road and pedestrian safety.
- Concerns in relation to the signage and lighting given the location of the proposal along the Kepa Road ridgeline and landscape.
- Social demographic consideration of the suburb.
- Reintegration of the initial comments provided by the Local Board from the first consent application at the subject site.

I acknowledge the comments provided by the local board.

**Consultation**

The agent provided a consultation summary for the proposed development, titled "Consultation Summary", dated 13 June 2024. It is noted that further consultation was undertaken with the council, Auckland Transport and Ngāti Whātua Ōrākei between 13 February 2024 and 11 April 2024. In particular, an on-site hui was held at the Ngāti Whātua Ōrākei marae on 29 April 2024 with the applicant, and the applicant will continue to work with Ngati Whatua Orakei.

**Public Interest**

The council has been made aware of two petitions on https://www.change.org, for which there was one related to resource consent application LUC60422724 (previous consent application) and one for LUC60431090 (current consent application). The latter petition notes:

*After a failed application due to strong community backlash in 2023, the developers of 152 Kepa Road are back to try again. SAY NO TO THIS HARMFUL JUNK FOOD IN OUR COMMUNITY. Local iwi have made such positive steps forward with the Pourewa Mara Kai Vegetable Gardens across the road. Having a McDonald's directly opposite this proposed site is the antithesis of healthy kai. St Joseph's Primary School is also opposite the site and having our young kids facing McDonald's straight after school surely gives them the wrong message. We have vulnerable people living in the immediate vicinity. Lets not make the "convenience" of this unhealthy choice the 'go-to' meal. Kepa Road is an already busy arterial route. By adding this 24/7 monster it will create traffic mayhem with drive through queues spilling onto the road from this small site. There are other McDonald's within approx 4kms in other directions of this site, why another one? The rubbish, odour, noise and visual pollution is not what our quiet community needs.*

*https://www.change.org/p/stop-mcdonald-s-orakei?source_location=search*

As at 20 November 2024, the petition had been signed by 308 people.

A number of comments have been made as part of both petitions which can be summarised as:

- Increase in traffic and traffic congestion
- Traffic safety due to proximity to the dangerous intersection with the service station
- Public health considerations and close proximity to local schools and community garden
- Waste and rubbish control and security considerations

**Email correspondence from local community**

The Orakei Community Association wrote to the council on 10 May 2024 outlining the following concerns about the proposal.

- The need for notification.
- Concerns in relation to traffic and pedestrian safety, due to the proximity to local schools, and housing redevelopment etc.
- Concerns in relation to the built character and streetscape effects of the proposal .
- Concerns raised by Ngāti Whātua Ōrākei in relation to the community vegetable garden māra kai – a revegetation nursery for the whānau of Ngāti Whātua Ōrākei – directly opposite the road from the subject site.
- Initial feedback from Orakei residents during the first petition last year with more than 2,000 signatures.

In addition, the public has provided written correspondence in email format. I have read these emails and summarise these comments as follows:

- Concerns in relation to the operation of the drive-through restaurant, including traffic, noise pollution, unpleasant smells, lighting, parking, and waste management.
- Concerns in relation to public health and sensitivity to the local community gardens.

**Kepa Road/Kupe Street Intersection Upgrades**

Engineering Approval ENG60426682 was approved on 24 June 2024 to upgrade the intersection of Kepa Road and Kupe Street to a signalised T-intersection as seen in the following image.

The applicant has taken into account the approved Engineering Approval of the intersection as part of the proposal and receiving environment.

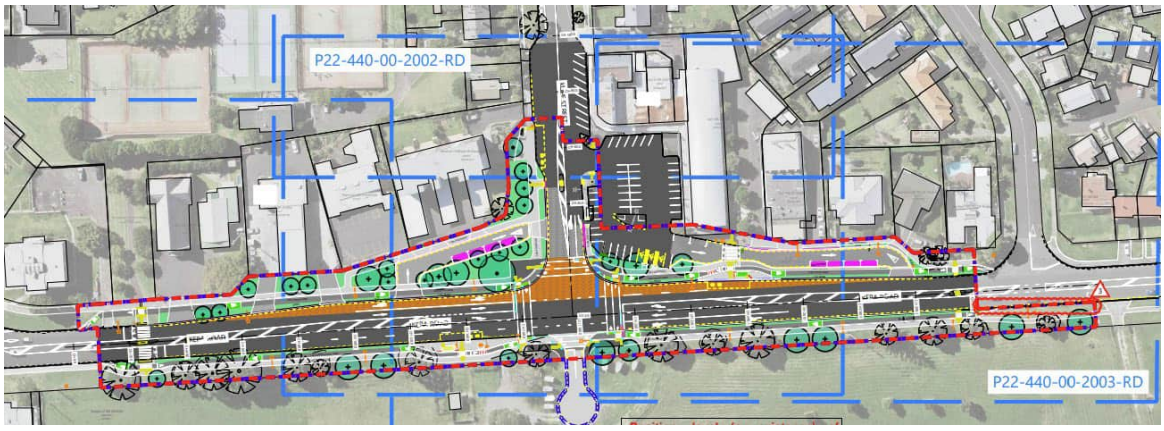



**Figure 7**: Approved plan for the upgrade at Kepa Road and Kupe Street intersection. (Source: EPA Plan ENG60426682 approved by Auckland Council)

**Resource consent applications within adjoining sites within the last five years**

| Address | Proposal | Consent Number(s) | Date Approved |
|---|---|---|---|
| 105-111 Kepa Road, Orakei (south) | Construction of new vehicle crossing and accessway | LUC60429920 | Withdrawn by applicant |
| 105-111 Kepa Road, Orakei (south) | To construct a new planting bay to an existing conversation nursery with associated earthworks and changes to the existing stormwater discharge system | BUN60427093 | 30/08/2024 |
| 105-111 Kepa Road, Orakei (south) | Upgrade of an existing telecommunication facility. | LUC60397659 | 28/03/2022 |
| 144 Kepa Road, Orakei (west) | Council system does not have any unimplemented resource or building consents | / | / |
| 146 Kepa Road, Orakei (west & north) | Rerouting the existing private stormwater drainage into the new stormwater connection. | EXE21510946 | 03/11/2020 |
| | Removal of 2 trees | TRE60350036 | 07/01/2020 |
| | Remove seven monkey apple trees, tree pruning. | TRE60335781 | 12/04/2019 |

**Proposed Plan Change 79 Decision version**

The Proposed Plan Change 79 Decision Version (PC79 DV) was notified on 9 August 2024. This replaces the Proposed Plan Change 79 notified version. I have considered the provisions of PC79 DV and find that there are no new reasons for consent relevant to this application.

**Further information**

The applicant's agent has provided two letters regarding special circumstances, prepared by Greenwood Roche, dated 22 May 2024 and 30 August 2024, respectively, and I acknowledge these comments.

**Permitted activities**

- The subject site will be connected to the public stormwater network, and it is deemed to be a permitted activity under E8 Stormwater – Discharge and Diversion E8.4.1(A1).
- The proposal includes 627m$^3$ earthwork (34m$^3$ cut and 593m$^3$ fill) over an area of 1,615m$^2$. Ms Jin Lee, Senior Development Engineer of Auckland Council, has reviewed the proposal, and it is deemed to be a permitted activity under chapter E12 Land Disturbance – District of the AUP.
- The proposal does not include deep fat or oil frying exceeding 250kg/hour, which is a permitted activity pursuant to E14 of the AUP.
- The proposal includes works within the protected root zone and pruning of four trees located within Kupe Reserve, which is outlined in the Arboriculture Assessment prepared by Peers Brown Miller Limited, dated 16 August 2023. Council Arborist Mr Paul Hansen has peer-reviewed the report and concluded that the proposed activities are deemed to be permitted activity under E16.4.1(A5) & (A7).
- The applicant has submitted an acoustic report which demonstrates that the proposal (construction and operation) is able to comply with the relevant noise standards for the zone. This is peer-reviewed by the council noise specialist Mr Andrew Gordon, and noted that the proposal can and will be designed to comply with the permitted noise levels specified in E25 Noise and Vibration chapter.

- The applicant has submitted a Lighting Assessment, which complies with relevant standards in E24.6.1.2; this is reviewed by Mr Glen Wright, consultant lighting specialist on behalf of the council.
- To operate drive-through restaurants at the site is a permitted activity under rule H13.4.1(A10).

# 5. Reasons for the application

## Land use consent (s9) – LUC60431090

Auckland Unitary Plan (Operative in part)

**District land use (operative plan provisions)**

*Business – Mixed Use Zone*

- To construct a new building, is a restricted discretionary activity under rule H13.4.1(A45).
- The proposal involves development under rules H13.4.1(A45)) that fails to meet the following standards and is a restricted discretionary activity under rule C1.9(2):
    - The proposed landscaping buffer will have a maximum width of 1.0m over a length of approximately 9.0m or a shortfall of approximately 7m$^2$ landscape buffer. which is less than the 2m required under standard H13.6.6.

*Transport*

- The proposal involves accessory loading and access that does not meet the following loading and access standards and is a restricted discretionary activity under rule E27.4.1(A2).
    - The proposal does not provide a dedicated loading space which does not meet the minimum loading space requirements of one loading space for retail uses greater than 300m$^2$ and up to 5,000m$^2$ gross floor area required under E27.6.2.7(T109).
    - The proposed vehicle crossing is 7m wide, and therefore exceeds by 1m the maximum vehicle crossing width of 6m under standard E27.6.4.3(1)(b) and table E27.6.4.3.2(T153).
- The proposal involves the construction and use of a vehicle crossing which a Vehicle Access Restriction applies under Standards E27.6.4.1(2) or E27.6.4.1(3) as the site has frontage to Kepa Road, which is identified as an arterial road on the planning maps. This is a restricted discretionary activity under rule E27.4.1(A5).

*Signs*

- To install comprehensive development signages within the site for wayfinding purposes, is a restricted discretionary activity under rule E23.4.1.

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES-CS)

- The site includes a ‘piece of land’ under Regulation 5(7) of the NES-CS as activities included on the Hazardous Activities and Industries List have potentially been undertaken on the site and the soil disturbance proposed exceeds the Permitted Activity threshold for the piece of

land under NES-CS Regulation 8(3). As a Detailed Site Investigation exists this is a Controlled Activity pursuant to Regulation 9(1) of the NES-CS.

The reasons for consent are considered together as a restricted discretionary activity overall.

# 6. Public notification assessment (sections 95A, 95C-95D)

Section 95A specifies the steps the council is to follow to determine whether an application is to be publicly notified. These steps are addressed in the statutory order below.

## Step 1: mandatory public notification in certain circumstances

Mandatory notification is required as:

- the applicant has requested that the application be publicly notified (s95A(3)(a));

## Public notification conclusion

Having undertaken the s95A public notification tests, under step 1, public notification is required.

# 7. Notification recommendation

## Public notification

For the above reasons under section 95A this application must be processed with public notification.



Tin Chon (Perry) Ng
Intermediate Planner
Resource Consents

Date: 21 November 2024

## 8. Notification determination

Acting under delegated authority, and for the reasons set out in the above assessment and recommendation, under sections 95A of the RMA this application must be processed on a publicly notified basis.



Sam Gibbs

Team Leader

Resource Consents

Date: 21 November 2024

## ATTACHMENT 4: Map of submitters’ locations within 1km radius




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# 152 Kepa Road Submission Responses 1km buffer

0 60 120 180
Meters

Scale @A3
= 1:8,500

Date Printed:
13/02/2025

Auckland Council
Te Kaunihera o Tāmaki Makaurau

Document Path: U:\CityWide\Geospatial\Information Services\Logit\RITM0427931 - Create GIS Map - Robyn Pilkington - AC - MR\5 Outputs\152 Kepa Rd Submission Responses\152 Kepa Rd Submission Responses.aprx

# ATTACHMENT 5: Submission summary

| ID Number | | Name | Address | Suburb | Town/City & Postal Code | Oppose/Support | Trade Competitor? | Heard Y/N | Joint Submission? | Date | Within closing date? | Copy to Appl Y/N | Key Themes | Relief Sought |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 23886 | Karen Simmons | Waimarie Street | St Heliers | Auckland 1071 | Oppose | No | No | No | 12/12/2024 | Yes | Yes | Traffic<br>Site selection<br>Health | Refuse consent |
| 2 | 23887 | Verdon Kelliher | 98a Kohimarama Road | Kohimarama | Auckland 1071 | Support | No | No | Yes | 12/12/2024 | Yes | Yes | Contribution to character/amenity | Approve consent |
| 3 | 23888 | Tracey Martin | 404/242 Kepa Road | Mission Bay | Auckland 1071 | Oppose | No | No | Yes | 12/12/2024 | Yes | Yes | Traffic<br>Noise<br>Site selection | Refuse consent |
| 4 | 23889 | C and H Mckenzie | 403/243 Kepa Road | Mission Bay | Auckland 1071 | Oppose | No | No | Yes | 12/12/2024 | Yes | Yes | Traffic | Refuse consent |
| 5 | 23890 | Ella McLean | 38 Goldie Street | St Heliers | Auckland 1071 | Oppose | No | Yes | Yes | 12/12/2024 | Yes | Yes | Traffic<br>Health<br>Site selection<br>Social/cultural considerations<br>Character/amenity effects<br>Local economic impacts | Refuse consent |
| 6 | 23891 | Claudia Elze | 1/24 Dingle Road | St Heliers | Auckland 1071 | Oppose | No | Yes | No | 12/12/2024 | Yes | Yes | Traffic<br>Rubbish/litter<br>Social/cultural considerations<br>Site selection<br>Hours of operation | N/a |
| 7 | 23892 | Abigail Marshall | 31a Baddeley Avenue | Kohimarama | Auckland 1071 | Oppose | No | No | No | 12/12/2024 | Yes | Yes | Traffic<br>Infrastructure<br>Noise<br>Rubbish/litter<br>Air pollution<br>Social/cultural considerations | Refuse consent |
| 8 | 23893 | Monica Caruana | 271 Kepa Road | Mission Bay | Auckland 1071 | Oppose | No | No | Yes | 12/12/2024 | Yes | Yes | Traffic<br>Signage<br>Character / amenity effects | Modify the application |
| 9 | 23894 | Francisco Vilches | 104/243 Kepa Road | Mission Bay | Auckland 1071 | Oppose | No | Yes | Yes | 12/12/2024 | Yes | Yes | Traffic<br>Character / amenity effects | Refuse consent |
| 10 | 23895 | Katherine Thompson | Flat 1, 42 Fancourt Street | Meadowbank | Auckland 1072 | Oppose | No | No | No | 12/12/2024 | Yes | Yes | Traffic<br>Rubbish/litter<br>Social/cultural considerations | Refuse consent |
| 11 | 23896 | Anna Gorbunova | 104/243 Kepa Road | Mission Bay | Auckland 1071 | Oppose | No | No | Yes | 12/12/2024 | Yes | Yes | Traffic | Refuse consent |
| 12 | 23897 | Simon Wilson | 243 Kepa Road | Mission Bay | Auckland 1071 | Support | No | No | No | 12/12/2024 | Yes | Yes | Local growth/productivity | N/a |
| 13 | 23899 | Paula Usal | 26 Rukutai Street | Orakei | Auckland 1071 | Oppose | No | No | No | 13/12/2024 | Yes | Yes | Character / amenity<br>Noise<br>Light<br>Traffic<br>Air pollution & smells<br>Rubbish/litter<br>Pedestrian safety<br>Site selection<br>Social/cultural considerations | Refuse consent |
| 14 | 23900 | Peter Soosalu | 301 Kohimarama Road | St Heliers | Auckland 1071 | Oppose | No | No | Yes | 14/12/2024 | Yes | Yes | Site selection<br>Traffic<br>Health<br>Social/cultural considerations<br>Character / amenity effects<br>Local economic impacts | Refuse consent |
| 15 | 23901 | Andrea Armishaw | 97 Atkin Avenue | Mission Bay | Auckland 1071 | Oppose | No | Yes | No | 14/12/2024 | Yes | Yes | Site selection<br>Traffic<br>Noise<br>Heritage | N/a |
| 16 | 23902 | Paul Richard Bushnell | 30 Takitimu Street | Orakei | Auckland 1071 | Oppose | No | No | No | 14/12/2024 | Yes | Yes | Traffic impacts | Refuse consent |
| 17 | 23903 | Serena Kelsey | 36a Hawera Road | Kohimarama | Auckland 1071 | Oppose | No | Yes | Yes | 14/12/2024 | Yes | Yes | N/a | Refuse consent |
| 18 | 23904 | Christine Ruokonummi | 59 Taupo Quay | Whanganui | Whanganui 4500 | Oppose | No | No | No | 14/12/2024 | Yes | Yes | Social/cultural considerations | Not in this location |
| 19 | 23905 | Rodney Chan | 154 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | No | 15/12/2024 | Yes | Yes | Operation hours<br>Character / amenity effects<br>Anti-social behaviour<br>Rubbish/litter<br>Site selection | Refuse consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | 23908 | Cindy Chan | 154 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | No | 15/12/2024 | Yes | Yes | Traffic impacts<br>Noise pollution<br>Anti-social behaviour<br>Rubbish/litter<br>site selection<br>Health | Refuse consent |
| 21 | 23909 | John Buckley | Apartment G02, 250 Kepa Road | Mission Bay | Auckland 1071 | Support | No | No | No | 15/12/2024 | Yes | Yes | Employment for locals<br>Food options | Traffic and safety amendments |
| 22 | 23910 | Ryan Gibb | 33a Sylvia Road | St Heliers | Auckland 1071 | Support | No | No | No | 15/12/2024 | Yes | Yes | Food options<br>Convenience and affordability | Approve consent |
| 23 | 23911 | John Forman | 93 Kohimarama Road | Kohimarama | Auckland 1071 | Oppose | No | No | Yes | 15/12/2024 | Yes | Yes | Traffic impacts<br>Rubbish/litter<br>Health<br>Site selection<br>Character / amenity effects | Refuse consent |
| 24 | 23912 | Margaret Smith | 10a Nihill Crescent | Mission Bay | Auckland 1071 | Support | No | No | Yes | 15/12/2024 | Yes | Yes | Availability of transport infrastructure | N/a |
| 25 | 23913 | Paris Foster | 151a Orakei Road | Remuera | Auckland 1050 | Support | No | No | No | 15/12/2024 | Yes | Yes | Food options | N/a |
| 26 | 23914 | Peter Idoine | 2a Hawaiki Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 15/12/2024 | Yes | Yes | Rubbish/litter<br>Traffic impacts<br>Health | Refuse consent |
| 27 | 23915 | Dane Grey | 14 Te Arohanui Way | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 15/12/2024 | Yes | Yes | Health<br>Social/cultural considerations | Refuse consent |
| 28 | 23916 | Craig Mathews | 21A Mount Taylor Drive | Glendowie | Auckland 1071 | Support | No | Yes | No | 15/12/2024 | Yes | Yes | Business decision<br>Consumer preference | Approve consent |
| 29 | 23917 | Laura Owen | 64a Maskell Street | St Heliers | Auckland 1071 | Oppose | No | No | No | 15/12/2024 | Yes | Yes | Health<br>Site selection<br>Traffic impacts | Refuse consent |
| 30 | 23921 | Linda F Adams | 1/89 Kurahaupo Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 15/12/2024 | Yes | Yes | Traffic impacts<br>Operation hours | Improvements to traffic and reduced hours |
| 31 | 23922 | Makere Edmonds-Piripi | 33 Park Road | Grafton | Auckland 1023 | Oppose | No | Yes | No | 15/12/2024 | Yes | Yes | Traffic impacts<br>Character / amenity effects | Refuse consent |
| 32 | 23923 | Casey Radley | 9 Te Arawa Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 16/12/2024 | Yes | Yes | Character / amenity effects<br>Traffic<br>Social/cultural | Not in this location |
| 33 | 23925 | Stuart Donovan | 143 Derwent Street | Island Bay | Wellington 6023 | Support | No | No | No | 16/12/2024 | Yes | Yes | Local growth/productivity<br>Food options<br>Convenience and affordability | Approve consent |
| 34 | 23926 | Cameron Walter | 2/22 Clayburn Road | Glen Eden | Auckland 0602 | Support | No | No | No | 16/12/2024 | Yes | Yes | Convenience and affordability | Approve consent |
| 35 | 23927 | Kris Bainbridge | 696A Te Atatu Road | Te Atatu Peninsula | Auckland 0610 | Support | No | No | No | 16/12/2024 | Yes | Yes | N/a | Approve consent |
| 36 | 23928 | Raj Jeram | 5 Marau Crescent | Mission Bay | Auckland 1071 | Support | No | No | No | 16/12/2024 | Yes | Yes | N/a | None |
| 37 | 23929 | Geoffrey Young | 45 Ngaio Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 16/12/2024 | Yes | Yes | Operation hours | Refuse consent |
| 38 | 23930 | Sue Bennett | 16 Brenton Place | Orakei | Auckland 1071 | Oppose | No | No | No | 16/12/2024 | Yes | Yes | Traffic impacts<br>Pedestrian safety<br>Rubbish/litter<br>Health | Not in this location |
| 39 | 23931 | Alison Cook | 17 Tautari Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 16/12/2024 | Yes | Yes | Traffic impacts<br>Pedestrian safety<br>Rubbish/litter | Refuse consent |
| 40 | 23932 | Sarah Smith | 16 Paerimu Street | Orakei | Auckland 1071 | Oppose | No | No | No | 16/12/2024 | Yes | Yes | Traffic impacts<br>Pedestrian safety<br>Operation hours | Refuse consent |
| 41 | 23934 | Elwyn Vela | 29 Dell Avenue | Remuera | Auckland 1071 | Oppose | No | No | Yes | 16/12/2024 | Yes | Yes | Traffic<br>Character and amenity<br>Health | Refuse consent |
| 42 | 23935 | Anna Gordon | 21 Paora Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 16/12/2024 | Yes | Yes | Health<br>Traffic impacts<br>Anti-social behaviour | Refuse consent |
| 43 | 23936 | Andrew Wilson | 10 Te Arohanui Way | Orakei | Auckland 1071 | Oppose | No | No | Yes | 16/12/2024 | Yes | Yes | Health<br>Social/cultural considerations<br>International conflict (e.g Gaza) | Refuse consent |
| 44 | 23938 | Kelvin Schick | 40 Mount Albert Road | Mount Albert | Auckland 1025 | Support | No | No | No | 16/12/2024 | Yes | Yes | N/a | N/a |
| 45 | 23940 | Mark Robert Holland | 31 Tautari Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 16/12/2024 | Yes | Yes | Traffic impacts<br>Noise pollution<br>Rubbish/litter<br>Health | Refuse consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 46 | 23942 | Edwina Nathan | 30 Towai Street | St Heliers | Auckland 1072 | Oppose | No | No | No | 17/12/2024 | Yes | Yes | Social/cultural considerations<br>Local economic impacts | Refuse consent |
| 47 | 23943 | Carolyn Guthrie | 28 Kurahaupo Street | Orakei | Auckland 1071 | Oppose | No | No | No | 17/12/2024 | Yes | Yes | Site selection | Refuse consent |
| 48 | 23944 | Louise Rainger | 29 Watene Crescent | Orakei | Auckland 1071 | Oppose | No | No | Yes | 17/12/2024 | Yes | Yes | Traffic impacts<br>Health | Road improvement |
| 49 | 23945 | Mat Carter | 80A Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | No | 17/12/2024 | Yes | Yes | Traffic impacts<br>Character / amenity effects<br>Rubbish/litter<br>Social/cultural considerations | Refuse consent |
| 50 | 23948 | Faasisila Savila | 82 Lincoln Park Avenue | Massey | Auckland 0614 | Oppose | No | No | No | 18/12/2024 | Yes | Yes | Social/cultural considerations<br>Health | Refuse consent |
| 51 | 23949 | E Hawke | 54 Takitimu Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 18/12/2024 | Yes | Yes | Health | Refuse consent |
| 52 | 23951 | Mary Elizabeth Rean | 64 Seaview Road | Remuera | Auckland 1050 | Oppose | No | No | Yes | 18/12/2024 | Yes | Yes | Traffic impacts<br>Pedestrian safety<br>Social/cultural considerations<br>Health<br>Noise pollution<br>Rubbish/litter<br>Anti-social behaviour | Refuse consent |
| 53 | 23952 | Julia Turner | 36 Takitimu Street | Orakei | Auckland 1071 | Oppose | No | No | No | 18/12/2024 | Yes | Yes | Traffic impacts<br>Safety concerns | Refuse consent |
| 54 | 23953 | Jordan Chan | 2c Tokomaru Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 18/12/2024 | Yes | Yes | Social/cultural considerations<br>Health<br>Site selection | Refuse consent |
| 55 | 23959 | Philip Wheeler | 33 Hopkins Crescent | Kohimarama | Auckland 1071 | Oppose | No | No | No | 18/12/2024 | Yes | Yes | Site selection<br>Social/cultural considerations<br>Local economic impacts<br>Health<br>Anti-social behaviour<br>Operation hours<br>Traffic impacts<br>Pedestrian safety | Refuse consent |
| 56 | 23966 | Keri Wikitera | 474 Riddell Road | St Heliers | Auckland 1071 | Oppose | No | No | No | 18/12/2024 | Yes | Yes | Health<br>Operation hours<br>Noise pollution<br>Rubbish/litter<br>Air pollution & smells<br>Signage<br>Local economic impacts<br>Social/cultural considerations | Refuse consent |
| 57 | 23967 | Carolyn Hobson | PO Box 42252 | Orakei | Auckland 1745 | Oppose | No | Yes | Yes | 18/12/2024 | Yes | Yes | Traffic impacts<br>Rubbish/litter<br>Pedestrian safety<br>Social/cultural consideration | Refuse consent |
| 58 | 23973 | Caroline Simmons | Waimarie Street | St Heliers | Auckland 1071 | Oppose | No | No | No | 19/12/2024 | Yes | Yes | Traffic impacts<br>Pedestrian safety<br>Character / amenity effects<br>Noise pollution<br>Anti-social behaviour<br>Rubbish/litter<br>Social/cultural considerations<br>Health<br>Local economic impacts<br>Operation hours | Deny consent<br>restrict operating hours |
| 59 | 23979 | Amiria Talo | 2 Tuaiwi Street | Manukau | Auckland 2104 | Oppose | No | No | No | 20/12/2024 | Yes | Yes | Social/cultural considerations<br>Health | Refuse consent |
| 60 | 23980 | Viola Anderson | 28 Salmond Street | Hoon Hay | Christchurch 8025 | Oppose | No | No | Yes | 20/12/2024 | Yes | Yes | Health<br>Anti-social behaviour | Refuse consent |
| 61 | 23981 | Rangi Tamaariki-Liddle | 5 Kirihipina Lane | Orakei | Auckland 1071 | Oppose | No | No | Yes | 20/12/2024 | Yes | Yes | Health<br>Social/cultural considerations | Refuse consent |
| 62 | 23982 | Tahua Pihema | 68a Kupe Street | Orakei | Auckland 1071 | Oppose | No | No | No | 21/12/2024 | Yes | Yes | Health<br>Social/cultural considerations<br>Site selection | Not in this location |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 63 | 23983 | Duncan Ferguson | 11 Okahu Street | Orakei | Auckland 1071 | Oppose | No | No | No | 21/12/2024 | Yes | Yes | Traffic impacts<br>Operation hours<br>Noise pollution<br>Character / amenity effects<br>Anti-social behaviour | Refuse consent |
| 64 | 23984 | Coralie Mitchell-Rameka | 59 Kitemoana Street | Orakei | Auckland 1071 | Oppose | No | No | No | 21/12/2024 | Yes | Yes | Health<br>Social/cultural considerations<br>Site selection<br>International conflict (e.g Gaza) | Refuse consent |
| 65 | 23985 | Merania Kerehoma | 55 Kitemoana Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 21/12/2024 | Yes | Yes | Health<br>Social/cultural considerations<br>Site selection | Refuse consent |
| 66 | 23986 | Lucy Carter | 80A Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | No | 22/12/2024 | Yes | Yes | Character / amenity effects<br>Social/cultural considerations<br>Noise pollution<br>Anti-social behaviour<br>Operation hours<br>Site selection | Refuse consent |
| 67 | 23987 | Katie Wilson | 14 Paerimu Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 22/12/2024 | Yes | Yes | Pedestrian safety<br>Anti-social behaviour<br>Health<br>Traffic impacts<br>Noise pollution<br>Air pollution & smells | Refuse consent |
| 68 | 23988 | Dwight Mischefski | 62A Reihana Street | Orakei | Auckland 1071 | Neutral | No | No | No | 22/12/2024 | Yes | Yes | Traffic impacts | Traffic and safety amendments |
| 69 | 23989 | Precious Clark | 152 Kupe Street | Orakei | Auckland 1071 | Oppose | No | Yes | No | 22/12/2024 | Yes | Yes | Rubbish/litter<br>Health<br>Site seletion<br>Local economic impacts<br>Anti-social behaviour<br>Traffic impacts<br>Social/cultural considerations<br>Employment for locals<br>International conflict (e.g Gaza) | Deny consent or restrict operation hours not at this location revise proposal |
| 70 | 23990 | Rewa Harriman | 12 Te Arohanui Way | Orakei | Auckland 1071 | Oppose | No | No | No | 22/12/2024 | Yes | Yes | Health<br>Pedestrian safety<br>Traffic impacts<br>Air pollution & smells<br>Noise pollution<br>Operation hours<br>Anti-social behaviour<br>Rubbish/litter<br>Social/cultural considerations<br>Employment for locals<br>International conflict (e.g Gaza) | Refuse consent |
| 71 | 23991 | Kerry Hotu | 37 Ngake Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 23/12/2024 | Yes | Yes | Social/cultural considerations<br>Traffic impacts<br>Air pollution & smells<br>Health<br>Employment for locals<br>Character / amenity effects<br>Rubbish/litter | Refuse consent |
| 72 | 23992 | Eleanor Blakey | 23A Comins Crescent | Mission Bay | Auckland 1071 | Oppose | No | No | Yes | 24/12/2024 | Yes | Yes | Traffic impacts<br>Pedestrian safety<br>Light pollution<br>Visual dominance effects from signage<br>Operation hours<br>Character / amenity effects<br>Social/cultural considerations<br>Health | Decision making consideration |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 73 | 23993 | Lenore Moana Hope | 73 Kupe Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 25/12/2024 | Yes | Yes | Health<br>Social/cultural considerations<br>Local economic impacts<br>Site selection<br>Traffic impacts<br>Pedestrian safety<br>Character / amenity effects | No specific relief sought |
| 74 | 23994 | Rodrigo Miranda | 17 Rukutai Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 26/12/2024 | Yes | Yes | Traffic impacts<br>Noise pollution<br>Anti-social behaviour<br>Rubbish/litter | Refuse consent |
| 75 | 23995 | Joanna Chieng | 10 Bongard Road | Mission Bay | Auckland 1071 | Oppose | No | Yes | Yes | 27/12/2024 | Yes | Yes | Health<br>Social/cultural considerations<br>Traffic impacts | Refuse consent |
| 76 | 23996 | Tarumai Kerehoma | 1a Takitimu Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 28/12/2024 | Yes | Yes | Rubbish/litter<br>Health<br>Social/cultural considerations | Deny consent<br>find a new location |
| 77 | 23997 | Daniel Mcleod | 1 Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 28/12/2024 | Yes | Yes | Social/cultural considerations<br>Traffic impacts | Refuse consent |
| 78 | 23999 | Griffa Rivers | 33 Ranui Avenue | Ranui | Auckland 0612 | Oppose | No | No | No | 1/01/2024 | Yes | Yes | Health<br>Traffic impacts<br>Operation hours<br>Anti-social behaviour<br>Rubbish/litter<br>Employment for locals<br>International conflict (e.g Gaza) | Refuse consent |
| 79 | 24000 | Jacqui Grey | 14 Te Arohanui Way | Orakei | Auckland 1071 | Oppose | No | No | No | 1/01/2024 | Yes | Yes | Site selection<br>Health<br>Social/cultural considerations<br>Traffic impacts<br>Rubbish/litter | Refuse consent |
| 80 | 24001 | Dionne Marie Ryan | 94 Moa Road | Point Chevalier | Auckland 1022 | Oppose | No | No | No | 2/01/2024 | Yes | Yes | Social/cultural considerations<br>Rubbish/litter<br>Health | Deny consent<br>find a new location,<br>more consultation and<br>environmental<br>safeguards |
| 81 | 24003 | Damian Smith | 30a Hawera Road | Kohimarama | Auckland 1071 | Support | No | No | No | 8/01/2024 | Yes | Yes | Employment for locals<br>Convenience and affordability | N/a |
| 82 | 24004 | Lillian Grace | 157 Kupe Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 8/01/2024 | Yes | Yes | Health<br>Social/cultural considerations | Refuse consent |
| 83 | 24005 | Allison Fisher | 318 Victoria Avenue | Remuera | Auckland 1050 | Oppose | No | No | Yes | 8/01/2024 | Yes | Yes | Social/cultural considerations<br>Rubbish/litter<br>Health | Refuse consent |
| 84 | 24006 | Jade Strampel | 26a Takitimu Street | Orakei | Auckland 1071 | Oppose | No | No | No | 9/01/2024 | Yes | Yes | Site selection<br>Social/cultural considerations<br>Health<br>Local economic impacts<br>Traffic impacts<br>Pedestrian safety<br>Character / amenity effects<br>Rubbish/litter<br>Anti-social behaviour<br>Operation hours | Refuse consent |
| 85 | 24007 | Brett Omalley | 131B Selwyn Avenue | Mission Bay | Auckland 1071 | Oppose | No | No | Yes | 9/01/2024 | Yes | Yes | Traffic impacts<br>Pedestrian safety<br>Noise pollution<br>Operation hours<br>Local economic impacts<br>Character / amenity effects<br>Health<br>Rubbish/litter | Refuse consent |
| 86 | 24009 | Jason Barnes | 4/259 Victoria Avenue | Remuera | Auckland 1050 | Support | No | No | No | 10/01/2024 | Yes | Yes | N/a | N/a |
| 87 | 24010 | David Purvis | 36 Ngake Street | Orakei | Auckland 1071 | Support | No | No | No | 11/01/2024 | Yes | Yes | Food options<br>Local economic growth/productivity | N/a |
| 369 | 24013 | Elena Adruini | 86 Aotea Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 14/01/2024 | Yes | Yes | Site selection<br>Public health | O |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88 | 24012 | Peter Thompson | 10 Courtland Avenue | Glen Innes | Auckland 2016 | Oppose | No | No | No | 13/01/2025 | Yes | Yes | Site selection | Refuse consent |
| 89 | 24014 | Jade Rouse Bollee | 49 Ngake Street | Orakei | Auckland 1071 | Oppose | No | No | No | 13/01/2025 | Yes | Yes | Traffic impacts<br>Site selection<br>Health<br>Social/cultural considerations | Refuse consent |
| 90 | 24015 | Camilla Leonelli | 55 Te Arawa Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 13/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Traffic impacts<br>Site selection | Refuse consent |
| 91 | 24016 | Caprice Kerrison | 4 Te Arohanui Way | Orakei | Auckland 1071 | Oppose | No | No | Yes | 13/01/2025 | Yes | Yes | Rubbish/litter<br>Health<br>Social/cultural considerations | Refuse consent |
| 92 | 24017 | Chris Hoy | 38 Tauoma Crescent | Stonefields | Auckland 1072 | Support | No | No | Yes | 13/01/2025 | Yes | Yes | Employment for locals | Approve Consent |
| 93 | 24018 | Daniel Doherty | 43 Kildare Avenue | Glendowie | Auckland 1071 | Support | No | No | No | 13/01/2025 | Yes | Yes | Convenience and affordability | Approve Consent |
| 94 | 24019 | Amrita Shinde | 23D Speight Road | Kohimarama | Auckland 1071 | Oppose | No | No | Yes | 13/01/2025 | Yes | Yes | Traffic impacts | Refuse consent |
| 95 | 24020 | Yibing Wang | 98 Kohimarama Road | Kohimarama | Auckland 1071 | Oppose | No | No | No | 13/01/2025 | Yes | Yes | Traffic impacts | Refuse consent |
| 96 | 24021 | Letitia Wilson | 16b West Tamaki Road | St Heliers | Auckland 1072 | Support | No | No | No | 13/01/2025 | Yes | Yes | Contribution to character/amenity<br>Local growth/productivity<br>Employment for locals<br>Convenience and affordability | Approve Consent |
| 97 | 24022 | Louise Woods | 90 Godden Crescent | Mission Bay | Auckland 1071 | Oppose | No | Yes | Yes | 13/01/2025 | Yes | Yes | Traffic impacts<br>Anti-social behaviour<br>Noise pollution<br>Air pollution & smells<br>Light pollution<br>Rubbish/litter<br>Social/cultural considerations | Refuse consent |
| 98 | 24023 | Jasmine Witika | 81 Kurahaupo Street | Orakei | Auckland 1071 | Support | No | No | Yes | 13/01/2025 | Yes | Yes | Convenience and affordability | Approve Consent |
| 99 | 24024 | Stephen Walker | 55 Te Arawa Street | Orakei | Auckland 1071 | Oppose | No | Yes | No | 13/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Rubbish/litter<br>Site selection<br>Traffic impacts | Refuse consent |
| 100 | 24025 | Troy Dykes | 16a Grace Street | Orakei | Auckland 1071 | Support | No | Yes | Yes | 13/01/2025 | Yes | Yes | Employment for locals | Approve Consent |
| 101 | 24026 | Matthew Crawford | 24b Sage Road | Kohimarama | Auckland 1071 | Support | No | No | No | 13/01/2025 | Yes | Yes | N/A | Approve Consent |
| 102 | 24027 | Lisa Vrede | 4/29 Paritai Drive | Orakei | Auckland 1071 | Oppose | No | No | Yes | 14/01/2025 | Yes | Yes | Traffic impacts<br>Health | Refuse Consent |
| 103 | 24028 | Karen Matthews | 99 Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 14/01/2025 | Yes | Yes | Site selection<br>Traffic impacts<br>Light pollution<br>Social/cultural considerations | Refuse Consent |
| 104 | 24029 | Hilary Sheppard | 110 Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | No | 14/01/2025 | Yes | Yes | Traffic impacts<br>Site selection<br>Health<br>Rubbish/litter<br>Noise pollution<br>Light pollution | Refuse Consent |
| 105 | 24030 | Bridget Riley | 37 Kurahaupo Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 14/01/2025 | Yes | Yes | Traffic impacts<br>Site selection<br>Health<br>Anti-social behaviour<br>Rubbish/litter<br>Character / amenity effects | Refuse Consent |
| 106 | 24031 | SJ Hopgood | 34 Tobruk Road | Panmure | Auckland 1072 | Support | No | No | Yes | 14/01/2025 | Yes | Yes | Convenience and affordability | Approve Consent |
| 107 | 24032 | Warren Drake | 95 Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 14/01/2025 | Yes | Yes | Character / amenity effects<br>Traffic impacts<br>Noise pollution<br>Light pollution<br>Health<br>Social/cultural considerations | Refuse Consent |
| 108 | 24033 | Shyne Pari | 162a Coates Avenue | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 14/01/2025 | Yes | Yes | Health<br>Social/cultural considerations | Refuse Consent |
| 109 | 24034 | Jill George | 30b Ngaio Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 14/01/2025 | Yes | Yes | Traffic impacts | Not in this location |
| 110 | 24035 | Max Cameron | 20 Godden Crescent | Orakei | Auckland 1071 | Oppose | No | No | No | 14/01/2025 | Yes | Yes | N/A | Refuse Consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 111 | 24036 | Liam Taylor | 25 Grace Street | Orakei | Auckland 1071 | Oppose | No | No | No | 14/01/2025 | Yes | Yes | Health<br>Light pollution<br>Traffic impacts<br>Social/cultural considerations | Refuse Consent |
| 112 | 24037 | Abishan | 4/3 Kurahaupo Street | Orakei | Auckland 1071 | Support | No | No | Yes | 14/01/2025 | Yes | Yes | Traffic impacts<br>Noise pollution<br>Local economic impacts | Refuse Consent |
| 113 | 24038 | Nick Hall | 28a Ngake Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 14/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>Traffic impacts<br>Rubbish/litter | Refuse Consent |
| 114 | 24039 | Gina Kindred | 28a Ngake Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 14/01/2025 | Yes | Yes | Traffic impacts<br>Light pollution<br>Rubbish/litter<br>Social/cultural considerations<br>Health | Refuse Consent |
| 115 | 24041 | Mark Twomey | 48 Ngaio Street | Orakei | Auckland 1071 | Oppose | No | No | No | 14/01/2025 | Yes | Yes | Traffic impacts<br>Site selection | Refuse Consent |
| 116 | 24042 | Lawrence Olsen | 81A Kurahaupo Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 14/01/2025 | Yes | Yes | Social/cultural considerations | Refuse Consent |
| 117 | 24043 | Wei Deng | 20 Warrington Road | Remuera | Auckland 1050 | Support | No | No | No | 15/01/2025 | Yes | Yes | Character/amenity effects<br>Unhealthy food/nutrient | Refuse Consent |
| 118 | 24045 | Chris Michael Phillips | No Address | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 15/01/2025 | Yes | Yes | Traffic impacts<br>Character / amenity effects | Refuse Consent |
| 119 | 24046 | Gerry Stege | 29 Ngake Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 15/01/2025 | Yes | Yes | Traffic impacts<br>Site selection<br>Health<br>Pedestrian safety | Refuse Consent |
| 120 | 24047 | Maz Enk | 5/7 Ngake Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 15/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>Traffic impacts<br>Pedestrian safety<br>Noise pollution<br>Light pollution | Refuse Consent |
| 121 | 24048 | Adele Kaz | 5/7 Ngake Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 15/01/2025 | Yes | Yes | Health<br>Rubbish/litter<br>Local economic impacts<br>Character / amenity effects | Refuse Consent |
| 122 | 24049 | Peter Rodney Burgham | 57 Te Arawa Street | Orakei | Auckland 1071 | Support | No | No | No | 15/01/2025 | Yes | Yes | Employment for locals | Approve Consent |
| 123 | 24050 | Helene Willis | 1B Rewiti Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 15/01/2025 | Yes | Yes | Site selection<br>Health<br>Rubbish/litter<br>Traffic impacts | Refuse Consent |
| 124 | 24051 | Peter Cattin | 89A Reihana Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 15/01/2025 | Yes | Yes | Site selection<br>Traffic impacts<br>Health | Refuse Consent |
| 125 | 24052 | Peter Parsons | 11 Godden Crescent | Orakei | Auckland 1071 | Oppose | No | No | Yes | 15/01/2025 | Yes | Yes | Traffic impacts<br>Light pollution<br>Health | Refuse Consent |
| 126 | 24053 | Travis Harris | 67 Kurahaupo Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 15/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>Traffic impacts<br>Light pollution | Refuse Consent |
| 127 | 24054 | Katy Riddell | 67 Kurahaupo Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 15/01/2025 | Yes | Yes | Traffic impacts<br>Social/cultural considerations<br>Noise pollution<br>Light pollution | Refuse Consent |
| 128 | 24055 | Michelle Konik | 15 Tautari Street | Orakei | Auckland 1071 | Support | No | No | Yes | 15/01/2025 | Yes | Yes | N/A | Approve Consent |
| 129 | 24056 | Ruby Clarken | 58 Tautari Street | Orakei | Auckland 1071 | Oppose | No | No | No | 15/01/2025 | Yes | Yes | Site selection<br>Health | Refuse consent |
| 130 | 24057 | Susan Hardy | 25 Paritai Drive | Orakei | Auckland 1071 | Oppose | No | No | Yes | 15/01/2025 | Yes | Yes | Traffic impacts<br>Pedestrian safety<br>Light pollution<br>Social/cultural considerations<br>Health<br>Character / amenity effects | Refuse consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 131 | 24059 | Alison Jackson | 2 Tuhaere Street | Orakei | Auckland 1071 | Oppose | No | No | No | 15/01/2025 | Yes | Yes | Health<br>Site selection<br>Rubbish/litter<br>Operation Hours<br>Traffic impacts<br>Pedestrian | Refuse consent |
| 132 | 24060 | Dion O'Dea | 63 Tautari Street | Orakei | Auckland 1071 | Support | No | Yes | Yes | 15/01/2025 | Yes | Yes | Convenience and affordability | Approve Consent |
| 133 | 24061 | Murray Alston | 77 Tautari Street | Orakei | Auckland 1071 | Support | No | No | No | 15/01/2025 | Yes | Yes | Convenience and affordability<br>Traffic impacts<br>Character / amenity effects | Approve Consent |
| 134 | 24062 | Helen Brydon | 77 Tautari Street | Orakei | Auckland 1071 | Support | No | No | No | 15/01/2025 | Yes | Yes | Employment for locals<br>Food options | Consideration of road network capacity |
| 135 | 24063 | Anita Millard | 45 Tautari Street | Orakei | Auckland 1071 | Oppose | No | No | No | 15/01/2025 | Yes | Yes | Site selection<br>Health<br>Traffic impacts | Refuse consent |
| 136 | 24064 | David Martin | 45 Tautari Street | Orakei | Auckland 1071 | Oppose | No | No | No | 15/01/2025 | Yes | Yes | Site selection<br>Light pollution<br>Noise pollution<br>Anti-social behaviour<br>Rubbish/litter<br>Traffic impacts<br>Health<br>Pedestrian safety | Refuse consent |
| 137 | 24065 | Sabine Weber | 6/160 Kepa Road | Orakei | Auckland 1071 | Oppose | No | No | No | 15/01/2025 | Yes | Yes | Traffic impacts<br>Noise pollution<br>Rubbish/litter<br>Health | Refuse consent |
| 138 | 24066 | Jeremy West | 20a Ngake Street | Orakei | Auckland 1071 | Oppose | No | No | No | 15/01/2025 | Yes | Yes | N/A | Refuse consent |
| 139 | 24067 | Nicolas Ignacio Gonzalez Ordones | 26 Ngaio Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 15/01/2025 | Yes | Yes | Local economic impacts<br>Traffic impacts | Refuse consent |
| 140 | 24068 | Tom Morton | 290 Victoria Avenue | Remuera | Auckland 1050 | Support | No | No | No | 15/01/2025 | Yes | Yes | Convenience and affordability | Approve Consent |
| 141 | 24069 | Sophie Jackman | 53 Rautara Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 15/01/2025 | Yes | Yes | Traffic impacts<br>Health<br>Site selection | Refuse Consent |
| 142 | 24070 | Paul Martin | 77 Tarawera Terrace | St Heliers | Auckland 1071 | Oppose | No | No | No | 15/01/2025 | Yes | Yes | Site selection<br>Health | Refuse Consent |
| 143 | 24071 | ırihia Merekara Miriama Waitai-Moreh | 3/94 School Road | Morningside | Auckland 1021 | Oppose | No | No | No | 15/01/2025 | Yes | Yes | Site selection<br>Social/cultural considerations<br>Traffic impacts<br>Pedestrian safety | Refuse Consent |
| 144 | 24072 | Grant Hamilton Macdonald | 38C Paora Street | Orakei | Auckland 1071 | Support | No | No | No | 15/01/2025 | Yes | Yes | Employment for locals<br>Food options | Approve consent |
| 145 | 24073 | David Hanson | PO Box 28008 | Remuera | Auckland 1052 | Support | No | No | No | 15/01/2025 | Yes | Yes | N/A | Approve consent |
| 146 | 24074 | David Goldkorn | 78B Rukutai Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 15/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>Traffic impacts<br>Light pollution | Refuse consent |
| 147 | 24075 | Sacha Morehu | 1 Nga Oho | Orakei | Auckland 1071 | Support | No | No | No | 15/01/2025 | Yes | Yes | Employment for locals | Approve Consent |
| 148 | 24076 | Roanne Metcalf | No Address | Orakei | Auckland 1071 | Oppose | No | No | No | 15/01/2025 | Yes | Yes | Site selection<br>Traffic impacts<br>Operation hours<br>Anti-social behaviour | Refuse Consent |
| 149 | 24077 | Tama Morehu | 1 Nga Oho | Orakei | Auckland 1071 | Support | No | No | No | 15/01/2025 | Yes | Yes | Employment for locals | Approve Consent |
| 150 | 24079 | Sue Stace | 125 Gowing Drive | Meadowbank | Auckland 1072 | Oppose | No | No | Yes | 15/01/2025 | Yes | Yes | Site selection<br>Traffic impacts<br>Air pollution & smells<br>Health | Refuse Consent |
| 151 | 24080 | Paul Dougherty | 150A Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | No | 15/01/2025 | Yes | Yes | Site selection<br>Health<br>Local economic impacts<br>Traffic impacts<br>Pedestrian safety<br>Rubbish/litter<br>Operation Hours<br>Anti-social behaviour | Refuse Consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 152 | 24081 | Hilary Rayner | 57 Rukutai Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 15/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Site selection<br>Rubbish/litter | Refuse Consent |
| 153 | 24082 | Gwen Stege | 29 Ngake Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 15/01/2025 | Yes | Yes | Operation Hours<br>Traffic impacts<br>Site selection<br>Health | Refuse Consent |
| 154 | 24083 | Olivia Kirkpatrick | 40 Paritai Drive | Orakei | Auckland 1071 | Oppose | No | No | Yes | 15/01/2025 | Yes | Yes | Health<br>Traffic impacts<br>Social/cultural considerations | Refuse Consent |
| 155 | 24084 | Tiana Manarangi | 3 Tautari Street | Orakei | Auckland 1071 | Oppose | No | No | No | 16/01/2025 | Yes | Yes | Traffic impacts<br>Pedestrian safety<br>Site selection | Refuse Consent |
| 156 | 24085 | Clay Hoani Hawke | 31 Takitimu Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 16/01/2025 | Yes | Yes | Traffic impacts<br>Pedestrian safety<br>Rubbish/litter<br>Social/cultural considerations<br>Anti-social behaviour | Refuse Consent |
| 157 | 24087 | Maria Ty | 6B Ngaio Street | Orakei | Auckland 1071 | Support | No | No | Yes | 16/01/2025 | Yes | Yes | Convenience and affordability | Approve Consent |
| 158 | 24088 | Ruben | 6B Ngaio Street | Orakei | Auckland 1071 | Support | No | No | Yes | 16/01/2025 | Yes | Yes | Convenience and affordability<br>Consumer preference | Refuse Consent |
| 159 | 24089 | Trudi Gwillim | 70 Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 16/01/2025 | Yes | Yes | Traffic impacts<br>Noise pollution<br>Social/cultural considerations<br>Site selection | Refuse Consent |
| 160 | 24090 | Marian Vercoe | 17A Godden Crescent | Mission Bay | Auckland 1071 | Oppose | No | Yes | Yes | 16/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Traffic impacts<br>Site selection | Refuse Consent |
| 161 | 24091 | Liv Thomson | 27A Rautara Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 16/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Traffic impacts<br>Light pollution | Refuse Consent |
| 162 | 24092 | William Johnston | 47 Te Arawa Street | Orakei | Auckland 1071 | Support | No | No | No | 16/01/2025 | Yes | Yes | Convenience and affordability<br>Local growth/productivity<br>Employment for locals | Approve Consent |
| 163 | 24093 | Jane Rosevear | 142A Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | Yes | 16/01/2025 | Yes | Yes | Traffic impacts<br>Health | Refuse Consent |
| 164 | 24094 | Heather Joan Lees | 93 Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 16/01/2025 | Yes | Yes | Traffic impacts<br>Pedestrian safety<br>Social/cultural considerations<br>Site selection<br>Rubbish/litter | Refuse Consent |
| 165 | 24095 | Mike Uren | 3/39 Atkin Avenue | Mission Bay | Auckland 1071 | Oppose | No | No | Yes | 16/01/2025 | Yes | Yes | Unfavourable use of land | Refuse Consent |
| 166 | 24096 | Toby Martin | 26 Godden Crescent | Mission Bay | Auckland 1071 | Oppose | No | No | No | 16/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>Anti-social behaviour<br>Operation Hours<br>Rubbish/litter<br>Traffic impacts | Refuse Consent |
| 167 | 24097 | Rachael Ferris | 255 Kohimarama Road | Kohimarama | Auckland 1071 | Oppose | No | No | No | 16/01/2025 | Yes | Yes | Traffic impacts | Refuse Consent |
| 168 | 24098 | David Neal | 160 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | Yes | No | 16/01/2025 | Yes | Yes | Health | Refuse Consent |
| 169 | 24099 | Duncan Smith | Flat 1, 20a Blockhouse Bay Road | Avondale | Auckland 1026 | Oppose | Yes | No | No | 16/01/2025 | Yes | Yes | Local economic impacts<br>Health | Refuse Consent |
| 170 | 24100 | Maurice John Faiers | 2/66 Kupe Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 16/01/2025 | Yes | Yes | Operation Hours<br>Proximity to other similar restaurants<br>Health<br>Traffic impacts<br>Rubbish/litter<br>Anti-social behaviour<br>Noise pollution | Refuse Consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 171 | 24102 | Rawinia Nuku | 3/66 Kupe Street | Orakei | Auckland 1071 | Oppose | No | No | No | 16/01/2025 | Yes | Yes | Traffic impacts<br>Proximity to Schools<br>Health<br>Social/cultural considerations<br>Unfavourable use of land | Refuse Consent |
| 172 | 24103 | R Wylie | 64 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | Yes | No | 16/01/2025 | Yes | Yes | Traffic impacts<br>Social/cultural considerations<br>Health<br>Noise pollution<br>Rubbish/litter | Refuse Consent |
| 173 | 24105 | Numangatini Mackenzie | 152 Kupe Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 17/01/2025 | Yes | Yes | Health<br>Safety concerns<br>Anti-social behaviour<br>Environmental concerns<br>Social/cultural considerations<br>International conflict (e.g Gaza)<br>Rubbish/litter<br>Light pollution<br>Noise pollution<br>Proximity to School<br>Traffic impacts | Refuse Consent |
| 174 | 24106 | Richard Beedie | 8 Tuhaere Street | Orakei | Auckland 1071 | Oppose | No | No | No | 17/01/2025 | Yes | Yes | Unfavourable use of land<br>Health<br>Traffic impacts | Refuse Consent |
| 175 | 24107 | David King | 31 Rautara Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 17/01/2025 | Yes | Yes | Traffic impacts<br>Operation Hours<br>Noise pollution<br>Rubbish/litter<br>Unfavourable use of land | Refuse Consent |
| 176 | 24108 | Braxton Zaitsev | 115 Rukutai Street | Orakei | Auckland 1071 | Oppose | No | No | No | 17/01/2025 | Yes | Yes | Traffic impacts<br>Unfavourable use of land<br>Health<br>International conflict (e.g Gaza) | Refuse Consent |
| 177 | 24109 | Christopher J Tudehope | Apartment 401, 11 Paora Street | Orakei | Auckland 1071 | Oppose | No | No | No | 17/01/2025 | Yes | Yes | Health<br>Traffic impacts<br>Unfavourable use of land | Refuse Consent |
| 178 | 24110 | Joanne Tudehope | Apartment 401, 11 Paora Street | Orakei | Auckland 1071 | Oppose | No | No | No | 17/01/2025 | Yes | Yes | Traffic impacts<br>Health | Refuse Consent |
| 179 | 24111 | Colin Spence | 36B Takitimu Street | Orakei | Auckland 1071 | Support | No | No | No | 17/01/2025 | Yes | Yes | Food options | Approve consent |
| 180 | 24112 | Pip Walker | 3 Ngake Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 17/01/2025 | Yes | Yes | Health<br>Rubbish/litter<br>Traffic impacts<br>Light pollution<br>Anti-social behaviour<br>Social/cultural considerations | Refuse Consent |
| 181 | 24114 | Karen Huang | 54B Kurahaupo Street | Orakei | Auckland 1071 | Oppose | No | No | No | 17/01/2025 | Yes | Yes | Traffic impacts<br>International conflict (e.g Gaza) | Refuse Consent |
| 182 | 24115 | Arnau Farras-Knowles | 1 Ngake Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 17/01/2025 | Yes | Yes | Traffic impacts<br>Health | Refuse Consent |
| 183 | 24116 | Katrina Colombie | 13/18 Takitimu Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 17/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Environmental concerns<br>Social/cultural considerations<br>Community Protest/Petition<br>Light pollution<br>Character / amenity effects | Refuse Consent |
| 184 | 24117 | Becs Oppert | 5/19 Eltham Road | Kohimarama | Auckland 1071 | Oppose | No | No | No | 17/01/2025 | Yes | Yes | Traffic impacts<br>Local economic impacts<br>Proximity to other similar restaurants | Refuse Consent |
| 185 | 24118 | Lavinia Whyte | 1 Ngake Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 17/01/2025 | Yes | Yes | Community Protest/Petition<br>Health<br>Social/cultural considerations<br>Traffic impacts<br>Light pollution<br>Environmental concerns | Refuse Consent |
| 186 | 24119 | Matthew John Spence | 113 Coates Avenue | Orakei | Auckland 1071 | Support | No | No | No | 17/01/2025 | Yes | Yes | N/A | Approve Consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 187 | 24120 | Emma Jones | 33a Silverton Avenue | Wai O Taiki Bay | Auckland 1072 | Oppose | No | Yes | Yes | 17/01/2025 | Yes | Yes | Character / amenity effects<br>Environmental concerns<br>Rubbish/litter<br>Proximity to other similar restaurants | Refuse Consent |
| 188 | 24122 | Katrina Zhou | 116A Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | Yes | 17/01/2025 | Yes | Yes | Proximity to other similar restaurants | Refuse Consent |
| 189 | 24123 | Megan Brackfield | 1/1 Godfrey Place | Kohimarama | Auckland 1071 | Oppose | No | No | Yes | 17/01/2025 | Yes | Yes | Traffic impacts | Road improvement |
| 190 | 24124 | John Mccabe | 122 Remuera Road | Remuera | Auckland 1050 | Oppose | No | No | No | 17/01/2025 | Yes | Yes | Safety concerns<br>Proximity to other similar restaurants<br>Traffic impacts | Refuse Consent |
| 191 | 24126 | Timothy Swan | Unit 8, 35 Coates Avenue | Orakei | Auckland 1071 | Support | No | No | No | 17/01/2025 | Yes | Yes | N/A | Approve Consent |
| 192 | 24127 | Raymond Kelsey | 40a Takitimu Street | Orakei | Auckland 1071 | Oppose | No | No | No | 18/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Environmental concerns | Refuse Consent |
| 193 | 24129 | Mihaila Milosevic-Grbic | 40a Rautara Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 18/01/2025 | Yes | Yes | Local economic impacts<br>Traffic impacts<br>Character / amenity effects | Refuse Consent |
| 194 | 24130 | Courtney France | 20 Sudeley Street | Orakei | Auckland 1071 | Oppose | No | No | No | 18/01/2025 | Yes | Yes | Traffic impacts<br>Social/cultural considerations | Refuse Consent |
| 195 | 24131 | Elle Nilsson | 29a Godden Crescent | Mission Bay | Auckland 1071 | Oppose | No | No | No | 18/01/2025 | Yes | Yes | Health<br>Traffic impacts | Refuse Consent |
| 196 | 24132 | Katie Lambert | 119 Meadowbank Road | Meadowbank | Auckland 1072 | Oppose | No | No | Yes | 18/01/2025 | Yes | Yes | Health<br>Unfavourable use of land<br>Social/cultural considerations | Refuse Consent |
| 197 | 24133 | Elizabeth Hitch | 36A Ngaio Street | Orakei | Auckland 1071 | Oppose | No | No | No | 18/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>Environmental concerns<br>Traffic impacts | Refuse Consent |
| 198 | 24134 | Mary Irene Christina Lee | 3/114 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | Yes | 18/01/2025 | Yes | Yes | Health<br>Traffic impacts<br>Environmental concerns<br>Rubbish/litter<br>Social/cultural considerations | Refuse Consent |
| 199 | 24135 | Karl Lee | 5F/72 Wellesley Street West | Auckland Central | Auckland 1010 | Oppose | No | No | No | 18/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Proximity to School | Refuse Consent |
| 200 | 24137 | Victoria Hewitt | 140 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | Yes | 18/01/2025 | Yes | Yes | Social/cultural considerations | Refuse Consent |
| 201 | 24138 | Lesley Melanie Campbell | 20A Godden Crescent | Orakei | Auckland 1071 | Oppose | No | No | No | 18/01/2025 | Yes | Yes | Traffic impacts<br>Rubbish/litter | Refuse Consent |
| 202 | 24139 | David Craig | 2/15 Karori Crescent | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 19/01/2025 | Yes | Yes | Character / amenity effects<br>Proximity to other similar restaurants | Refuse Consent |
| 203 | 24141 | Sam Wright | 181 Riddell Road | Glendowie | Auckland 1071 | Support | No | No | No | 19/01/2025 | Yes | Yes | N/A | Approve Consent |
| 204 | 24142 | Russell Jackman | 53 Rautara Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 19/01/2025 | Yes | Yes | Traffic impacts<br>Health<br>Rubbish/litter | Refuse Consent |
| 205 | 24143 | Johnny Cheung | 6a Grace Street | Orakei | Auckland 1071 | Support | No | No | No | 19/01/2025 | Yes | Yes | N/A | Extra traffic light or better intersection |
| 206 | 24144 | Joanna | 6a Grace Street | Orakei | Auckland 1071 | Support | No | No | No | 19/01/2025 | Yes | Yes | Local growth/productivity | Make sure road can support traffic |
| 207 | 24145 | Matthew Downes | 91 Reihana Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 19/01/2025 | Yes | Yes | Character / amenity effects<br>Traffic impacts<br>Health<br>Environmental concerns<br>Social/cultural considerations | Refuse Consent |
| 208 | 24146 | Rita Kale | 31A Ngake Street | Orakei | Auckland 1071 | Oppose | No | No | No | 19/01/2025 | Yes | Yes | Health<br>Social/cultural considerations | Refuse Consent |
| 209 | 24147 | Jamie France | 20 Sudeley Street | Orakei | Auckland 1071 | Oppose | No | No | No | 19/01/2025 | Yes | Yes | Proximity to other similar restaurants<br>Health | Refuse Consent |
| 210 | 24148 | Karen Eady | 16a Godden Crescent | Orakei | Auckland 1071 | Oppose | No | No | No | 19/01/2025 | Yes | Yes | Traffic impacts<br>Light pollution<br>Rubbish/litter<br>Health | Refuse Consent |
| 211 | 24149 | Ella Stone | 91 Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 19/01/2025 | Yes | Yes | Character / amenity effects<br>Health<br>Proximity to other similar restaurants | Refuse Consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 212 | 24150 | Klayton Rowe | 138 Kohimarama Road | Kohimarama | Auckland 1071 | Neutral | No | No | Yes | 19/01/2025 | Yes | Yes | Environmental concerns<br>Local economic growth/productivity<br>Operation hours | Reassure community regarding waste management and noise prevention |
| 213 | 24151 | Paul Elsmore | 152A Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | Yes | 19/01/2025 | Yes | Yes | Traffic impacts<br>Unfavourable use of land | Refuse Consent |
| 214 | 24152 | Paul J Davies | 14 Awarua Crescent | Orakei | Auckland 1071 | Oppose | No | No | No | 19/01/2025 | Yes | Yes | Unfavourable use of land<br>Rubbish/litter<br>Proximity to other similar restaurants<br>Anti-social behaviour<br>Traffic impacts | Refuse Consent |
| 215 | 24153 | Pip Low | 25 Hartland Avenue | Glendowie | Auckland 1071 | Oppose | No | No | Yes | 19/01/2025 | Yes | Yes | Health<br>Environmental concerns<br>Traffic impacts<br>Safety concerns | Refuse Consent and promote local business |
| 216 | 24154 | Caroline Mary Everard | 108 Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | No | 19/01/2025 | Yes | Yes | Proximity to school<br>Traffic impacts | Refuse Consent |
| 217 | 24155 | Rick Wood | 35a Kurahaupo Street | Orakei | Auckland 1072 | Oppose | No | No | Yes | 19/01/2025 | Yes | Yes | Health<br>Traffic impacts | Refuse Consent |
| 218 | 24156 | Shelley Liefting | 2 Titai Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 20/01/2025 | Yes | Yes | Traffic impacts<br>Health<br>Rubbish/litter | Refuse Consent |
| 219 | 24158 | Frederick Pollock | 3/139 Paritai Drive | Orakei | Auckland 1071 | Oppose | No | No | No | 20/01/2025 | Yes | Yes | Traffic impacts | Refuse Consent |
| 220 | 24159 | Julia Ogden | 80 Reihana Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 20/01/2025 | Yes | Yes | Traffic impacts<br>Anti-social behaviour<br>Health | Refuse Consent |
| 221 | 24160 | Rob Sherlock | 116 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 20/01/2025 | Yes | Yes | Traffic impacts<br>Health<br>Social/cultural considerations<br>Environmental concerns<br>Character / amenity effects<br>Community Protest/Petition | Refuse Consent |
| 222 | 24161 | David Hood Everard | 108 Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 20/01/2025 | Yes | Yes | Safety concerns<br>Traffic impacts | Refuse Consent |
| 223 | 24162 | Donna White | 14 Sudeley Street | Orakei | Auckland 1071 | Oppose | No | No | No | 20/01/2025 | Yes | Yes | Traffic impacts<br>Environmental concerns<br>Health | Refuse Consent |
| 224 | 24163 | Wendy Leitch | 160 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | No | 20/01/2025 | Yes | Yes | Health<br>Local economic impacts<br>Proximity to other similar restaurants<br>Community Protest/Petition | Refuse Consent |
| 225 | 24164 | Josephine Downs | 10 Te Arawa Street | Orakei | Auckland 1071 | Oppose | No | No | No | 20/01/2025 | Yes | Yes | N/A | Refuse Consent |
| 226 | 24165 | John Griffiths | 30 Karori Crescent | Orakei | Auckland 1071 | Oppose | No | No | Yes | 20/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Light pollution<br>Health<br>Social/cultural considerations<br>Environmental concerns<br>Community Protest/Petition<br>Character / amenity effects | Refuse Consent |
| 227 | 24166 | Georgia Doughty | 6 Tautari Street | Orakei | Auckland 1071 | Oppose | No | No | No | 21/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Health | Refuse Consent |
| 228 | 24167 | Anne Ridsdale | 56 Tarawera Terrace | St Heliers | Auckland 1071 | Oppose | No | No | No | 21/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Light pollution<br>Health<br>Social/cultural considerations<br>Environmental concerns<br>Community Protest/Petition<br>Character / amenity effects | Refuse Consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 229 | 24168 | Katharine Maude | 6a Colenso Place | Mission Bay | Auckland 1071 | Oppose | No | No | Yes | 21/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>Traffic impacts<br>Noise pollution<br>Light pollution<br>Environmental concerns | Refuse Consent |
| 230 | 24169 | Lynn Ann Maude | 17 Stirling Street | Remuera | Auckland 1050 | Oppose | No | Yes | Yes | 21/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>Traffic impacts<br>Noise pollution<br>Light pollution<br>Environmental concerns | Refuse Consent |
| 231 | 24170 | Freya Davies | 436 Riddell Road | Glendowie | Auckland 1071 | Oppose | No | No | Yes | 21/01/2025 | Yes | Yes | Traffic impacts<br>Proximity to other similar restaurants<br>Rubbish/litter | Refuse Consent |
| 232 | 24171 | Angelic Murray | 20 Paerimu Street | Orakei | Auckland 1071 | Oppose | No | No | No | 21/01/2025 | Yes | Yes | Traffic impacts<br>Health<br>Proximity to School | Refuse Consent |
| 233 | 24172 | Emily Boese | 43 Tautari Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 21/01/2025 | Yes | Yes | Health<br>International conflict (e.g Gaza)<br>Social/cultural considerations | Refuse Consent |
| 234 | 24173 | Claire Brown | 89b Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 21/01/2025 | Yes | Yes | Traffic impacts | Refuse Consent |
| 235 | 24174 | Larissa Chapman | 14/32 Karori Crescent | Orakei | Auckland 1071 | Oppose | No | No | Yes | 21/01/2025 | Yes | Yes | Traffic impacts<br>Anti-social behaviour<br>Light pollution<br>Noise pollution<br>Rubbish/litter | Refuse Consent |
| 236 | 24175 | Judith Melanie Simpson | 16 Rukutai Street | Orakei | Auckland 1071 | Oppose | No | No | No | 22/01/2025 | Yes | Yes | Rubbish/litter<br>Traffic impacts<br>Proximity to other similar restaurants<br>Health<br>Anti-social behaviour | Refuse Consent |
| 237 | 24176 | Dale Elsmore | 152 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 22/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Traffic impacts | Refuse Consent |
| 238 | 24177 | Linda Chambers | 71 Hawera Road | Kohimarama | Auckland 1071 | Oppose | No | Yes | Yes | 22/01/2025 | Yes | Yes | Traffic impacts<br>Environmental concerns<br>Social/cultural considerations<br>Proximity to Schools | Refuse Consent |
| 239 | 24178 | CPMartin | 184 Saint Heliers Bay Road | St Heliers | Auckland 1071 | Oppose | No | No | No | 22/01/2025 | Yes | Yes | Traffic impacts<br>Noise pollution<br>Rubbish/litter | Refuse Consent |
| 240 | 24179 | Annette Fasher-Dow | 202/27 Grace Street | Orakei | Auckland 1071 | Oppose | No | No | No | 22/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Environmental concerns<br>Traffic impacts<br>Noise pollution<br>Light pollution<br>Proximity to other similar restaurants | Refuse Consent |
| 241 | 24180 | Sharon Elsmore | 85 St Vincent Avenue | Remuera | Auckland 1050 | Oppose | No | No | No | 22/01/2025 | Yes | Yes | Traffic impacts | Refuse Consent |
| 242 | 24181 | Mark Browne | 15A Okahu Street | Orakei | Auckland 1071 | Oppose | No | No | No | 22/01/2025 | Yes | Yes | Health<br>Traffic impacts<br>Rubbish/litter | Refuse Consent |
| 243 | 24182 | Fletcher Kelleher | 25 Rautara St | Orakei | Auckland 1071 | Oppose | No | No | No | 22/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Traffic impacts<br>Rubbish/litter | Refuse Consent |
| 244 | 24183 | Wayne Turei | 3 Paritai Drive | Orakei | Auckland 1071 | Oppose | No | No | No | 22/01/2025 | Yes | Yes | Traffic impacts<br>Health<br>Character / amenity effects<br>Local economic impacts | Refuse Consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 245 | 24184 | Sophia Y K Palethorpe | 39 Ngake Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 23/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Light pollution<br>Social/cultural considerations<br>Health<br>Environmental concerns<br>Character / amenity effects<br>Community Protest/Petition | Refuse Consent |
| 246 | 24185 | Miles Valentine | PO Box 42211 | Orakei | Auckland 1745 | Oppose | No | Yes | Yes | 23/01/2025 | Yes | Yes | Noise pollution<br>Rubbish/litter<br>Traffic impacts<br>Anti-social behaviour | Refuse Consent |
| 247 | 24186 | Sheryl Valentine | PO Box 42211 | Orakei | Auckland 1745 | Oppose | No | Yes | Yes | 23/01/2025 | Yes | Yes | Noise pollution<br>Traffic impacts<br>Unfavourable use of land<br>Anti-social behaviour<br>Rubbish/litter<br>Health | Refuse Consent |
| 248 | 24187 | Richard Sell | 99a Rukutai Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 23/01/2025 | Yes | Yes | Rubbish/litter<br>Anti-social behaviour<br>Traffic impacts | Refuse Consent |
| 249 | 24188 | Henry Evans | 4/29 Paritai Drive | Orakei | Auckland 1071 | Oppose | No | No | No | 23/01/2025 | Yes | Yes | Character / amenity effects<br>Traffic impacts<br>Unfavourable use of land | Refuse Consent |
| 250 | 24189 | William John Kingsley | 14 Sudeley Street | Orakei | Auckland 1071 | Oppose | No | No | No | 23/01/2025 | Yes | Yes | Health<br>Unfavourable use of land | Refuse Consent |
| 251 | 24190 | Jude Van Wichen Miller | 4A Godden Crescent | Orakei | Auckland 1071 | Oppose | No | No | Yes | 23/01/2025 | Yes | Yes | Traffic impacts<br>Light pollution<br>Social/cultural considerations<br>Health<br>Environmental concerns<br>Community Protest/Petition<br>Character / amenity effects | Refuse Consent |
| 252 | 24192 | Bruce West | 20A Ngake Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 24/01/2025 | Yes | Yes | Traffic impacts<br>Health<br>Safety concerns<br>Rubbish/litter | Refuse Consent |
| 253 | 24193 | Laura & Richard Massey | 6B Puna Street | Orakei | Auckland 1071 | Oppose | No | No | No | 24/01/2025 | Yes | Yes | Character / amenity effects<br>Traffic impacts<br>Unfavourable use of land | Refuse Consent |
| 254 | 24194 | V Gonzalez | 92 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | Yes | 24/01/2025 | Yes | Yes | Health<br>Rubbish/litter | Refuse Consent |
| 255 | 24195 | Megan Jennings | 82A Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | No | 24/01/2025 | Yes | Yes | Traffic impacts<br>Environmental concerns<br>Rubbish/litter | Refuse Consent |
| 256 | 24196 | Dylan Vaughan | 3 Truman Street | St Johns | Auckland 1072 | Oppose | No | No | No | 24/01/2025 | Yes | Yes | Local economic impacts | Refuse Consent |
| 257 | 24197 | Charmaine Vaughan | 3 Truman Street | St Johns | Auckland 1072 | Oppose | No | No | Yes | 24/01/2025 | Yes | Yes | Character / amenity effects<br>Social/cultural considerations<br>Environmental concerns<br>Rubbish/litter | Refuse Consent |
| 258 | 24198 | Mary Therese Rennie | 18 Sudeley Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 24/01/2025 | Yes | Yes | Health<br>Rubbish/litter | Refuse Consent |
| 259 | 24199 | Amanda Pope | 25a Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 24/01/2025 | Yes | Yes | Traffic impacts<br>Local economic impacts | Refuse Consent |
| 260 | 24200 | Lynda Richmond | 3 Paritai Drive | Orakei | Auckland 1071 | Oppose | No | No | No | 24/01/2025 | Yes | Yes | Community Protest/Petition<br>Traffic impacts<br>Proximity to School<br>Health | Refuse Consent |
| 261 | 24201 | Laura Dudley | 3/59a Rukutai Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 24/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>Traffic impacts<br>Environmental concerns<br>Light pollution<br>Noise pollution<br>Character / amenity effects | Refuse Consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 262 | 24202 | Chelsea Wilnierak | 89 Kurahaupo Street | Orakei | Auckland 1071 | Oppose | No | No | No | 24/01/2025 | Yes | Yes | Traffic impacts | Not in this location |
| 263 | 24203 | Diane Robinson | PO Box 42067 | Orakei | Auckland 1745 | Oppose | No | No | Yes | 24/01/2025 | Yes | Yes | Traffic impacts<br>Light pollution<br>Unfavourable use of land | Refuse Consent |
| 264 | 24204 | Leslee Sinton | 87 Kurahaupo Street | Orakei | Auckland 1071 | Oppose | No | No | No | 24/01/2025 | Yes | Yes | Traffic impacts<br>Light pollution<br>Rubbish/litter | Refuse Consent |
| 265 | 24205 | Robert Farr | 87 Kurahaupo Street | Orakei | Auckland 1071 | Oppose | No | No | No | 24/01/2025 | Yes | Yes | Health<br>Traffic impacts<br>Rubbish/litter<br>Noise pollution | Refuse Consent |
| 266 | 24206 | June Younger | 151 Gowing Drive | Meadowbank | Auckland 1072 | Oppose | No | No | Yes | 24/01/2025 | Yes | Yes | Health<br>Proximity to School | Refuse Consent |
| 267 | 24207 | Nora Gillies | 184a Upland Road | Remuera | Auckland 1050 | Oppose | No | No | No | 24/01/2025 | Yes | Yes | Proximity to School<br>Health<br>Unfavourable use of land | Refuse Consent |
| 268 | 24208 | Aneil Chhima | 103/11 Paora Street | Orakei | Auckland 1071 | Support | No | No | No | 25/01/2025 | Yes | Yes | Business decision<br>Employment for locals<br>Food options<br>Healthy food/nutrient | Approve Consent |
| 269 | 24209 | Adrienne Hawthorn | 120a St Heliers Bay Road | St Heliers | Auckland 1071 | Oppose | No | No | No | 25/01/2025 | Yes | Yes | Health<br>Traffic impacts | Refuse Consent |
| 270 | 24210 | Mary Gardiner | 31 Church Crescent | Panmure | Auckland 1072 | Oppose | No | No | No | 25/01/2025 | Yes | Yes | Air pollution & smells<br>Traffic impacts<br>Unfavourable use of land<br>Safety concerns<br>Light pollution<br>Noise pollution<br>Rubbish/litter | Refuse Consent |
| 271 | 24211 | Jennifer Wills | 202A Kohimarama Road | Kohimarama | Auckland 1071 | Oppose | No | No | No | 26/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Social/cultural considerations<br>Health<br>Community Protest/Petition<br>International conflict (e.g Gaza) | Refuse Consent |
| 272 | 24213 | Malcolm Makoare | 2 Apihai Street | Orakei | Auckland 1071 | Oppose | No | No | No | 26/01/2025 | Yes | Yes | Proximity to School<br>Anti-social behaviour<br>Traffic impacts<br>Unfavourable use of land<br>Proximity to other similar restaurants<br>Health | Refuse Consent |
| 273 | 24214 | Samantha Whittington | 10 Sprott Road | Kohimarama | Auckland 1071 | Oppose | No | No | Yes | 26/01/2025 | Yes | Yes | Traffic impacts<br>Local economic impacts<br>Unfavourable use of land<br>Health | Refuse Consent |
| 274 | 24215 | Kenneth William Watkins | 29 Paora Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 26/01/2025 | Yes | Yes | Local economic impacts<br>Character / amenity effects<br>Traffic impacts | Refuse Consent |
| 275 | 24217 | Alison Mary Bowden | 54A Kurahaupo Street | Orakei | Auckland 1071 | Oppose | No | No | No | 27/01/2025 | Yes | Yes | Traffic impacts | Refuse Consent |
| 276 | 24218 | Maurice Wells | 26A Te Arawa Street | Orakei | Auckland 1071 | Oppose | No | No | No | 27/01/2025 | Yes | Yes | Health<br>Social/cultural considerations | Refuse Consent |
| 277 | 24219 | Andrew Loughnan | 90 Kurahaupo Street | Orakei | Auckland 1071 | Oppose | No | No | No | 27/01/2025 | Yes | Yes | Environmental concerns<br>Traffic impacts | Refuse Consent |
| 278 | 24220 | Karen Lesley Loughnan | 90 Kurahaupo Street | Orakei | Auckland 1071 | Oppose | No | Yes | No | 27/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Environmental concerns<br>Social/cultural considerations | Refuse Consent |
| 279 | 24221 | Pam Hooykaas | 5 Ngake Street | Orakei | Auckland 1071 | Oppose | No | No | No | 27/01/2025 | Yes | Yes | Proximity to other similar restaurants<br>Health | Refuse Consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 280 | 24222 | Mengjie Shen | 8A Rautara Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 27/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Noise pollution<br>Rubbish/litter<br>Environmental concerns<br>Character / amenity effects<br>Light pollution<br>Anti-social behaviour<br>Proximity to other similar restaurants<br>Proximity to School<br>Unfavourable use of land | Refuse Consent |
| 281 | 24223 | Lisa Baptista | 287A Kepa Road | Mission Bay | Auckland 1071 | Oppose | No | Yes | Yes | 27/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Light pollution<br>Social/cultural considerations<br>Health<br>Environmental concerns<br>Community Protest/Petition<br>Character / amenity effects | Refuse Consent |
| 282 | 24224 | Lucia Loy | PO Box 25813 | St Heliers Bay | Auckland 1074 | Oppose | No | No | Yes | 27/01/2025 | Yes | Yes | N/A | Refuse Consent |
| 283 | 24225 | Lucia Loy | 73a Kupe Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 27/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Light pollution<br>Social/cultural considerations<br>Health<br>Environmental concerns<br>Community Protest/Petition<br>Character / amenity effects | Refuse Consent |
| 284 | 24226 | Rene Koome | 20 Rautara Street | Orakei | Auckland 1071 | Oppose | No | No | No | 27/01/2025 | Yes | Yes | Traffic impacts | Refuse Consent |
| 285 | 24227 | Colin James Rennie | 18 Sudeley Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 27/01/2025 | Yes | Yes | Traffic impacts<br>Unfavourable use of land<br>Proximity to School | Resubmission or Refuse Consent |
| 286 | 24228 | Matt Murphy | 133 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 27/01/2025 | Yes | Yes | Traffic impacts<br>Character / amenity effects<br>Unfavourable use of land<br>Light pollution<br>Social/cultural considerations<br>Health<br>Environmental concerns<br>Community Protest/Petition | Refuse Consent |
| 287 | 24229 | Gwenyth Gribble | 120a Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | No | 28/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Proximity to School<br>Proximity to other similar restaurants | Refuse Consent |
| 288 | 24230 | Stuart J Selby | 105 Kupe Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 28/01/2025 | Yes | Yes | Traffic impacts<br>Light pollution<br>Social/cultural considerations<br>Health<br>Environmental concerns<br>Community Protest/Petition<br>Character / amenity effects | Refuse Consent |
| 289 | 24231 | Mary Jane Hellaby | 5/30 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | No | 28/01/2025 | Yes | Yes | Unfavourable use of land<br>Health<br>Proximity to other similar restaurants | Refuse Consent |
| 290 | 24232 | Shaofu | 13 Kupe Street | Orakei | Auckland 1071 | Neutral | Yes | No | Yes | 28/01/2025 | Yes | Yes | Local economic impacts | Refuse Consent |
| 291 | 24233 | Min Lo | PO Box 18176 | Remuera | Auckland 1050 | Oppose | No | No | No | 28/01/2025 | Yes | Yes | Unfavourable use of land<br>Community Protest/Petition<br>Health<br>Environmental concerns | Refuse Consent |
| 292 | 24234 | Penelope Sue Mitch | 1/13 Rautara Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 28/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Social/cultural considerations<br>Health<br>Community Protest/Petition | Refuse Consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 293 | 24235 | Leila Houlbrooke | 48 Wright Street | Mount Cook | Wellington 6021 | Oppose | No | No | No | 28/01/2025 | Yes | Yes | Community Protest/Petition<br>Social/cultural considerations<br>Health<br>Environmental concerns<br>Traffic impacts | Refuse Consent |
| 294 | 24236 | Heather Bilkey | 27 Ngake Street | Orakei | Auckland 1071 | Oppose | No | No | No | 28/01/2025 | Yes | Yes | Health<br>Traffic impacts<br>Noise pollution | Refuse Consent |
| 295 | 24237 | Erika Whittome | 105 Kupe Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 28/01/2025 | Yes | Yes | Traffic impacts<br>Anti-social behaviour<br>Safety concerns<br>Social/cultural considerations<br>Health | Refuse Consent |
| 296 | 24238 | Carol Wham | 32 Kohimarama Road | Kohimarama | Auckland 1071 | Oppose | No | No | Yes | 29/01/2025 | Yes | Yes | Environmental concerns<br>Social/cultural considerations<br>Health<br>Character / amenity effects | Refuse Consent |
| 297 | 24240 | Briget Lander | 58 John Street | Ponsonby | Auckland 1011 | Oppose | No | No | No | 29/01/2025 | Yes | Yes | Health<br>International conflict (e.g Gaza) | Refuse Consent |
| 298 | 24241 | Grace Ross | 26 Godden Crescent | Mission Bay | Auckland 1071 | Oppose | No | No | Yes | 29/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Environmental concerns<br>Light pollution<br>Rubbish/litter | Refuse Consent |
| 299 | 24242 | Tania Hill | Coates Avenue | Orakei | Auckland 1071 | Neutral | No | No | No | 29/01/2025 | Yes | Yes | Traffic impacts | Refuse Consent |
| 300 | 24244 | Regan Hawkins | 40 Long Drive | St Heliers | Auckland 1071 | Oppose | No | No | Yes | 29/01/2025 | Yes | Yes | Unfavourable use of land<br>Anti-social behaviour<br>Noise pollution<br>Rubbish/litter<br>Operation hours | Refuse Consent |
| 301 | 24245 | Elaine Pujji | 16 Kempthorne Crescent | Mission Bay | Auckland 1071 | Oppose | No | No | No | 29/01/2025 | Yes | Yes | Social/cultural considerations<br>Environmental concerns<br>Community Protest/Petition | Refuse Consent |
| 302 | 24246 | Jasmine Millet | 16 Kempthorne Crescent | Mission Bay | Auckland 1071 | Oppose | No | No | No | 29/01/2025 | Yes | Yes | Health<br>Traffic impacts<br>Social/cultural considerations<br>Environmental concerns | Refuse Consent |
| 303 | 24247 | Thomas De Silva | 3 Hemington Street | Waterview | Auckland 1026 | Oppose | No | No | No | 29/01/2025 | Yes | Yes | Social/cultural considerations | Refuse Consent |
| 304 | 24248 | Elizabeth Ferguson | 11 Okahu Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 29/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Traffic impacts<br>Light pollution | Refuse Consent |
| 305 | 24249 | Paul David Baragwanath | 81B Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | No | 29/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>Community Protest/Petition<br>Character / amenity effects<br>Traffic impacts<br>Safety concerns<br>Light pollution<br>Environmental concerns | Refuse Consent |
| 306 | 24250 | Dan Menzies | 110a Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 29/01/2025 | Yes | Yes | Traffic impacts<br>Environmental concerns<br>Social/cultural considerations | Refuse Consent |
| 307 | 24251 | Oonagh Kirkpatrick | 14 Hartley Avenue | Onetangi | Auckland 1081 | Oppose | No | No | No | 29/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>Environmental concerns<br>Traffic impacts<br>Light pollution | Refuse Consent |
| 308 | 24252 | Marama Royal | 8 Matahuhu Crescent | Te Toangaroa | Auckland 1010 | Oppose | No | Yes | Yes | 29/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>Anti-social behaviour<br>Traffic impacts<br>Environmental concerns<br>Rubbish/litter<br>Local economic impacts | Refuse Consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 309 | 24253 | James McGlinn | 9 Te Arawa Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 30/01/2025 | Yes | Yes | Rubbish/litter<br>Environmental concerns<br>Air pollution & smells<br>Character / amenity effects<br>Anti-social behaviour<br>Noise pollution<br>Operation hours<br>Health<br>Traffic impacts<br>Safety concerns | Refuse Consent |
| 310 | 24254 | Richard Seemann | 29B Ngake Street | Orakei | Auckland 1071 | Oppose | No | No | No | 30/01/2025 | Yes | Yes | Traffic impacts<br>Rubbish/litter<br>Health | Refuse Consent |
| 311 | 24256 | Charmaine Lei Watkins | 29 Paora Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 30/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Operation hours<br>Light pollution<br>Traffic impacts<br>Noise pollution<br>Safety concerns | Refuse Consent |
| 312 | 24257 | Glen Irving | 39A Kurahaupo Street | Orakei | Auckland 1071 | Oppose | No | No | No | 30/01/2025 | Yes | Yes | Health<br>Traffic impacts | Refuse Consent |
| 313 | 24258 | Anne Sussman | 22 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | Yes | 30/01/2025 | Yes | Yes | Noise pollution<br>Light pollution<br>Health<br>Social/cultural considerations | Refuse Consent |
| 314 | 24259 | Malcolm Kirby | 54 Oakley Avenue | Waterview | Auckland 1026 | Oppose | No | No | Yes | 30/01/2025 | Yes | Yes | Health<br>International conflict (e.g Gaza) | Refuse Consent |
| 315 | 24260 | Joanna Glen | 202c Kohimarama Road | Kohimarama | Auckland 1071 | Oppose | No | Yes | Yes | 30/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>Traffic impacts<br>Safety concerns<br>Environmental concerns<br>Rubbish/litter<br>Light pollution<br>Operation hours<br>Character / amenity effects<br>Community Protest/Petition<br>Local economic impacts | Refuse Consent |
| 316 | 24261 | Jeff Robertson | 20 Whytehead Crescent | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 30/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Visual dominance effects from signage<br>Character / amenity effects<br>Health<br>Social/cultural considerations<br>Rubbish/litter<br>Environmental concerns | Refuse Consent |
| 317 | 24262 | K Phillips | 145 Kupe Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 30/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Traffic impacts<br>Proximity to other similar restaurants | Refuse Consent |
| 318 | 24263 | Sarah Sussman | 91 Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 30/01/2025 | Yes | Yes | Traffic impacts<br>Rubbish/litter<br>Environmental concerns<br>Safety concerns<br>Health | Refuse Consent |
| 319 | 24264 | Robert Kohler | 110 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | Yes | 30/01/2025 | Yes | Yes | Traffic impacts<br>Rubbish/litter<br>Air pollution & smells<br>Health | Refuse Consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 320 | 24265 | Mark Barber | 59 Rukutai Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 30/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Traffic impacts<br>Safety concerns<br>Rubbish/litter<br>Environmental concerns<br>Pests<br>Light pollution<br>Proximity to other similar restaurants | Not in this location |
| 321 | 24266 | Madeleine Willis | 1/32 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | No | 30/01/2025 | Yes | Yes | Operation hours<br>Traffic impacts<br>Safety concerns<br>Social/cultural considerations<br>Health<br>Rubbish/litter<br>Environmental concerns<br>Local economic impacts<br>Character / amenity effects<br>Noise pollution<br>Air pollution & smells | Deny consent restrict operating hours and a traffic impact assessment and mitigation plan before approval |
| 322 | 24267 | Adrienne Calder | 27A Rautara Street | Orakei | Auckland 1071 | Oppose | No | No | No | 30/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Traffic impacts<br>Safety concerns<br>Rubbish/litter<br>Light pollution<br>Noise pollution | Refuse consent |
| 323 | 24268 | Gloria Wi | 2 Nga Oho | Orakei | Auckland 1071 | Oppose | No | No | Yes | 30/01/2025 | Yes | Yes | Operation hours<br>Safety concerns<br>Traffic impacts<br>Social/cultural considerations<br>Proximity to other similar restaurants | Refuse consent |
| 324 | 24269 | Alistair Cran | 27A Rautara Street | Orakei | Auckland 1071 | Oppose | No | No | No | 30/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>Traffic impacts<br>Safety concerns<br>Rubbish/litter<br>Light pollution<br>Noise pollution | Refuse consent |
| 325 | 24270 | Alec Hawke | 2 Nga Oho | Orakei | Auckland 1071 | Oppose | No | No | No | 30/01/2025 | Yes | Yes | Social/cultural considerations<br>Traffic impacts<br>Rubbish/litter<br>Health<br>Operation hours<br>Employment for locals | Refuse consent |
| 326 | 24271 | Bernadette Dunn | 59 Rukurai Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 30/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Traffic impacts<br>Safety concerns<br>Rubbish/litter<br>Environmental concerns<br>Pests<br>Light pollution<br>Proximity to other similar restaurants | Not in this location |
| 327 | 24272 | Carla Drake | 95 Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 30/01/2025 | Yes | Yes | Character / amenity effects<br>Traffic impacts<br>Rubbish/litter<br>Health<br>Visual dominance effects from signage<br>Light pollution | Refuse consent |
| 328 | 24273 | Hanne Sorensen | 182 Awaawaroa Road | Waiheke | Auckland 1971 | Oppose | No | No | No | 30/01/2025 | Yes | Yes | Health | Refuse consent |
| 329 | 24274 | Anthony Hall | 1 Teuila Grove | Glen Innes | Auckland 1072 | Oppose | No | Yes | Yes | 31/01/2025 | Yes | Yes | N/A | Refuse consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 330 | 24275 | Eden Rima<br>Beca on Behalf of Ministry of Education | PO Box 6345 | Wellesley | Auckland 1141 | Neutral | No | Yes | No | 31/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns | Construction Traffic Management Plan submitted to council for approval with restrictions on heavy vehicles during certain hours |
| 331 | 24276 | Jacqui Harema<br>Hapai Te Hauora - Maori Public Health | 6-8 Pioneer Street | Henderson | Auckland 0612 | Oppose | No | Yes | No | 31/01/2025 | Yes | Yes | Health<br>Social/cultural considerations<br>Environmental concerns<br>Rubbish/litter<br>Traffic impacts<br>Safety concerns<br>Operation hours<br>Community Protest/Petition | Refuse consent |
| 332 | 24277 | Marika Czaja | Villa 50, 14 Oteha Valley Road | Northcross | Auckland 0632 | Oppose | No | No | Yes | 31/01/2025 | Yes | Yes | Community Protest/Petition<br>Traffic impacts<br>Noise pollution<br>Character / amenity effects<br>Social/cultural considerations<br>Health<br>Operation hours | Refuse consent |
| 333 | 24278 | Nicholas Peter Munro Maude | 86 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | Yes | 31/01/2025 | Yes | Yes | Health<br>Traffic impacts<br>Safety concerns<br>Social/cultural considerations<br>Light pollution<br>Visual dominance effects from signage<br>Noise pollution<br>Unfavourable use of land | Refuse consent<br>Use the space for a community centre |
| 334 | 24279 | Bodo Lang | 48 Takitimu Street | Orakei | Auckland 1071 | Oppose | No | No | No | 31/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Noise pollution<br>Air pollution & smells<br>Operation hours<br>Anti-social behaviour<br>Character / amenity effects<br>Rubbish/litter<br>Visual dominance effects from signage<br>Health<br>Social/cultural considerations | Refuse consent |
| 335 | 24280 | Thomas Rainer Greve | 441 Sea View Road | Onetangi | Auckland 1081 | Oppose | No | No | Yes | 31/01/2025 | Yes | Yes | Local economic impacts<br>Social/cultural considerations<br>Environmental concerns<br>Community Protest/Petition<br>Health<br>Traffic impacts<br>Safety concerns<br>Character / amenity effects | Refuse consent |
| 336 | 24281 | Rob Sherlock | 116 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 31/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns | Refuse consent |
| 337 | 24282 | Sue Bennett | 16 Brenton Place | Orakei | Auckland 1071 | Oppose | No | No | No | 31/01/2025 | Yes | Yes | Safety concerns<br>Traffic impacts | Refuse consent |
| 338 | 24283 | Alastair Peter Bell | PO Box 9932 | Newmarket | Auckland 1149 | Oppose | No | Yes | No | 31/01/2025 | Yes | Yes | Operation hours<br>Rubbish/litter<br>Noise pollution<br>Light pollution<br>Traffic impacts<br>Safety concerns<br>Community Protest/Petition<br>Air pollution & smells<br>Social/cultural considerations<br>Pests<br>Character / amenity effects<br>Visual dominance effects from signage<br>Health | Refuse consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 339 | 24284 | Alastair Crombie | 4 Parsons Road | Meadowbank | Auckland 1072 | Oppose | No | Yes | Yes | | Yes | Yes | Visual dominance effects from signage<br>Light pollution | Mitigate negative effects stated |
| 340 | 24285 | Alastair Crombie | 105a Kupe Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 31/01/2025 | Yes | Yes | Traffic impacts<br>Operation hours<br>Noise pollution<br>Anti-social behaviour<br>Light pollution | Inconclusive |
| 341 | 24286 | Fleur Nixon | 101B Rukutai Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 31/01/2025 | Yes | Yes | Traffic impacts<br>Anti-social behaviour<br>Rubbish/litter<br>Environmental concerns<br>Pests<br>Visual dominance effects from signage<br>Operation hours<br>Character / amenity effects | Refuse consent |
| 342 | 24287 | Christopher Chandler | 42 Vale Road | Orakei | Auckland 1071 | Oppose | No | No | Yes | 31/01/2025 | Yes | Yes | IRRELEVENT | |
| 343 | 24288 | Sharon Sweeney Lauder | 32 Te Arawa Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 31/01/2025 | Yes | Yes | Social/cultural considerations | Refuse consent |
| 344 | 24289 | Martin Stuart Lauder | 32 Te Arawa Street | Orakei | Auckland 1071 | Oppose | No | No | No | 31/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>Traffic impacts<br>Noise pollution<br>Air pollution & smells | Refuse consent |
| 345 | 24290 | Andrew Maude | 86 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 31/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Social/cultural considerations<br>Local economic impacts<br>Rubbish/litter<br>Air pollution & smells | Refuse consent |
| 346 | 24291 | Peter Jeffs | 67a Selwyn Avenue | Mission Bay | Auckland 1071 | Oppose | No | No | No | 31/01/2025 | Yes | Yes | Traffic<br>Lighting<br>Noise<br>Air quality<br>Health<br>Site selection | Refuse consent |
| 347 | 24292 | Annette Abercrombie | Flat 1 - 6 Thatcher Street | Mission Bay | Auckland 1071 | Oppose | No | No | No | 31/01/2025 | Yes | Yes | Health<br>Local economic impacts<br>Social/cultural considerations | Refuse consent |
| 348 | 24293 | Angela Blackhall | 72 Tautari Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 31/01/2025 | Yes | Yes | Traffic impacts<br>Rubbish/litter<br>Environmental concerns<br>Health<br>Social/cultural considerations<br>Local economic impacts<br>Proximity to other similar restaurants | Refuse consent |
| 349 | 24294 | Philip G Coop | 56 Codrington Crescent | Mission Bay | Auckland 1071 | Oppose | No | No | No | 31/01/2025 | Yes | Yes | Anti-social behaviour<br>Noise pollution<br>Traffic impacts<br>Safety concerns<br>Proximity to other similar restaurants<br>Operation hours | Refuse consent |
| 350 | 24295 | Frances Davies | 76 Atkin Avenue | Orakei | Auckland 1071 | Oppose | No | No | No | 31/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>Traffic impacts<br>Character / amenity effects<br>Light pollution | Refuse consent |
| 351 | 24296 | Keith Lai | 4b Kempthorne Crescent | Mission Bay | Auckland 1071 | Oppose | No | No | Yes | 31/01/2025 | Yes | Yes | Safety concerns<br>Anti-social behaviour | Refuse consent |
| 352 | 24297 | Kershnee Naicker | 32b Torrington Crescent | Glen Innes | Auckland 1072 | Support | No | No | No | 31/01/2025 | Yes | Yes | Employment for local | Grant consent |
| 353 | 24298 | Jennifer Anne Rowe | 56 Codrington Crescent | Mission Bay | Auckland 1071 | Oppose | No | Yes | Yes | 31/01/2025 | Yes | Yes | Noise pollution<br>Traffic impacts<br>Character / amenity effects<br>Operation hours<br>Air pollution & smells<br>Anti-social behaviour | Refuse consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 354 | 24299 | Penny Coman | 19 Palmer Crescent | Mission Bay | Auckland 1071 | Oppose | No | No | No | 31/01/2025 | Yes | Yes | Traffic impacts<br>Proximity to other similar restaurants<br>Rubbish/litter<br>Health<br>Anti-social behaviour<br>Noise pollution<br>Operation hours<br>Social/cultural considerations<br>Character / amenity effects | Refuse consent |
| 355 | 24300 | Kara Sweeney | 133 Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | No | 31/01/2025 | Yes | Yes | Traffic impacts<br>Health<br>Anti-social behaviour | Refuse consent |
| 356 | 24301 | Frances Huang | 4b Kempthorne Crescent | Mission Bay | Auckland 1071 | Oppose | No | No | No | 31/01/2025 | Yes | Yes | Traffic impacts | Refuse consent |
| 357 | 24302 | Mr Nialls | 226 Kohi Road | Kohimarama | Auckland 1072 | Oppose | No | Yes | Yes | 31/01/2025 | Yes | Yes | Traffic impacts<br>Health<br>Social/cultural considerations<br>Proximity to other similar restaurants | Refuse consent<br>Instead create community recreation facility |
| 358 | 24303 | Erica McGeorge | 81A Reihana Street | Orakei | Auckland 1071 | Oppose | No | No | No | 31/01/2025 | Yes | Yes | Traffic impacts<br>Unfavourable use of land<br>Social/cultural considerations<br>Character / amenity effects<br>Air pollution & smells<br>Health<br>Noise pollution<br>Visual dominance effects from signage | Refuse consent<br>but if granted, with the following conditions:<br>1. reduce operating hours<br>2. reduce signage<br>3. require greenery on site |
| 359 | 24304 | Louise Northorpe | 11 Tautari Street | Orakei | Auckland 1071 | Oppose | No | No | No | 31/01/2025 | Yes | Yes | Traffic impacts<br>Light pollution<br>Noise pollution<br>Rubbish/litter<br>Safety concerns<br>Social/cultural considerations | Refuse consent |
| 360 | 24305 | Catherine Newton | 1/19 Selwyn Avenue | Mission Bay | Auckland 1071 | Oppose | No | Yes | Yes | 31/01/2025 | Yes | Yes | N/A | Refuse consent |
| 361 | 24306 | Lisa Kulatunga | 56 Tautari Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 31/01/2025 | Yes | Yes | Traffic impacts<br>Social/cultural considerations<br>Character / amenity effects<br>Anti-social behaviourSafety concerns | Refuse consent |
| 362 | 24307 | Tanzi Simon | 54 Thatcher Street | Orakei | Auckland 1071 | Oppose | No | No | No | 31/01/2025 | Yes | Yes | Traffic impacts | Refuse consent |
| 363 | 24308 | Marion Tasker | 8A Ngaio Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 31/01/2025 | Yes | Yes | Environmental concerns<br>Noise pollution<br>Traffic impacts<br>Safety concerns<br>Light pollution<br>Local economic impacts<br>Health<br>Cultural/social considerations<br>Anti-social behaviour<br>Rubbish/litter<br>Character / amenity effects | Refuse consent |
| 364 | 24309 | Tina Pihema | 10 Te Arohanui Way | Orakei | Auckland 1071 | Oppose | No | No | Yes | 31/01/2025 | Yes | Yes | Social/cultural considerations<br>Health | Refuse consent |
| 365 | 24310 | Danielle Shortt | 16A Bongard Road | Mission Bay | Auckland 1071 | Oppose | No | No | No | 31/01/2025 | Yes | Yes | Character / amenity effects<br>Environmental concerns | Refuse consent |
| 366 | 24311 | Katarina Scrimshaw | 17 Paora Street | Orakei | Auckland 1071 | Oppose | No | Yes | Yes | 31/01/2025 | Yes | Yes | Site selection<br>public health<br>Litter<br>Anti-social behaviour | Refuse consent |
| 367 | 24312 | Cynthia Morris | 25 Apihai Street | Orakei | Auckland 1071 | Oppose | No | No | Yes | 31/01/2025 | Yes | Yes | Traffic impacts<br>Health<br>Environmental concerns<br>Rubbish/litter<br>Social/cultural considerations<br>Local economic impacts | Grant consent<br>with conditions to mitigate negative effects |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 368 | 24313 | Sue Peploe | 10 Rewiti Street | Orakei | Auckland1071 | Oppose | No | Yes | Yes | 31/01/2025 | Yes | Yes | Traffic<br>Pedestrian safety<br>Lighting<br>Noise<br>Site selection<br>Social cultural consideration | Refuse |
| | | | | | | | | | | | | | | |
| | **Postal and Email** | | | | | | | | | | | | | |
| 370 | | Geoffrey Stuart Dale | 45A Ngaio Street | Orakei | Auckland 1071 | Oppose | No | Yes | No | 16/01/2025 | Yes | Yes | Light pollution<br>Social/cultural considerations<br>Traffic impacts<br>Unfavourable use of land | Refuse consent |
| 371 | | David Goldkorn | 78B Rukutai Street | Orakei | Auckland 1071 | Oppose | No | No | No | 22/01/2025 | Yes | Yes | Traffic impacts<br>Light pollution<br>Safety concerns<br>Social/cultural considerations<br>Environmental concerns<br>Character / amenity effects | Refuse consent |
| 372 | | Karen Lesley Loughnan | 90 Kurahaupo Street | Orakei | Auckland 1071 | Oppose | No | Yes | No | 27/01/2025 | Yes | Yes | Traffic impacts<br>Safety concerns<br>Environmental concerns | Refuse consent |
| 373 | | Khidir Dawood | 1/12 Levant Place | Halfmoon Bay | Auckland 2012 | Oppose | No | Yes | Yes | 30/01/2025 | Yes | Yes | International conflict (e.g Gaza)<br>Environmental concerns<br>Health | Refuse consent |
| 374 | | Margaret Down | 75 Mead Street | Avondale | Auckland 1026 | Oppose | No | Yes | No | 31/01/2025 | Yes | Yes | International conflict (e.g Gaza)<br>Social/cultural considerations<br>Health<br>Environmental concerns<br>Traffic impacts<br>Safety concerns<br>Proximity to other similar restaurants<br>Character / amenity effects | Refuse consent |
| 375 | | Laith Nasir | 21 Barbary Avenue | Kelston | Auckland 0602 | Oppose | No | No | No | 31/01/2025 | Yes | Yes | International conflict (e.g Gaza)<br>Traffic impacts<br>Light pollution<br>Health<br>Proximity to other similar restaurants<br>Rubbish/litter | Refuse consent |
| 376 | | Kandy Wahanui-Peters | 13 Kirihipina Lane | Orakei | Auckland 1071 | Oppose | No | Yes | No | 31/01/2025 | Yes | Yes | Social/cultural considerations<br>International conflict (e.g Gaza)<br>Health<br>Environmental concerns<br>Proximity to other similar restaurants<br>Traffic impacts<br>Character / amenity effects<br>Unfavourable use of land | Refuse consent |
| 377 | | Neil Scott | 9A Melanesia Road | Kohimarama | Auckland 1071 | Oppose | No | Yes | No | 31/01/2025 | Yes | Yes | International conflict (e.g Gaza)<br>Environmental concerns<br>Proximity to other similar restaurants<br>Health<br>Social/cultural considerations | Refuse consent |
| 378 | | Leeann Wahanui-Peters | 13 Kirihipina Lane | Orakei | Auckland 1071 | Oppose | No | Yes | No | 31/01/2025 | Yes | Yes | Social/cultural considerations<br>International conflict (e.g Gaza)<br>Health<br>Environmental concerns<br>Proximity to other similar restaurants<br>Traffic impacts<br>Character / amenity effects<br>Unfavourable use of land | Refuse consent |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 379 | | Emily Worman | 18 Linnet Place | Mangere East | Auckland 2024 | Oppose | Yes | Yes | Yes | 31/01/2025 | Yes | Yes | Social/cultural considerations<br>Health<br>International conflict (e.g Gaza)<br>Traffic impacts<br>Light pollution<br>Environmental concerns<br>Character / amenity effects<br>Unfavourable use of land | Refuse consent |
| 380 | | Clair Jones | PO Box 42275 | Orakei | Auckland 1071 | Oppose | No | No | No | 25/01/2025 | Yes | Yes | Rubbish/litter<br>Environmental concerns<br>Health<br>Traffic impacts<br>Local economic impacts | Refuse consent |
| 381 | | Desmond & Suzan Vize | 9 Apollo Place | Snells Beach | Auckland 0920 | Oppose | No | No | No | 31/01/2025 | Yes | Yes | International conflict (e.g Gaza)<br>Social/cultural considerations<br>Health<br>Environmental concerns<br>Local economic impacts<br>Traffic impacts<br>Safety concerns<br>Character / amenity effects<br>Community Protest | Refuse consent |
| | | | | | | | | | | | | | | |
| | **Late Submissions** | | | | | | | | | | | | | |
| 382 | | Jill and David Tyler | 115A Coates Avenue | Orakei | Auckland 1071 | Oppose | No | No | No | 2/02/2025 | No | Yes | Social/cultural considerations<br>Health<br>Traffic impacts<br>Environmental concerns<br>Unfavourable use of land | Refuse consent |
| 383 | | Suraya Esau | 1-15 Harbour View Road | Te Atatu Peninsula | Auckland 0610 | Oppose | No | Yes | Yes | 5/02/2025 | No | Yes | Health<br>Community Protest/Petition<br>International conflict (e.g Gaza)<br>Social/cultural considerations | Refuse consent |
| 384 | | Del Robie and David Robie | 20 Dickens Street | Grey Lynn | Auckland 1021 | oppose | No | No | No | 18/02/2025 | No | Yes | Health<br>Traffic<br>International conflict (e.g Gaza)<br>Social/cultural considerations | Refuse consent |

# ATTACHMENT 6: Local Board comment

Ōrākei Local Board
Auckland Council

25 St Johns Road
St Johns
Auckland 1072
**30 April 2024**

## FEEDBACK DATED 24 APRIL 2024 FROM THE ŌRĀKEI LOCAL BOARD ON A RESOURCE CONSENT APPLICATION 152 KEPA ROAD –MCDONALDS

### Executive Summary:

1. This is a fresh consent by a new applicant. I note however various expert reports tendered for the previous application dated around August 2023 appear to have been re-submitted.

2. It is submitted that the appropriate way to determine the need for notification of this application is to consider the application on its own merits.

3. The applicant appears to assert its application as being suited for non- notification by stating it has allegedly addressed effects issues raised in a decision relating to a previous, separate application and concluding the effects are no more than minor.

4. Following on-going concern within the community, the Ōrākei Local Board has advocated very strongly for the Council's planning department to process applications in a way to ensure the development provisions set out in the Unitary Plan are treated as intended, and not treated as flexible provisions or guidelines which can be exceeded.

5. In this regard, the Ōrākei Local Board has requested greater evidential standards, particularly for any high-rise developments in residential areas. In December 2017 it resolved:

*a)* *That the Director of Regulatory Services be requested to ensure that planning officers processing planning consents irrespective of size and type of application, exercise their statutory powers to check all evidentiary information provided by applicants for planning consents, including requesting any further information such as a theodolite report to ensure the following information is provided:*

   *1) Clear spot levels at crucial points around the relevant section i.e., on the boundary adjacent to the proposed building's edge, and around the proposed building's footprint.*

   *2) Overall spot levels to give an accurate measure for any cut and fill that may take place.*

   *3) Existing boundary lines in relation to existing fencing structures.*

4) *All existing structures and their floor levels and ridge line levels.*

5) *Clear measures from the boundary line to the proposed buildings on all sides and at the crucial points.*

*b) That a copy of resolution a) be circulated to all local boards.*

*OR/2017/244*

6. The Orakei Local Board notes there is only one takeaway restaurant franchise in the board area which is McDonalds on Lunn Avenue.

7. The Board are cognizant of the social demographic of Orakei and the impacts of a fast-food franchise like McDonalds present in a mixed cultural ethnic area on a lower income suburb than the rest of the Orakei Board.

8. The Board takes a more holistic view of the development in terms of patronage of such eating establishments, social behaviour and health aspects and accessibility of such food across generations.

9. The Orakei Local Board notes the concerns it raised for the previous application dated September 2023 can still be applied in regards the current application. The concerns are copied under **Appendix 1.**

10. **The Orakei Local Board strongly asserts there are effects from that are "likely to be far more than minor" and are adverse per s95A, and public notification must be proceeded with per ss 95-95G of the RMA.**

## Commentary

- In concluding there are adverse effects that are more than minor so that public notification is required, we have looked carefully at the overall combined effects of the proposal on the broader environment – as is required for a s95A RMA assessment.

- There are distinctions between localized effects and effects on the wider environment we have considered – which we note as best practice ( www.qualityplanning.org.nz)

- In considering adverse effects on the environment, we have also looked at the cumulative nature of effects from this proposal over time, such as the impact of increased traffic from the business, surrounding social housing developments and other planned infrastructural developments, and other sensitive uses such as schools, Ngati Whatua gardens and local sports activities,

### Site observation

The DSI report (Appendix 4 of the lodgement pack) confirms heavy metal concentrations on the site are above 'background levels and other concentrations are above method detection levels in over half of the soil surveys undertaken. The risks related to human health, environmental discharge and the relationship to criteria under the Unitary Plan and National

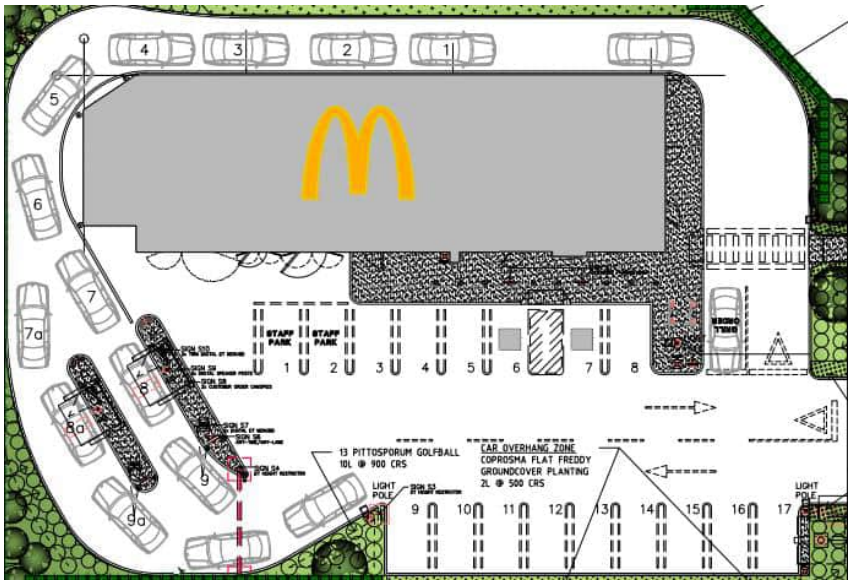
Environmental Standard are noted as “needing to be managed” to help avoid adversity. We note this as part of our holistic assessment that public notification is justified.

**Access and parking, loading and servicing**

- The OLB note the volume and intensity of traffic flows along Kepa Road daily has a suggested ‘average’ of around 24,000 meaning potentially far greater volumes on any given day.
- OLB are not confident the design of the ingress and egress into the McDonalds development will be an effective operational flow and the impact of the ingress and egress will be clearly adverse on an already highly used arterial route.
- We do not agree with the Traffic Impact Assessment dated 6 March 2024 inference that the raised pedestrian crossing is a ground for enabling the adverse effects generated from ingress or egress from the proposed site to the arterial road.
    - The TIC suggests raised pedestrian crossing to the west of the site creates breaks in traffic flow when pedestrians are crossing, but those crossings are intermittent and not a reliable basis on which to sustain adverse effects elsewhere.
    - The TIC also notes, at para 3.4, that the pedestrian volumes in this area are ‘quite low particularly past the site’, meaning it is more than likely that the raised crossing will not help mitigate the effects generated from the applicant site.
- Modelling of this design is important to understand any bottlenecks or congestion – given:
    - there are only 17 carparks, the sizing of these car parks are the ‘minimum’ permissible (per E27.6.3.1 ) and therefore more than likely to generate further more than minor effects for people trying to manoeuvre cars in tight areas where other cars are also trying to move through in a drive through situation, and
    - the TIC suggests around 1600 vehicles per day could visit the site, with around 133 of those in dinner times that coincide with peak hour traffic. (page 12 TIC)
- OLB note the notion of peak hour traffic along this arterial and others has been vastly extended and it is no longer reliable to assert traffic effects reliably based on a peak hour singular. Generally, there are no ‘outside peak hours’ along Kepa Road from 6am- 10pm. It is therefore more than likely the traffic flow and design effects are adverse and more than minor.
- Due to the arterial road nature of Kepa Road, and potential for safety issues a “no right turn” is proposed for vehicles egressing the site. People will need to turn left out of the site and travel east. The vehicle access arrangement is therefore left-in and right-in for ingress and left-out for egress. OLB are not

convinced of the consistency and safety of this design and are cognisant that the Z station nearby continues to allow right-out for egress.

- It is more than likely that this relationship only adds to traffic safety tensions and the effects are clearly more than minor.
- Given the patronage of such a restaurant as forecast in the TIC in this prime area – loadings and truck deliveries will be required on a much higher frequency and therefore also contribute to the anticipated traffic congestion.
- On-site queuing also raises mor than minor effects that are considered adverse. the queuing impacts can easily flow back onto Kepa Road at peak hour and create further congestion. An example of queuing backlog is the McDonald's Green Lane branch – which is distinguished because it can absorb a longer line through the Countdown carpark. Whereas any backlog in this case can only flow back onto Kepa Road.
- A closer study of the Landscape plan (Appendix 9) coupled with the TIC report shows the likelihood for on-site traffic conflict, and associated consequences for ingress and egress and additional queues. For the parking bays numbered 1-4 and 9-11 it appears more than likely that any manoeuvring of cars in those locations will be totally restricted by both the narrow space on the site and the conflict of cars needing to travel through the site to reach the ordering bay. In any situation where more than one car is queuing to make an order there is no possibility for any parked car, or person wishing to park a car, to carry out that activity until the ordering queue has moved to free up space. Given the projections for rush hours and high demand times, it is objectively clear that a more than minor traffic effect is generated – which in our view is an adverse effect and further justifies public notification.




- OLB also notes there has been a continuation of large container vehicles using Kepa Road as an easy access to their base stations in Glen Innes. This intensifies Kepa Road traffic use, with greater disrupted traffic flows and potential for safety conflicts for users of a drive through restaurant in this location.

## Social impacts, signage, and lighting

- The socio-economic impacts of the proposal are significant in our holistic assessment, further justifying public notification. Traditionally this area of Orakei has been predominantly a lower decile area, and also has a high proportion of Māori /Pacifica.

- The applicant's letter to Ngati Whatua dated 16 February 2024 (Appendix 16 – lodgment pack) outlines the range of concerns raised by Iwi. We do not interpret a blessing of the site prior to demolition of the church that once stood on the site as a resolution of the concerns raised.

- There are also many Kainga Ora tenancies in proximity and secondary/primary schools in the vicinity. Our understanding is, despite the applicant's engagement, local iwi are unsupportive of the proposal. There are already McDonalds at Glen Innes, Lunn Ave and Quay Street, all within 3-4 kms of this site.

- The site is on a prominent ridgeline. The effects of lighting from this area can be observed from across Orakei and Remuera to the south and dramatically impact on the receiving environment for a wider range of people than just Kepa Road traffic users and consumers. The impacts of lighting for significant natural volcanic landscapes and the enjoyment of those in day or night are more than minor.

- Prominent brand lamination dramatically changes the sense of the natural environment proximate to this site. There is a more than likely adverse effect for users of the Ngati Whatua garden areas to the south and further afield, for users of the Orakei Basin and residents in Remuera accustomed to the existing low levels of commercial signage and lamination along Kepa Rd ridgeline.

- The IBEX lighting report (Appendix 6) notes 'obtrusive' lighting intensities and spills receive a 'pass' when each is measured individually. However, the cumulative impact of all intensities and spill generates a lighting effect that is likely more than minor.

- Appendix 3 Architectural report shows a range of signage including a 6m illuminated golden arches sign adjacent to the accessway. We disagree with the Assessment of Environmental Effects that suggests the proposed signage has less than minor effects.

    - The fact this pylon 6m sign will be the only such frontage sign along this area means, by definition, it completely transforms the surrounding environment, and therefore must impose a more than minor effect – and means, by definition, that it cannot be 'in context with the surrounding environment'.

    - We do not accept that a yellow 6 m luminated sign is 'flush' or somehow to merge with the built background of a brown building. Quite the contrary effect of visual distinction will be created and is, again, a more than minor effect.

    - The 24/7 existence of this pylon sign has no correlation to any receiving environmental condition. It brings an adverse effect for a wider public interest and has minor utility in helping consumers navigate to the site. We disagree with the AEE suggestion that the sign somehow helps navigation through the site. If that is somehow related to the lamination from the pylon sign, then that

further lends doubt to the assessment of light lamination and spill proposed by IBEX.




**Conclusion: public notification is required**

**Troy Churton** Planning & Consenting Portfolio Lead, Orakei Local Board
**David Wong** Planning & Consenting Portfolio deputy, Orakei Local Board

**Orakei Local Board**
**30 April 2024**

# APPENDIX 1

# FEEDBACK DATED 18 SEPTEMBER 2023 - FROM THE ŌRĀKEI LOCAL BOARD ON A RESOURCE CONSENT APPLICATION 152 KEPA ROAD – MCDONALDS, AUCKLAND IN REGARDSTO PREVIOUS APPLICATION

***General Comments about Large Scale/Business Development Applications***

1. *Local Boards across the region are facing challenges with ensuring developers comply with the new generous provisions of the Unitary Plan. Some will naturally test the Unitary Plan interpretations to give them the best commercial outcome. The Unitary Plan sets out clear zoning and height regulations under section H4 (Mixed Housing Suburban) and H5 (Mixed Housing Urban). The challenge for commissioners, if appointed, and the Council is when infringements are allowed, for example, to exceed the stated regulated heights, a precedent is set for other developers to then use to justify their future projects and proposals to this level, and thereby further endorse the "contraventions".*

2. *The Ōrākei Local Board advocates strongly for the integrity of the Unitary Plan to remain and for the Council to ensure that serious infractions will not be permitted/approved. What is decided and approved now in terms of zoning, height, height in relation to boundary, and other aspects of the Plan will determine what can be accepted in future.*

3. *Overall, the Board is not opposed to new developments provided they fully comply with all standards in the Unitary Plan. But the Board is opposed to infringement of the Plan.*
   *The Unitary Plan enables far more generous development opportunity than the previous district plan. And therefore, the way applicants respond to the Plan and the way planners assess infringements of it must also change.*

4. *Following on-going concern within the community, the Ōrākei Local Board has advocated very strongly for the Council's planning department to process applications in a way to ensure the development provisions set out in the Unitary Plan are treated as intended, and not treated as flexible provisions or guidelines which can be exceeded.*

5. *In this regard, the Ōrākei Local Board has requested greater evidential standards, particularly for any high-rise developments in residential areas. In December 2017 it resolved:*

   b) *That the Director of Regulatory Services be requested to ensure that planning officers processing planning consents irrespective of size and type of application, exercise their statutory powers to check all evidentiary information provided by applicants for planning consents, including requesting any further information such as a theodolite report to ensure the following information is provided:*

      1) *Clear spot levels at crucial points around the relevant section i.e., on the boundary adjacent to the proposed building's edge, and around the proposed building's footprint.*

      2) *Overall spot levels to give an accurate measure for any cut and fill that may take place.*

      3) *Existing boundary lines in relation to existing fencing structures.*

      4) *All existing structures and their floor levels and ridge line levels.*

      5) *Clear measures from the boundary line to the proposed buildings on all sides and at the crucial points.*

   b) *That a copy of resolution a) be circulated to all local boards.*

   *OR/2017/244*

   11. *The Orakei Local Board notes there is only one takeaway restaurant franchise in the board area which is McDonalds on Lunn Avenue.*

   12. *The Board are cognizant of the social demographic of Orakei and the impacts of a fast-food franchise like McDonalds present in a mixed cultural ethnic area on a lower income suburb than the rest of the Orakei Board.*

   13. *The Board takes a more holistic view of the development in terms of patronage of such eating establishments, social behaviour and health aspects and accessibility of such food across generations.*

14. *The Board are of a view that **public notification** is a necessary step to ensure all stakeholders in the Orakei Ward have an opportunity to express their views on the proposed development from a macro socio economic perspective and in relation to the specific design and infrastructure of the restaurant.*

***Background to this Application***

10. *The proposal includes the development of a new McDonalds drive-through restaurant and McCafe, with associated signage and access arrangements. Other works required will include earthworks in order to create a flat building platform and the remediation of contaminated land on site.*
11. *McDonald's Restaurants (NZ) Limited ("McDonald's") are under contract to purchase the site, and however they are not the current owners. The demolition of the existing buildings will be undertaken by the current owner of the site.*
12. *A pre-application meeting was held on 27 June 2023 with Auckland Council planning staff, urban design staff, transportation engineers, and Auckland Transport representatives. A follow up site visit was held the next day with Auckland Transport representatives.*
13. *Again, it would have been inclusive and appreciated if the Orakei Local Board were invited to attend the preapplication meeting to ensure the community view and impacts were understood and articulated.*
14. *The proposal was also presented to the Urban Design Panel ("UDP") on 22 August 2023. The UDP set out a number of recommendations for the project, which the design team have taken on board and included in the proposal. These are as follows:*

    • *Site layout/pedestrians;*

    • *Interfaces; and*

    • *Building form*

***The Proposal***

15. *McDonalds are seeking land use consent to establish and operate a new McDonalds restaurant and drive-through with associated signage and access arrangements at 152 Kepa Road, Orakei*
16. *The proposed restaurant also features a drive-through facility whereby customers order and pick up food/beverage from their vehicles. This will incorporate a drive-through lane around the perimeter of the site, where vehicles enter the site from the southern boundary and travel in a clockwise direction from the southwestern side of the carpark around the building and exiting through the same vehicle accessway as the entry.*



***Demographics and future change of Orakei***

17. *The Orakei Local Board are cognisant of the major change that is currently being undertaken in the Orakei vicinity and the future outlook for specific areas like Kepa Road.*

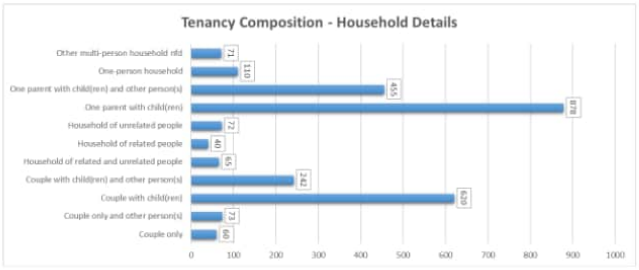
18. *The population census in 2018 stated there were close to 6000 residents in the wider Orakei suburb.*

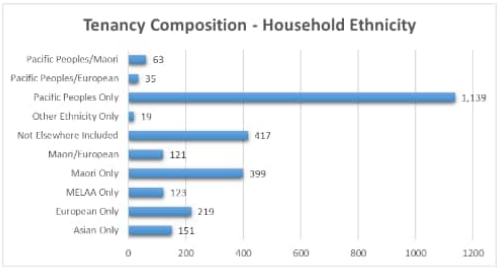
19. *Ethnicities were 70.3% European/Pākehā, 18.8% Māori, 6.9% Pacific peoples, 13.9% Asian, and 3.6% other ethnicities. People may identify with more than one ethnicity.*

20. *We have been fully briefed on the developments undertaken by Kainga Ora with over 712 occupied properties in the area: with 2,700 residents living in their homes.*

## General Housing Overview - Ōrākei

Approximately 712 occupied properties with approximately 2,686 people living in our homes




21. *OLB is conscious of the locality of the proposed development to major community, business and educational institutions: -*

- *Kupe Park consisting of Open Space zoning and the Orakei tennis courts to the north;*
- *Ngati Whatua Orakei Marae*
- *Orakei Community Centre*
- *Orakei RSA*
- *The Pourewa Nursery/Community Hub located to the south with significant areas of open space;*
- *Residential developments (high end – The Horizon, the Edge and the Ridge) to the north, west, north-east and north-west consisting of the Orakei suburb;*
- *St Josephs School (Orakei) approximately 200m west of the site;*
- *Eastridge shopping centre approximately 550m to the east of the site.*
- *Selwyn College*
- *Barfoot and Thompson Stadium*

*The dynamics of having a fast-food establishment like McDonalds cannot be underestimated. And some form of social assessment needs to be undertaken.*

***Locality – neighbourhood plan***

22. *The Following on from the discussion above in terms of demography and social impact – the OLB are cognisant of the proximity of the development to Kupe Reserve.*

23. *The concept of a reserve is to maintain recreation and community landscape and appreciation.*

24. *The entrance way to Kupe Reserve runs parallel to the proposed McDonalds development and the general aspects of transport congestion, safety and noise will be prevalent.*



C Entry to Kupe Reserve - View from Kepa Road

***Access and Parking/transportation***

25. *The OLB note the volume and intensity of traffic flows along Kepa Road on a daily basis. There is a multitude of assessments and designs being undertaken for Nehu Triangle, establishment of traffic lights at Kupe St (as outlined by Ngati Whatua/Kainga Ora at 7 September OLB workshop) and recent redesigns of raised pedestrian crossings near Coates Avenue.*

26. *The site will be accessed off Kepa Road through a two-way vehicle crossing, that is to be located slightly further to the east than the existing vehicle crossing. Pedestrian access to the site will be adjacent to the vehicle access, where a pedestrian crossing will connect the street with the building, across the drive-through egress lane.*
27. *OLB are not confident the design of the ingress and egress into the McDonalds development will be an effective operational flow. Modelling of this design is important to understand any bottlenecks or congestion – given that there are only 17 carparks.*
28. *There is reference to a one 'grille order' parking space provided at the front of the building, adjacent to the drive-through area to allow for customers to move clear of the drive-through lane on occasions where there is a delay in fulfilling the particular order. OLB do not consider this sufficient.*
29. *Due to the arterial road nature of Kepa Road, and potential for safety issues, as discussed with Auckland Council and Auckland Transport during a pre-application meeting (on 27 June 2023), a "no right turn" is proposed for vehicles egressing the site. People will need to turn left out of the site and travel east. The vehicle access arrangement is therefore left-in and right-in for ingress and left-out for egress.*

    *OLB are not convinced of the consistency and safety of this design and are cognisant that the Z station nearby continues to allow right-out for egress.*

***Loading***

30. *It is stated in paragraph 4.4 of the AEE that – "The servicing of the McDonald's restaurant is generally undertaken at times during the day when the restaurant is quiet, it will include one main delivery truck visiting the site two to three times a week and smaller deliveries throughout the week."*
31. *OLB challenge the above assumptions – given the patronage of such a restaurant in this prime area – loadings and truck deliveries will be on a much higher frequency and therefore also contribute to the anticipated traffic congestion.*

***Servicing***

32. *OLB are cognizant that the existing buildings on the site were a church and community hall. The demands on the infrastructure were far less than the expectations for a major takeaway restaurant.*

33. *OLB challenge the existing capacity of the stormwater and wastewater piping. In particular the ability to build new drainage lines, manholes and grease traps to connect to the existing network on site.*

***Consent requirements***

34. *It is stated under E23 Signs – there are a total of 19 signs being proposed. This is a restricted activity and the visual impact on the area would not be considered less than minor.*

35. *It is stated under E27 Transport that the vehicle crossing fronting onto Kepa Road as a major arterial route and the width not being compliant – as restricted activities cannot be considered as less than minor.*

36. *The final restricted discretionary activity relates to the mixed-use zone and the landscape buffer. Again, on a cumulative basis these activities cannot be considered less than minor.*

***Built character and streetscape***

37. *Under 6.5.1 – it is stated that "the proposed new drive-through restaurant, associated parking, access and landscaping is keeping in with the existing pattern of development on Kepa Road, and the anticipated built form and activity on the site. It is considered that any potential adverse effects in terms of the built character and streetscape of the building will be less than minor."*

38. *OLB consider the impact of major brand complexes like Z gas station and McDonalds are encroaching towards the major fringe of Kepa Road – diluting the character and streetscape of the area. These impacts are not less than minor.*

39. *It must be noted that the original church and associated hall were set back from the Kepa Road frontage, and the proposed development converges closer to the main arterial route.*

***Traffic and pedestrian safety***

40. *The proposed development involves the formation of parking and loading infrastructure to service a new McDonald's restaurant. Vehicle access to the site will be through a newly formed vehicle crossing off Kepa Road, adjacent to the existing, but further away from the pedestrian crossing. Access out of the site is proposed to implore a 'no right turn' out on to Kepa Road, with either signage or a median barrier to restrict this movement. Cars are able to turn left out of Kepa Road and go around Kupe Street to return to travelling in a western direction.*

41. *OLB will need to see the modelling of the proposed "no right turn" design and operation. As noted in para 29 above – the Z station still permits right turn egress – so the synchronisation and compatibility of such a design still needs refinement.*

42. *OLB are concerned on the modelling of the flow through and backlog of queueing traffic as vehicles circle through the drive in for purchases.*

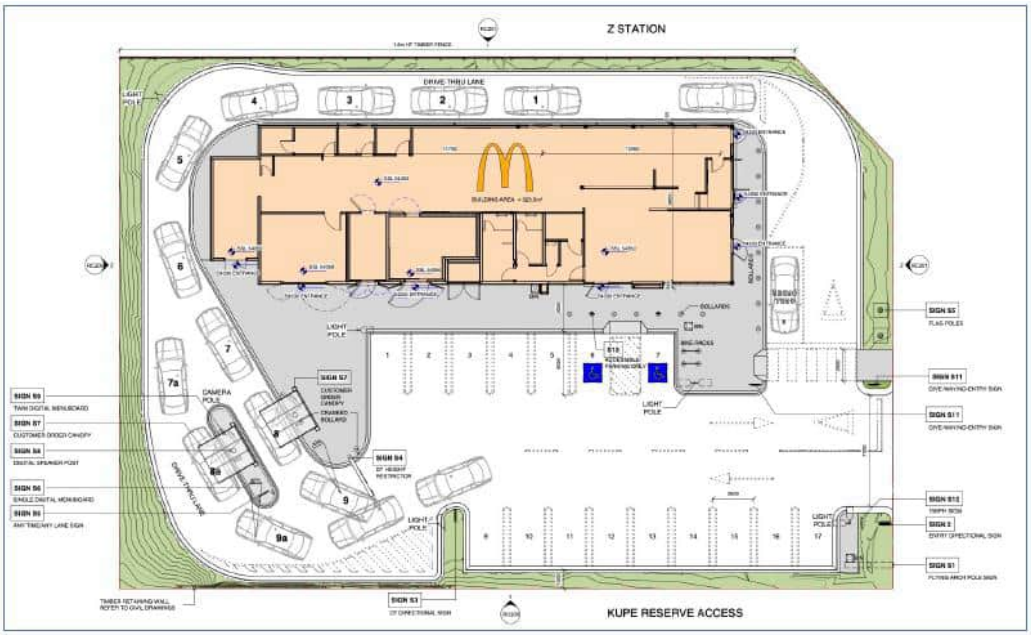



*Figure 8*
*Proposed McDonald's site layout.*

43. *As depicted above, the queuing impacts can easily flow back onto Kepa Road at peak hour and create further congestion. An example of queuing backlog is the McDonald's Green Lane branch – which has*

*the ability to absorb a longer line through the Countdown carpark. Whereas any backlog in this case which flow back onto Kepa Road.*

44. *OLB are dubious of the one-day assessment of turning movements in the vicinity.*

*Table 3*
*Turning movements in the vicinity of the site*
*Traffic survey – Friday 16 June 2023 – vehicles/hour*

| Movement | 17:00-18:00 |
|---|---|
| | |
| Left into Z service station | 28 |
| Right into Z | 10 |
| Left out of Z | 36 |
| Right out of Z | 6 |
| Left into slip road | 91 |
| Right out of slip road | 14 |

*Under the Appendix 5 document – Traffic Impact Assessment, the Board expects a greater sample of turning movements across a period of at least 1-2 weeks.*

45. *In particular the turning movements – "right out of the slip road" is fundamental to the operation of the McDonald's egress and the continuation of the egress from the Z station. There is no analysis on how this operation will be synchronized.*
46. *The intersection of Kupe Street and Kepa Road is a known precarious area – and there are not sufficient statistics to reflect 'near misses' in vicinity for vehicles and pedestrians.*

***Socio-economic impacts***

47. *The wider perspective OLB is undertaking is the impact of fast-food restaurants in an area like Orakei.*
48. *The diagram below reflects median travel distance to the nearest fast-food outlet varied by neighborhood deprivation (p_0.001), with travel distance being at least twice as far (i.e., worse access) in the least-deprived compared to the most deprived areas (Figure 1 extract from Neighbourhood Deprivation and Access to Fast Food retailing – a National Study; American Journal of Medicine 2007).*

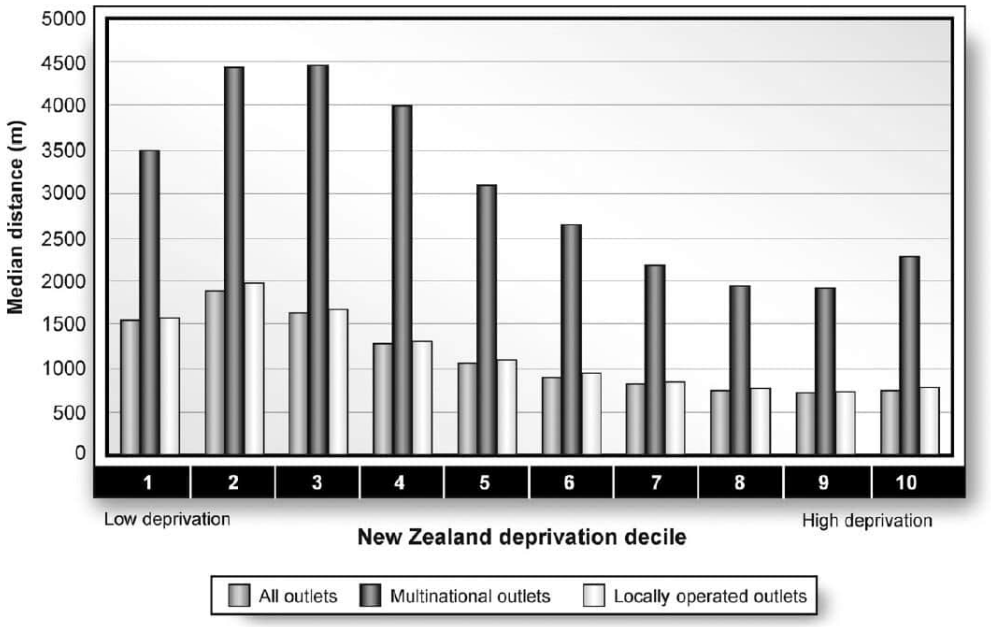



**Figure 1.** Median travel distance to closest fast-food outlet for New Zealand deprivation deciles. Median travel distances: all, 99 m; multinational, 2827 m; locally operated, 1025 m (analysis of variance, $p$=0.000).

***Summary***

10. *Over the past few years there have been several major developments where the Board has re-emphasized its views and principles with regards height, bulk and impact on the surrounding environment as listed below: -*

    - *Summerset Retirement Village – St Johns Road*
    - *Oceania Retirement Village – Waimarie Street*
    - *Ryman Village complex – Kohimarama Road*
    - *Mission Bay Shopping development – Patteson Ave/ Marau Crescent*
    - *Stonefields apartment building*

11. *The Ōrākei Local Board's view is that the McDonald's development must be considered with the cumulative development activity in the overall area and the consequent impact on our communities. This means our communities are receiving significant change to their built environment. There are several major developments, proposed and underway, in the Ōrākei Local Board's area. These include:*

    - *Housing NZ and SHA developments in Orakei/Meadowbank*
    - *Ōrākei Point – Ōrākei Village*
    - *Kepa Road apartments*
    - *Caughey Preston – Upland Road*
    - *Corran School – Remuera Road*
    - *St Kentigerns Girls school complex – Shore Road (completed)*
    - *Extension of section 4 GIen Innes/Tamaki Drive walkway/cycleway*
    - *Shundi Development – Morrin Road*

***Conclusion:***

*OLB are supportive of economic progress and the capability of developments to deliver additional business initiatives. But throughout the design, planning and execution – each stage of the process must fully address the progressive impacts on the socio-economic implications, landscape, infrastructure, transportation routes and the overall impact of neighbouring communities.*

*OLB emphasises the macroeconomic and social impacts of installing a fast-food restaurant in the middle of a major schooling area, Kainga Ora intensification, next door to a popular reserve and on a major arterial route which is already suffering from major congestion.*

*Public notification is the necessary next step to this proposal.*

**Troy Churton** **David Wong**

**On behalf of Orakei Local Board**

**From:** Troy Churton (Orakei Local Board)
**To:** Perry Ng
**Cc:** David Wong (Orakei Local Board)
**Subject:** McDonald's- kepa road
**Date:** Tuesday, 7 May 2024 7:25:40 pm

---

Hi
One thing I omitted and which I don't think is assessed by the applicant is the impact of the upcoming intersection upgrade to a major signaling area at Kepa and Kupe with significant new intensity

This means the application modelling can not be relied on

Get Outlook for iOS

New tsunami evacuation map. Check the map today.



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25 St Johns Road
St Johns
Auckland 1072

**22 January 2025**

## COMMENT TO HEARING PANEL DATED 22 JANUARY 2025 FROM THE ŌRĀKEI LOCAL BOARD:

## NOTIFIED RESOURCE CONSENT APPLICATION FOR 152 KEPA ROAD – BY MCDONALDS RESTAURANTS (NZ) LTD

### Summary:

1. The Hearing Panel is a decision-making arm of Auckland Council and as such, pursuant to s15 (2) (c) Local Government Auckland Council Act (LGACAct) must consider the following views and preferences expressed by Orakei Local Board. The Board reserves a right to speak to these comments and expand upon them in any hearing.

2. The well-being of the community is at the heart of our concerns – per s15(2) (c) LGACAct. Following on-going concern within the community regarding this and previous applications to establish a McDonalds in this area, the Ōrākei Local Board has advocated very strongly for the Council's planning department to process applications in a way to ensure the policies and development provisions set out in the Unitary Plan are treated as intended, and not treated as flexible provisions or guidelines which can be exceeded.

3. The Board takes a holistic view of the development in terms of patronage of such eating establishments, social behaviour and health aspects and accessibility of such food across generations and the future impacts on local amenity and regional arterial infrastructure.

4. In considering adverse effects on the environment, we have engaged with our local communities, looked at the cumulative nature of effects from this proposal over time including the likely impacts from a major new intersection, the impact of increased traffic from the business, surrounding social housing developments and other planned infrastructural developments, and other sensitive uses such as schools, Ngati Whatua Orakei marakai (gardens) and local sports activities.

5. The Orakei Local Board notes the concerns it raised for the previous McDonalds applications dated September 2023 and April 2024 can still be applied in regards the

current application. (Example of previous comment in **Attachment A**) The Assessment of Environmental Effects is mostly the same for the current application.

6. However, there is a significant change pending to the local roading infrastructure (signalised Kupe/Kepa – per Dempsey Wood consulting – see map below) that will dramatically change the amenity values of the area and require a refreshed interpretation of what may be appropriate for the business mixed use zone in this area. This is one iteration of the signalisation being consulted on.




7. While the Business Mixed Use zone states, at H13.4.1(A10), drive through restaurants to be a permitted activity, that activity must be considered in the context of the zone description, zone objectives and zone policies.

8. We note the assessment criteria at H13.8.2(5) for drive through restaurants includes specific regard to policy H13.3 – which requires quality and design that positively contributes to planning and design outcomes identified for the zone – and the visual quality and interest of streets and other open public places – and pedestrian amenity, movement, safety and convenience for all.

9. The zone description (H13.1) requires any proposal to enhance the quality of streets within the area and public places. For example, we do not see this application, which

promotes processed fast food, delivering a quality outcome when it is within an area (almost opposite) a marakai promoting healthy food supplies.

10. A key objective ( H13.2(3) ) is that the development contribute positively towards planned future form and quality, creating a sense of place.

11. A key policy (H13.3 (7)) is to require at grade parking be located and designed in a manner that avoids or mitigates adverse effects on pedestrian amenity and the streetscape. Microsoft Word - H13 Business - Mixed Use Zone

12. With the significantly changed adjacent intersection, the Board believes it is now even **more inappropriate** in terms of the aforesaid zone description, objective and policy, to load a further drive-through food business into this business mixed use zoned site, and that the site will become more suited to non-drive-through types of activity.

13. The below table summarizes the **areas of non-compliance** as outlined in the B&A Urban/Environmental Rules assessment (Attachment A1)

| **Rule** | **Non-compliance** | **Comment** |
|---|---|---|
| E23 Signs | Consent will be required for the establishment of comprehensive development signage as a Restricted Discretionary activity under Rule E23.4.2(A53) | The need for concession in the development of signage has already been acknowledged by McDonalds in the recent Wanaka branch application. |
| E27.4.1 Transport Activity Table | Resource consent is required for the use of a vehicle crossing where a Vehicle Access Restriction (VAR) applies under Standard E27.6.4.1(2) as a change of activity is taking place as a Restricted Discretionary activity under Rule 27.4.1(A5) | The cumulative effect of the loading zone, rubbish collection and the impact of the proposed Kupe St/Kepa Road intersection have still not been fully evaluated and assessed – and explanations per the s92 traffic response are deflective. |
| E27.6.4.1 Transport - Vehicle Access Restrictions | Vehicle Access Restrictions apply due to Kepa Road being an arterial road and the proposed building has frontage on to the arterial road. Resource consent is required as a restricted discretionary activity under Rule E27.4.1(A5). | As above. |
| E27.6.4.3 Width of Vehicle Access and Queuing Requirements | Resource consent is required as the proposed width of the vehicle access | There is cursory reference to the various manoeuvres that rubbish and delivery trucks will need to undertake |

| Rule | Non-compliance | Comment |
|---|---|---|
| | is 7m. Resource consent is required as a restricted discretionary activity under Rule E27.4.1(A2). | to manage their activities during 'off peak hours' in the s92 traffic response. It is important all stakeholders have thorough simulations and assessment of these manoeuvres given the tight turning areas – and likely impact of queuing and congestion. |
| H13.4 Business – Mixed Use zone - Activity Table | New building in the Mixed-Use zone is a restricted discretionary activity. | The purpose of the restricted discretionary activity is to ensure high quality, contributes to the amenity of the area, is consistent with the natural hazards policies, respects the character of the neighbourhood and enhances the quality of streets and public open spaces.<br><br>The AEE as it stands does not affirm the above characteristics. |

14. The Board's preference is to therefore see this **application be not granted.**

## Comment on certain effects impacting on our community.

### Site observation

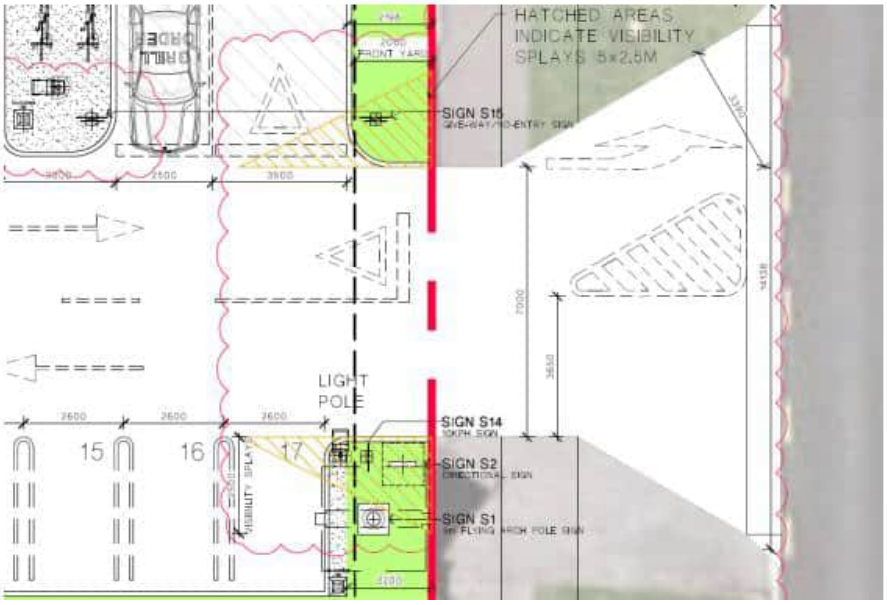
A DSI report confirmed heavy metal concentrations on the site are above 'background levels and other concentrations are above method detection levels in over half of the soil surveys undertaken. The risks related to human health, environmental discharge and the relationship to criteria under the Unitary Plan and National Environmental Standard are noted as "needing to be managed" to help avoid adversity.

### Access and parking, loading and servicing

- The OLB note the volume and intensity of traffic flows along Kepa Road daily has a suggested 'average' of around 24,000 meaning potentially far greater volumes on any given day. These figures are based on status quo roading before the impact of signalisation from the new intersection.
- OLB are not confident the design of the ingress and egress into the McDonalds development will be an effective operational flow and the impact

of the ingress and egress will be clearly adverse on an already highly used arterial route.

- The proposed vehicle crossing is not compliant with the maximum width of a vehicle crossing. Under Rule E27.6.4.3.2(T153) in the MU-Z where the activity services more than 10 parking spaces, the maximum width of vehicle crossing at the site boundary is 6.0m (two way). The proposal provides for a 7.0m wide vehicle crossing at the site boundary. The Board believes this discretion to allow this must not be granted, and this is an inappropriate design outcome.




From B & A Urban and Environmental report – Figure 2.

- With the introduction of significant phased traffic control in the new intersection, it is more than likely the extent of queuing and traffic will become heavier.
    - This means it is more than likely that the ingress and egress requirements of a drive-in food business will generate adverse safety, pedestrian and traffic flow related effects.
    - For example, arterial road using traffic queuing at the signals will be required to pause and stay static longer to enable cars trying to ingress of egress the site, causing greater congestion.
- We do not agree with the Traffic Impact Assessment
    - TPC suggests raised pedestrian crossing to the west of the site creates breaks in traffic flow when pedestrians are crossing, but those crossings are intermittent and not a reliable basis on which to sustain adverse effects elsewhere.
    - TPC also notes that the pedestrian volumes in this area are ‘quite low particularly past the site’, meaning it is more than likely that the raised crossing will not help mitigate the effects generated from the applicant site. However, the proposed new signalised intersection is designed to

incentivise pedestrian movement, and it is likely there will be greater pedestrian activity along this site area.

- Modelling of this design is important to understand any bottlenecks or congestion – given:
    - there are only 17 carparks, the sizing of these car parks are the 'minimum' permissible (per E27.6.3.1) and therefore more than likely to generate furthermore than minor effects for people trying to manoeuvre cars in tight areas where other cars are also trying to move through in a drive through situation, and
    - TPC suggests around 1600 vehicles per day could visit the site, with around 133 of those in dinner times that coincide with peak hour traffic.
- OLB note the notion of peak hour traffic along this arterial and others has been vastly extended and it is no longer reliable to assert traffic effects reliably based on a peak hour singular. Generally, there are no 'outside peak hours' along Kepa Road from 6am- 10pm.

*Table 2*
*Kepa Road, outside the site*
*Traffic survey – Friday 16 June 2023*

| Vehicles/hour | Lunchtime period | | | PM peak period | |
|---|---|---|---|---|---|
| | 12:00-13:00 | 13:00-14:00 | | 16:00-17:00 | 17:00-18:00 |
| | | | | | |
| Eastbound | 784 | 760 | | 1163 | 1179 |
| | | | | | |
| Westbound | 848 | 704 | | 769 | 761 |
| | | | | | |
| Two-way | 1632 | 1464 | | 1932 | 1950 |

From the TPC Traffic Assessment

- Due to the arterial road nature of Kepa Road, and potential for safety issues a "no right turn" is proposed for vehicles egressing the site. People will need to turn left out of the site and travel east. As mentioned, the new intersection brings potential for higher conflicts and delays with queued traffic in this locality.
- Given the patronage of such a restaurant as forecast in this prime area – loadings and truck deliveries will be required on a much higher frequency and therefore also contribute to the anticipated traffic congestion.
- On-site queuing also raises mor than minor effects that are considered adverse. The queuing impacts will likely easily flow back onto Kepa Road at peak hour and create further congestion and conflict with traffic queued awaiting signal changes.




*Figure 8*
*Proposed McDonald's site layout.*

- OLB also notes there has been a continuation of large container vehicles using Kepa Road as an easy access to their base stations in Glen Innes. This intensifies Kepa Road traffic use, with greater disrupted traffic flows and potential for safety conflicts for users of a drive through restaurant in this location.

## Social impacts, signage, and lighting

- The socio-economic impacts of the proposal are significant in our holistic assessment. Orakei is a highly diverse mix of higher and lower wealth and diverse cultures including, of course, being the significant home of Ngati Whatua. We also do not accept that a blessing of the site by Ngati Whatua on demolition of a church, in any way sanctions cultural acceptance of the new proposed activity.

- There are many Kainga Ora tenancies in proximity and secondary/primary schools in the vicinity. Our understanding is, despite the applicant's engagement, local iwi had been unsupportive of the proposal. There are already McDonalds at Glen Innes, Lunn Ave and Quay Street, all within 3-4 kms of this site.

- The site is on a prominent ridgeline. The effects of lighting from this area can be observed from across Orakei and Remuera to the south and dramatically impact on the receiving environment for a wider range of people than just Kepa Road traffic users and consumers. The impacts of lighting for significant natural volcanic landscapes and the enjoyment of those in day or night are more than minor.

- Prominent brand lamination dramatically changes the sense of the natural environment proximate to this site. There is a more than likely adverse effect for users of the Ngati Whatua garden areas to the south and further afield, for users of the Orakei Basin and residents in Remuera accustomed to the existing low levels of commercial signage and lamination along Kepa Rd ridgeline.

- An IBEX lighting report noted ‘obtrusive’ lighting intensities and spills receive a ‘pass’ when each is measured individually. However, the cumulative impact of all intensities and spill generates a lighting effect that is likely more than minor.

- An Architectural report showed a range of signage including a 6m illuminated golden arches sign adjacent to the accessway. We disagree with the Assessment of Environmental Effects that suggests the proposed signage has less than minor effects.

    - The fact this pylon 6m sign will be the only such frontage sign along this area means, by definition, it completely transforms the surrounding environment, and therefore must impose a more than minor effect – and means, by definition, that it cannot be ‘in context with the surrounding environment’.

    - We do not accept that a yellow 6 m luminated sign is ‘flush’ or somehow to merge with the built background of a brown building. Quite the contrary effect of visual distinction will be created and is, again, a more than minor effect.

    - The 24/7 existence of this pylon sign has no correlation to any receiving environmental condition. It brings an adverse effect for a wider public interest and has minor utility in helping consumers navigate to the site. We disagree with the AEE suggestion that the sign somehow helps navigation through the site. If that is somehow related to the lamination from the pylon sign, then that further lends doubt to the assessment of light lamination and spill proposed by IBEX.




**We look forward to addressing the hearings panel with these comments.**

**Troy Churton** Planning & Consenting Portfolio Lead, Orakei Local Board
**David Wong** Planning & Consenting Portfolio deputy, Orakei Local Board

**Orakei Local Board**
**22 January 2025**

# APPENDIX 1

## EXAMPLE: FEEDBACK DATED 18 SEPTEMBER 2023 - FROM THE ŌRĀKEI LOCAL BOARD ON A RESOURCE CONSENT APPLICATION 152 KEPA ROAD – MCDONALDS, AUCKLAND IN REGARDSTO PREVIOUS APPLICATION

***General Comments about Large Scale/Business Development Applications***

1. *Local Boards across the region are facing challenges with ensuring developers comply with the new generous provisions of the Unitary Plan. Some will naturally test the Unitary Plan interpretations to give them the best commercial outcome. The Unitary Plan sets out clear zoning and height regulations under section H4 (Mixed Housing Suburban) and H5 (Mixed Housing Urban). The challenge for commissioners, if appointed, and the Council is when infringements are allowed, for example, to exceed the stated regulated heights, a precedent is set for other developers to then use to justify their future projects and proposals to this level, and thereby further endorse the "contraventions".*

2. *The Ōrākei Local Board advocates strongly for the integrity of the Unitary Plan to remain and for the Council to ensure that serious infractions will not be permitted/approved. What is decided and approved now in terms of zoning, height, height in relation to boundary, and other aspects of the Plan will determine what can be accepted in future.*

3. *Overall, the Board is not opposed to new developments provided they fully comply with all standards in the Unitary Plan. But the Board is opposed to infringement of the Plan.*
   *The Unitary Plan enables far more generous development opportunity than the previous district plan. And therefore, the way applicants respond to the Plan and the way planners assess infringements of it must also change.*

4. *Following on-going concern within the community, the Ōrākei Local Board has advocated very strongly for the Council's planning department to process applications in a way to ensure the development provisions set out in the Unitary Plan are treated as intended, and not treated as flexible provisions or guidelines which can be exceeded.*

5. *In this regard, the Ōrākei Local Board has requested greater evidential standards, particularly for any high-rise developments in residential areas. In December 2017 it resolved:*

   a) *That the Director of Regulatory Services be requested to ensure that planning officers processing planning consents irrespective of size and type of application, exercise their statutory powers to check all evidentiary information provided by applicants for planning consents, including requesting any further information such as a theodolite report to ensure the following information is provided:*

      1) *Clear spot levels at crucial points around the relevant section i.e., on the boundary adjacent to the proposed building's edge, and around the proposed building's footprint.*

      2) *Overall spot levels to give an accurate measure for any cut and fill that may take place.*

      3) *Existing boundary lines in relation to existing fencing structures.*

      4) *All existing structures and their floor levels and ridge line levels.*

      5) *Clear measures from the boundary line to the proposed buildings on all sides and at the crucial points.*

   b) *That a copy of resolution a) be circulated to all local boards.*

*OR/2017/244*

15. *The Orakei Local Board notes there is only one takeaway restaurant franchise in the board area which is McDonalds on Lunn Avenue.*

16. *The Board are cognizant of the social demographic of Orakei and the impacts of a fast-food franchise like McDonalds present in a mixed cultural ethnic area on a lower income suburb than the rest of the Orakei Board.*

17. *The Board takes a more holistic view of the development in terms of patronage of such eating establishments, social behaviour and health aspects and accessibility of such food across generations.*

18. *The Board are of a view that **public notification** is a necessary step to ensure all stakeholders in the Orakei Ward have an opportunity to express their views on the proposed development from a macro socio economic perspective and in relation to the specific design and infrastructure of the restaurant.*

***Background to this Application***

10. *The proposal includes the development of a new McDonalds drive-through restaurant and McCafe, with associated signage and access arrangements. Other works required will include earthworks in order to create a flat building platform and the remediation of contaminated land on site.*
11. *McDonald's Restaurants (NZ) Limited ("McDonald's") are under contract to purchase the site, and however they are not the current owners. The demolition of the existing buildings will be undertaken by the current owner of the site.*
12. *A pre-application meeting was held on 27 June 2023 with Auckland Council planning staff, urban design staff, transportation engineers, and Auckland Transport representatives. A follow up site visit was held the next day with Auckland Transport representatives.*
13. *Again, it would have been inclusive and appreciated if the Orakei Local Board were invited to attend the preapplication meeting to ensure the community view and impacts were understood and articulated.*
14. *The proposal was also presented to the Urban Design Panel ("UDP") on 22 August 2023. The UDP set out a number of recommendations for the project, which the design team have taken on board and included in the proposal. These are as follows:*

    • *Site layout/pedestrians.*

    • *Interfaces; and*

    • *Building form*

***The Proposal***

15. *McDonalds are seeking land use consent to establish and operate a new McDonalds restaurant and drive-through with associated signage and access arrangements at 152 Kepa Road, Orakei*
16. *The proposed restaurant also features a drive-through facility whereby customers order and pick up food/beverage from their vehicles. This will incorporate a drive-through lane around the perimeter of the site, where vehicles enter the site from the southern boundary and travel in a clockwise direction from the southwestern side of the carpark around the building and exiting through the same vehicle accessway as*

*the entry.*

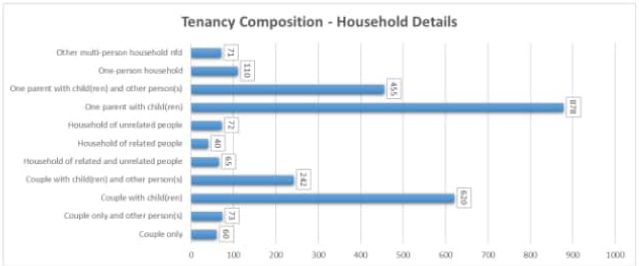


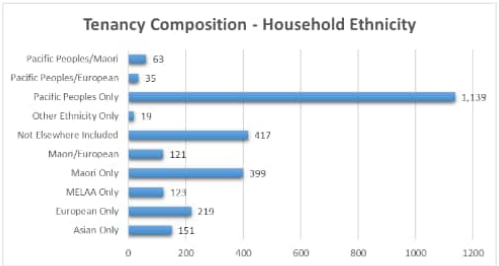
***Demographics and future change of Orakei***

17. *The Orakei Local Board are cognisant of the major change that is currently being undertaken in the Orakei vicinity and the future outlook for specific areas like Kepa Road.*
18. *The population census in 2018 stated there were close to 6000 residents in the wider Orakei suburb.*
19. *Ethnicities were 70.3% European/Pākehā, 18.8% Māori, 6.9% Pacific peoples, 13.9% Asian, and 3.6% other ethnicities. People may identify with more than one ethnicity.*
20. *We have been fully briefed on the developments undertaken by Kainga Ora with over 712 occupied properties in the area: with 2,700 residents living in their homes.*

## General Housing Overview - Ōrākei

Approximately 712 occupied properties with approximately 2,686 people living in our homes




21. *OLB is conscious of the locality of the proposed development to major community, business and educational institutions: -*

- *Kupe Park consisting of Open Space zoning and the Orakei tennis courts to the north.*
- *Ngati Whatua Orakei Marae*
- *Orakei Community Centre*
- *Orakei RSA*
- *The Pourewa Nursery/Community Hub located to the south with significant areas of open space.*
- *Residential developments (high end – The Horizon, the Edge and the Ridge) to the north, west, north-east and north-west consisting of the Orakei suburb.*
- *St Josephs School (Orakei) approximately 200m west of the site;*
- *Eastridge shopping centre approximately 550m to the east of the site.*
- *Selwyn College*
- *Barfoot and Thompson Stadium*

*The dynamics of having a fast-food establishment like McDonalds cannot be underestimated. And some form of social assessment needs to be undertaken.*

***Locality – neighbourhood plan***

22. *The Following on from the discussion above in terms of demography and social impact – the OLB are cognisant of the proximity of the development to Kupe Reserve.*

23. *The concept of a reserve is to maintain recreation and community landscape and appreciation.*

24. *The entrance way to Kupe Reserve runs parallel to the proposed McDonalds development and the general aspects of transport congestion, safety and noise will be prevalent.*



© Entry to Kupe Reserve - View from Kepa Road

***Access and Parking/transportation***

25. *The OLB note the volume and intensity of traffic flows along Kepa Road on a daily basis. There is a multitude of assessments and designs being undertaken for Nehu Triangle, establishment of traffic lights at Kupe St (as outlined by Ngati Whatua/Kainga Ora on 7 September OLB workshop) and recent redesigns of raised pedestrian crossings near Coates Avenue.*

26. *The site will be accessed off Kepa Road through a two-way vehicle crossing, that is to be located slightly further to the east than the existing vehicle crossing. Pedestrian access to the site will be adjacent to the vehicle access, where a pedestrian crossing will connect the street with the building, across the drive-through egress lane.*
27. *OLB are not confident the design of the ingress and egress into the McDonalds development will be an effective operational flow. Modelling of this design is important to understand any bottlenecks or congestion – given that there are only 17 carparks.*
28. *There is reference to a one 'grille order' parking space provided at the front of the building, adjacent to the drive-through area to allow for customers to move clear of the drive-through lane on occasions where there is a delay in fulfilling the particular order. OLB do not consider this sufficient.*
29. *Due to the arterial road nature of Kepa Road, and potential for safety issues, as discussed with Auckland Council and Auckland Transport during a pre-application meeting (on 27 June 2023), a "no right turn" is proposed for vehicles egressing the site. People will need to turn left out of the site and travel east. The vehicle access arrangement is therefore left-in and right-in for ingress and left-out for egress.*

*OLB are not convinced of the consistency and safety of this design and are cognisant that the Z station nearby continues to allow right-out for egress.*

***Loading***

30. *It is stated in paragraph 4.4 of the AEE that – "The servicing of the McDonald's restaurant is generally undertaken at times during the day when the restaurant is quiet, it will include one main delivery truck visiting the site two to three times a week and smaller deliveries throughout the week."*
31. *OLB challenge the above assumptions – given the patronage of such a restaurant in this prime area – loadings and truck deliveries will be on a much higher frequency and therefore also contribute to the anticipated traffic congestion.*

***Servicing***

32. *OLB are cognizant that the existing buildings on the site were a church and community hall. The demands on the infrastructure were far less than the expectations for a major takeaway restaurant.*

33. *OLB challenge the existing capacity of the stormwater and wastewater piping. In particular the ability to build new drainage lines, manholes and grease traps to connect to the existing network on site.*

***Consent requirements***

34. *It is stated under E23 Signs – there are a total of 19 signs being proposed. This is a restricted activity and the visual impact on the area would not be considered less than minor.*

35. *It is stated under E27 Transport that the vehicle crossing fronting onto Kepa Road as a major arterial route and the width not being compliant – as restricted activities cannot be considered as less than minor.*

36. *The final restricted discretionary activity relates to the mixed-use zone and the landscape buffer. Again, on a cumulative basis these activities cannot be considered less than minor.*

***Built character and streetscape***

37. *Under 6.5.1 – it is stated that "the proposed new drive-through restaurant, associated parking, access and landscaping is keeping in with the existing pattern of development on Kepa Road, and the anticipated built form and activity on the site. It is considered that any potential adverse effects in terms of the built character and streetscape of the building will be less than minor."*

38. *OLB consider the impact of major brand complexes like Z gas station and McDonalds are encroaching towards the major fringe of Kepa Road – diluting the character and streetscape of the area. These impacts are not less than minor.*

39. *It must be noted that the original church and associated hall were set back from the Kepa Road frontage, and the proposed development converges closer to the main arterial route.*

***Traffic and pedestrian safety***

40. *The proposed development involves the formation of parking and loading infrastructure to service a new McDonald's restaurant. Vehicle access to the site will be through a newly formed vehicle crossing off Kepa Road, adjacent to the existing, but further away from the pedestrian crossing. Access out of the site is proposed to implore a 'no right turn' out on to Kepa Road, with either signage or a median barrier to restrict this movement. Cars are able to turn left out of Kepa Road and go around Kupe Street to return to travelling in a western direction.*

41. *OLB will need to see the modelling of the proposed "no right turn" design and operation. As noted in para 29 above – the Z station still permits right turn egress – so the synchronisation and compatibility of such a design still needs refinement.*

42. *OLB are concerned on the modelling of the flow through and backlog of queueing traffic as vehicles circle through the drive in for purchases.*

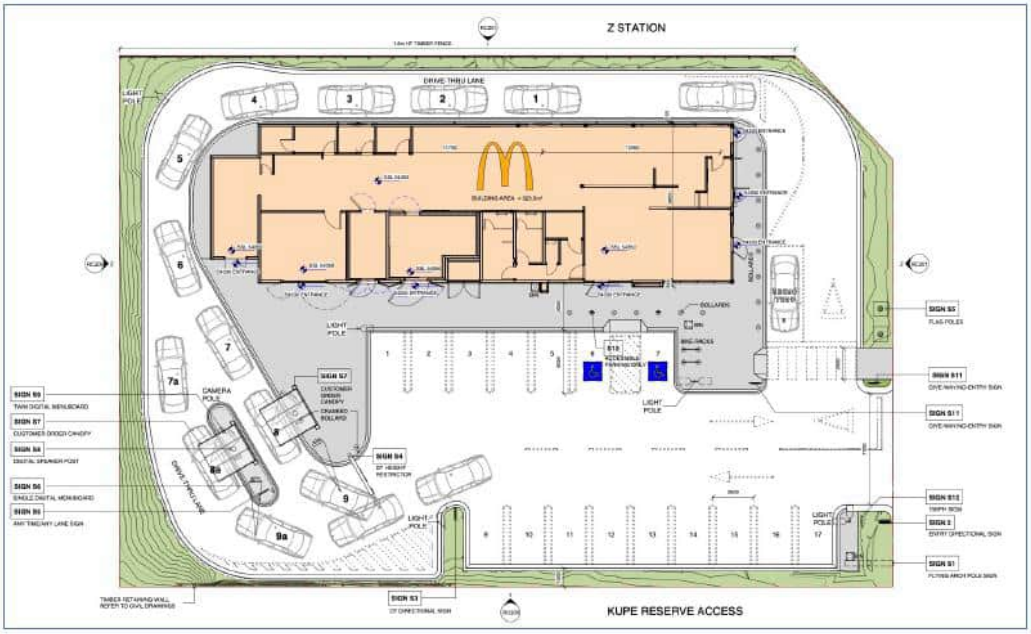



*Figure 8*
*Proposed McDonald's site layout.*

43. *As depicted above, the queuing impacts can easily flow back onto Kepa Road at peak hour and create further congestion. An example of queuing backlog is the McDonald's Green Lane branch – which has the ability to absorb a longer line through the Countdown carpark. Whereas any backlog in this case which flow back onto Kepa Road.*

44. *OLB are dubious of the one-day assessment of turning movements in the vicinity.*

*Table 3*
*Turning movements in the vicinity of the site*
*Traffic survey – Friday 16 June 2023 – vehicles/hour*

| Movement | 17:00-18:00 |
|---|---|
| | |
| Left into Z service station | 28 |
| Right into Z | 10 |
| Left out of Z | 36 |
| Right out of Z | 6 |
| Left into slip road | 91 |
| Right out of slip road | 14 |

*Under the Appendix 5 document – Traffic Impact Assessment, the Board expects a greater sample of turning movements across a period of at least 1-2 weeks.*

45. *In particular the turning movements – "right out of the slip road" is fundamental to the operation of the McDonald's egress and the continuation of the egress from the Z station. There is no analysis on how this operation will be synchronized.*
46. *The intersection of Kupe Street and Kepa Road is a known precarious area – and there are not sufficient statistics to reflect 'near misses' in vicinity for vehicles and pedestrians.*

***Socio-economic impacts***

47. *The wider perspective OLB is undertaking is the impact of fast-food restaurants in an area like Orakei.*
48. *The diagram below reflects median travel distance to the nearest fast-food outlet varied by neighborhood deprivation (p_0.001), with travel distance being at least twice as far (i.e., worse access) in the least-deprived compared to the most deprived areas (Figure 1 extract from Neighbourhood Deprivation and Access to Fast Food retailing – a National Study; American Journal of Medicine 2007).*

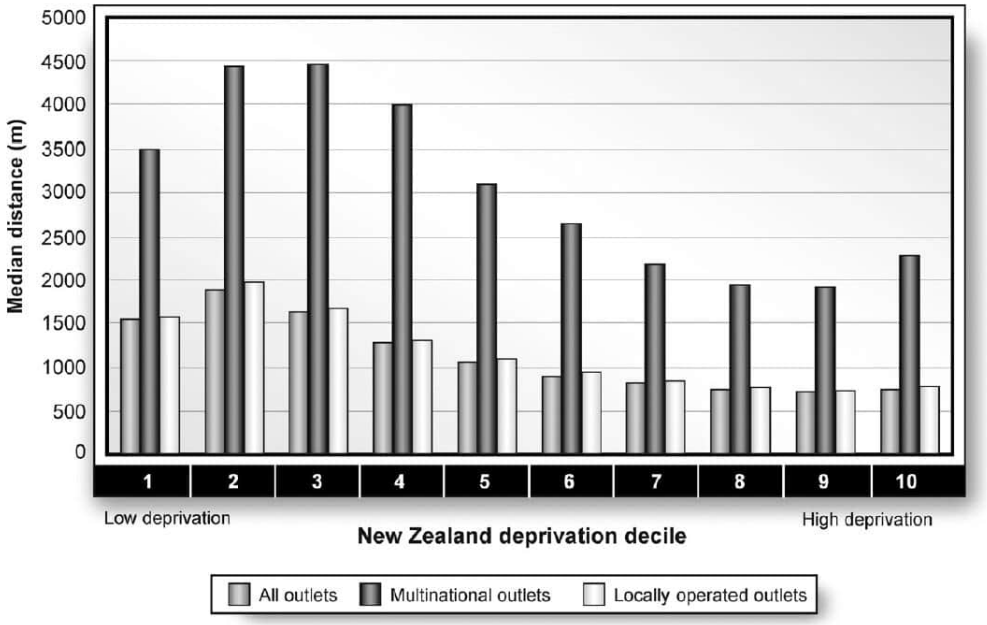



**Figure 1.** Median travel distance to closest fast-food outlet for New Zealand deprivation deciles. Median travel distances: all, 99 m; multinational, 2827 m; locally operated, 1025 m (analysis of variance, $p$=0.000).

***Summary***

10. *Over the past few years there have been several major developments where the Board has re-emphasized its views and principles with regards height, bulk and impact on the surrounding environment as listed below: -*

    - *Summerset Retirement Village – St Johns Road*
    - *Oceania Retirement Village – Waimarie Street*
    - *Ryman Village complex – Kohimarama Road*
    - *Mission Bay Shopping development – Patteson Ave/ Marau Crescent*
    - *Stonefields apartment building*

11. *The Ōrākei Local Board's view is that the McDonald's development must be considered with the cumulative development activity in the overall area and the consequent impact on our communities. This means our communities are receiving significant change to their built environment. There are several major developments, proposed and underway, in the Ōrākei Local Board's area. These include:*

    - *Housing NZ and SHA developments in Orakei/Meadowbank*
    - *Ōrākei Point – Ōrākei Village*
    - *Kepa Road apartments*
    - *Caughey Preston – Upland Road*
    - *Corran School – Remuera Road*
    - *St Kentigerns Girls school complex – Shore Road (completed)*
    - *Extension of section 4 Glen Innes/Tamaki Drive walkway/cycleway*
    - *Shundi Development – Morrin Road*

***Conclusion:***

*OLB are supportive of economic progress and the capability of developments to deliver additional business initiatives. But throughout the design, planning and execution – each stage of the process must fully address the progressive impacts on the socio-economic implications, landscape, infrastructure, transportation routes and the overall impact of neighbouring communities.*

*OLB emphasises the macroeconomic and social impacts of installing a fast-food restaurant in the middle of a major schooling area, Kainga Ora intensification, next door to a popular reserve and on a major arterial route which is already suffering from major congestion.*

*Public notification is the necessary next step to this proposal.*

**Troy Churton** **David Wong**

**On behalf of Orakei Local Board**

# ATTACHMENT 7:  Additional information following notification period

TRAFFIC PLANNING CONSULTANTS LTD

# PROPOSED MCDONALDS RESTAURANT

# 152 KEPA ROAD
# ORAKEI

## INTEGRATED TRANSPORT ASSESSMENT

*Prepared By:*
Todd Langwell

February 2025
Reference: 230237
**Issue C – Final**

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## Project Information:

| | |
|---|---|
| **Client** | McDonald's Restaurants (NZ) Limited |
| **Job Number** | 230237 |
| **Title** | Proposed McDonalds Restaurant – 152 Kepa Road, Orakei<br>Integrated Transport Assessment |
| **Prepared By** | Todd Langwell |
| **Date** | February 2025 |

## Document History and Status

| Revision | Date Issued | Reviewed By | Approved by | Date approved | Status |
|---|---|---|---|---|---|
| A | 10/02/2025 | A Sergejew | T Langwell | 12/02/2025 | Draft |
| B | 13/02/2025 | A Sergejew | T Langwell | 15/02/2025 | Draft |
| C | 16/02/2025 | A Sergejew | T Langwell | 17/02/2025 | Final |
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1. Trip Generation Predictions
2. Queue Analysis
3. Servicing and Loading Management Plan
4. On-Site Vehicle Tracking
5. SIDRA Model Results
6. Approach Sight Distance for Zebra Crossing

# 1.0 INTRODUCTION

This report examines and describes the traffic and safety effects of the proposal to establish a McDonalds Restaurant at 152 Kepa Road, Orakei (Auckland). The site is located within the Business – Mixed Use Zone that extends along the northern side of Kepa Road. To the east on the corners of Kupe Street there is Residential – THAB Zone and a Neighbourhood Centre Zone. The site location is illustrated in **Figure 1**.

This report describes the nature of the local transport environment around the development, sets out the transport characteristics of the proposal, assesses its likely impacts on the surrounding transport environment, and considers the application in terms of the rules set out in Section E27 of the Auckland Unitary Plan, including the relevant assessment criteria.

The report is an updated version of the original ITA that was prepared by Traffic Planning Consultants Ltd on 6 March 2024 (ref: 230237-r24v1). It combines the original report together with information has been provided in response to requests by Auckland Council for further information following lodgement of the application and prior to public notification. These responses were dated 27 May, 19 June and 1 October 2024. The report also addresses the Kepa Road signalisation works that commenced in January 2025.

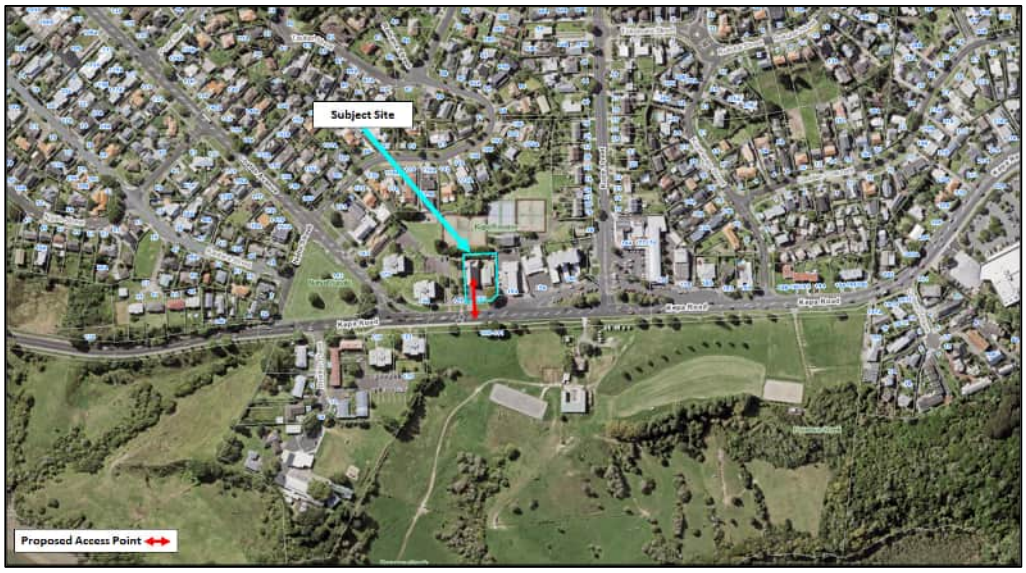



**Figure 1 – Site location**
*Source: AUP GeoMaps*

# 2.0 EXISTING TRANSPORT ENVIRONMENT

## 2.1 Existing Site Traffic Conditions

The site is currently vacant, however was previously occupied by a church building and a commercial activity. The site is located on the northern side of Kepa Road in the block between Coates Avenue to the west and Kupe Street to the east. Adjoining to the east there is a Z service station, then a community centre and some residential flats, and the small Orakei shopping centre is located on the eastern corner of Kupe Street. On the northern side of the site there is the Kepa Reserve and to the west and north there is residential development. There is a community open space to the south of the site.

## 2.2 Kepa Road

Kepa Road is classed as an Arterial Road in the Unitary Plan, and provides a main link between the CBD (via Tamaki Drive) and areas to the east, including St Heliers and Glen Innes. Kepa Road has a typical carriageway width of 11.5 metres, and operates as a two-lane road with a 2.5m wide painted flush median along the centre. There is extensive widening of the road where the slip lane joins Kepa Road and directly in front of the Z service station.

There are pedestrian footpaths along both sides of Kepa Road, and a zebra crossing immediately to the west of the site which includes a raised platform that reduces vehicle speeds at this point. Flashing warning lights have also been installed in the road surface at the crossing, but they were not operating at the time of the original transport assessment.

At that time there were also:

- Right turn pockets marked within the painted median at the intersections with Kupe Street and Coates Avenue.
- No cycle lanes along this section of Kepa Road.
- No Stopping At All Times markings across the frontage of the site and on both sides of the road to the west of the zebra crossing.

However, in January 2025 work began on the signalisation of the Kepa Road / Kupe Street intersection. In addition to the signalisation, the works at and east of the subject site include the establishment of off-road cycle lanes and road widening to accommodate an extra lane eastbound. The layout of the signalisation works in relation to the site is shown in **Figure 2**.




**Figure 2 – Layout of works underway on Kepa Road outside the subject site**

The most recent traffic counts on this section of Kepa Road between Kupe Street and Kurahaupo Street some 200 metres east of the site were carried out by Auckland Transport in October 2022. Details of the traffic counts are summarised in **Table 1**.

The heavy vehicle flow contributes to about 4% of the total traffic volumes.

**Table 1: Traffic Counts on Kepa Road**

| Direction | Weekday | Saturday | Sunday | Weekday | | |
|---|---|---|---|---|---|---|
| | | | | AM Peak | Midday Peak | PM Peak |
| **Both** | 22,365 | 18,118 | 17,600 | 1,728 | 1,758 | 1,985 |

In addition to the above, a traffic survey was undertaken at the subject site on Friday 16 June 2023 during the 12:00-14:00 and 16:00-18:00 periods. The period 12:00-14:00 was chosen as representing one of the busy (lunchtime) periods for a McDonald's restaurant, coinciding with a busy period on Kepa Road. The 16:00-18:00 period represents the busiest commuter peak period on Kepa Road, while the dinner-time peak for a McDonald's restaurant tends to occur in the second half of the PM peak period. The recorded traffic flows are summarised in **Table 2.**

**Table 2 – Traffic Survey Outside the Site – Friday 16 June 2023**

| Vehicle Per Hour | Lunchtime Period | | PM Peak Period | |
|---|---|---|---|---|
| | 12:00 - 13:00 | 13:00 - 14:00 | 16:00 – 17:00 | 17:00 – 18:00 |
| **Eastbound** | 784 | 760 | 1,163 | 1,179 |
| **Westbound** | 848 | 704 | 769 | 761 |
| **Both Direction** | 1,632 | 1,464 | 1,932 | 1,950 |

In general, traffic flows along Kepa Road are free flowing in both directions, but the presence of the raised pedestrian crossing just to the west of the site does reduce the speed of traffic in both directions, and also creates breaks in the traffic flow on occasions when a pedestrian is using the crossing.

With the signalisation of the Kepa Road / Kupe Street intersection, it is expected that speeds will reduce over a wider section of Kepa Road and at times there will be stationary queues past the site access. The occurrence of slower vehicle flows and queues forming will provide the opportunity for let-in behaviour to occur on a number of vehicle access points, including the site along Kepa Road.

During the busiest 17:00-18:00 PM peak hour, the turning movements shown in **Table 3** were also recorded.

These various movements occur within a very wide area of road and, despite the occasional confusion between different movements, the crash records suggest that this area is operating safely. Furthermore, and with the establishment of the traffic signals at the Kupe Street intersection, the slip road will be removed reducing the occurrence of confusion between movements.

**Table 3 – Turning Movements**

| Traffic Movement | 17:00 – 18:00 |
|---|---|
| **Left into Z Service Station** | 28 |
| **Right into Z Service Station** | 10 |
| **Left out of Z Service Station** | 36 |
| **Right out of Z Service Station** | 6 |
| **Left into Slip Road** | 91 |
| **Right out of Slip Road** | 14 |

## 2.3 Traffic Safety

A search undertaken from the New Zealand Transport Agency's 'Crash Analysis System' for the most recent five-year+ period from January 2020 to present (some 2024 data subject to reporting delays) on Kepa Road between and inclusive of its intersections with Brenton Place and Kupe Street indicates that six crashes were reported. Of these six crashes, one resulted in a fatality, three were minor injury crashes and two were non-injury crashes. The crashes are summarised below:

### Midblock Crashes

- August 2020: A minor injury crash occurred when a motorcyclist overtook on the left of a queue of traffic stopped for a cyclist crossing the road at the zebra crossing and hit the cyclist.
- February 2023: A non-injury rear-end crash occurred when a motorist failed to notice a queue of traffic stopped ahead.
- November 2023: A minor injury crash occurred when a vehicle turning left into the Z service station did not notice a scooterist overtaking on the left and collided with it.
- May 2024: A minor injury crash occurred when a motorcyclist with faulty brakes fell over while attempting to brake.

Intersection Crashes

- February 2020: A non-injury crash occurred at the Kepa Road/Kupe Street intersection when a vehicle failed to give way to an oncoming vehicle while turning right into Kupe Street.
- October 2021: A fatal injury crash occurred at the Kepa Road/Brenton Place intersection some 160 metres to the west of the McDonalds site when a vehicle failed to give way to an oncoming vehicle while turning right from Brenton Place.

There does not appear to be any particular pattern of crash types in the vicinity of the site, and certainly not one that might be exacerbated by the proposed restaurant development.

## 2.4 Public Transport Accessibility

Kepa Road forms part of the Frequent Bus services network, with the main service being Route 76 between Glen Innes and Britomart. The service runs every 10 minutes during the peaks, and every 10-20 minutes at other times. Route 781 between Mission Bay and Newmarket also operates along Kepa Road, running every 30 minutes. There is also an Eastern Bays Loop Service that runs along Kupe Street to the east, operating every 60 minutes. The public transport network in the Orakei Area is shown in **Figure 3**. The current road works on Kupe Road include bus stops with shelters for both directions within 200 metres of the subject site.

Overall, the site is considered to be well served by public transport.




**Figure 3 – Public Transport in Orakei Area**
*Source: Auckland Transport*

## 2.5 Walking and Cycling Accessibility

There are pedestrian footpaths along both sides of Kepa Road. Pedestrian volumes along this section of road have been observed to be quite low, particularly past the site.

There is a pedestrian crossing provided immediately to the west of the site that links directly into the Kepa Reserve. During the periods of the traffic surveys, there were very few pedestrians observed using this crossing, although it is understood that it is used by school children.

There is a dedicated cycleway and shared path present on Tamaki Drive and a shared path is also provided on Ngapipi Road. An off-road cycle network is also available from Meadowbank to Orakei Station (Eastern Line). These cycle and shared path along with other cycling facilities are shown in **Figure 4**. The current road works on Kepa Road will provide off-road cycle paths on both sides of the road extending east some 300 metres from the vicinity of the site to Kurahaupo Street.

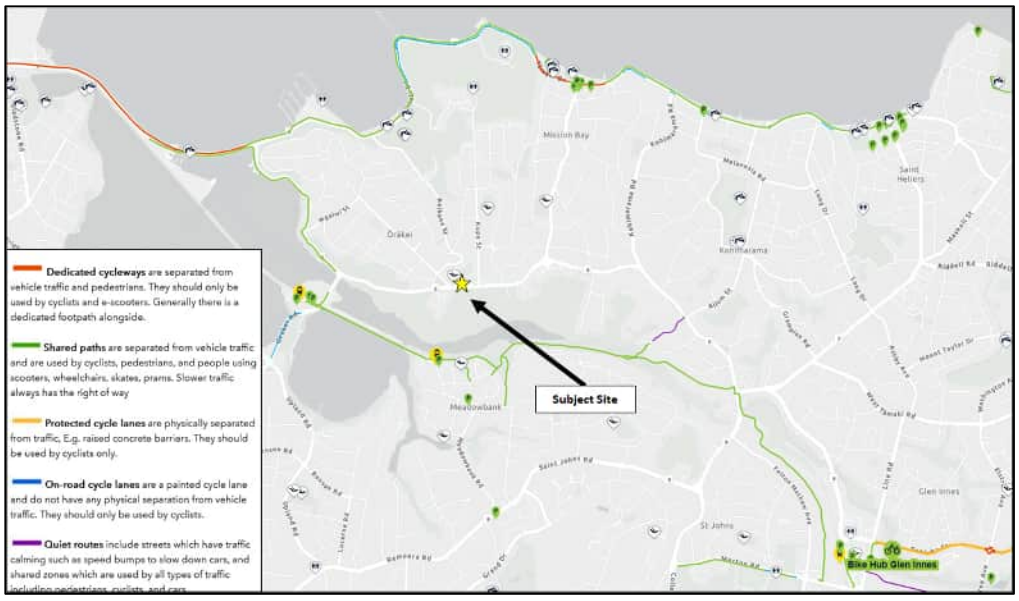



**Figure 4 – Cycling Facilities Near Orakei Area**
*Source: https://mahere.at.govt.nz*

## 2.6 Future Road Network Changes

As noted in Section 2.2, in January 2025 work began to signalise the Kepa Road / Kupe Street intersection. In addition, the works at and east of the subject site include the establishment of off-road cycle paths and road widening to accommodate an extra lane eastbound. It is understood the works are scheduled to be completed in late June 2025.

Currently there are no other notable future roading projects proposed on Kepa Road and adjacent transport networks near the site's vicinity under the Auckland Transport – Projects and Initiatives. However, the following key projects (future and recently completed) are mentioned by Auckland Transport in the area:

- Ngapipi Bridge Widening to provide a new footpath.
- Kepa Road Improvements (completed in November 2023) to reinforce the retaining wall.
- Tamaki Drive Northern Footpath and Handrail Upgrade (completed in August 2023) to improve walking and cycling along the Waitemata Waterfront.

# 3.0 THE PROPOSAL

## 3.1 General Description of Site Layout

The proposal is to develop a McDonalds restaurant on the site with a total GFA of 321 $m^2$. The site is to be served by a single vehicle crossing at the western end of the road frontage. The restaurant building is located along the eastern side of the site adjacent to the neighbouring Z service station, and customer parking is provided along the western side of the site. A total of 18 car parking spaces are to be provided on the site, including two accessible spaces located immediately outside the restaurant entrance and one 'grille order' carpark. The proposed site layout is shown in **Figure 5**.

A drive-through lane wraps around the northern, eastern, and southern sides of the building in a clockwise direction, with vehicles entering at the north western corner of the site and exiting near the south western corner. A dual lane ordering system is proposed for the drive-through facility. A separate grille order parking space has been included at the end of the drive-through lane. This provision for a grille order carpark is generally made at most McDonald's drive-through facilities, and enables a customer to move clear of the drive-through lane on occasions when there is some delay in filling a particular order. This allows the drive-through to continue operating without excessive delay thereby minimising the length of any potential queues.

The main customer entrance to the building is on the western side fronting the car parking area, and there is a direct pedestrian link across the end of the drive-through lane to the footpath on Kepa Road. The normal McDonald's signage package is proposed, including the main McDonald's sign in the south western corner of the site near the site entrance, and directional signage through the car park and drive-through lane.

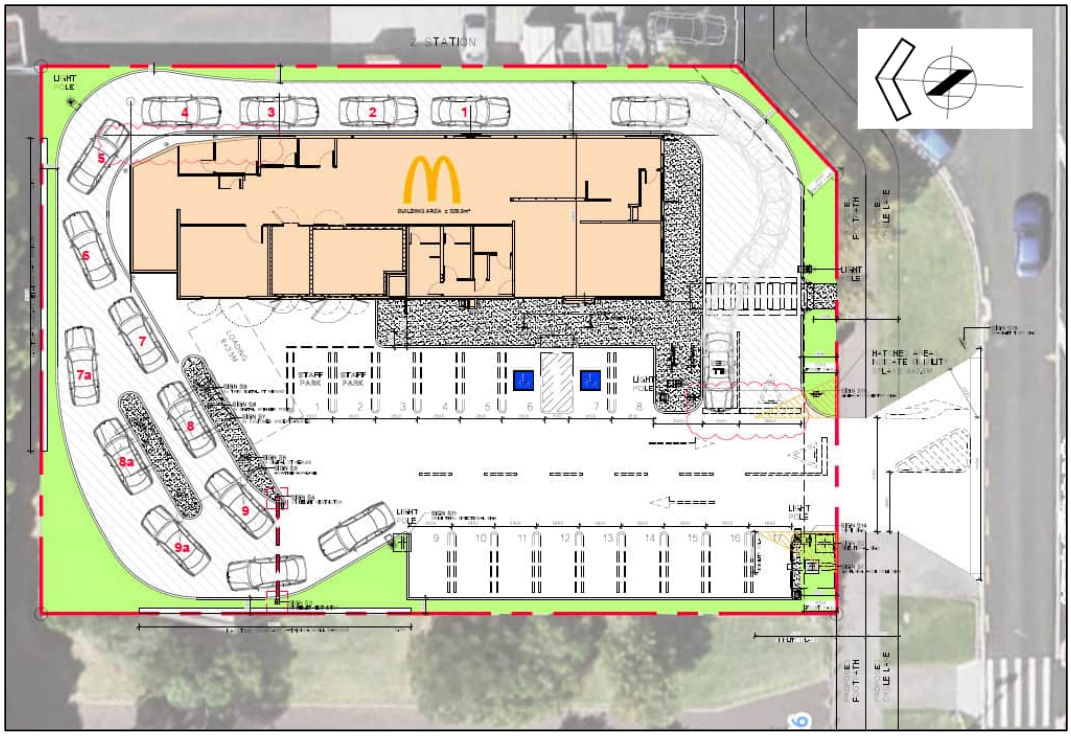


**Figure 5 – Proposed site layout**
*Source: ASC Architects*

## 3.2 Predicted Trip Generation & Modal Split

As the proposed restaurant is to be accessed from an arterial road a trip generation assessment is required to assess the effects of the location and design of the access on the safe and efficient operation of the adjacent transport network (AUP: E27.8.2(11)).

The table in **Attachment 1** provides a summary of the typical hourly transactions that are predicted for the proposed McDonald's restaurant, and the estimated vehicle trips arising from this customer activity. Whilst the precise traffic volumes that will be generated by the proposed new restaurant must, to some extent remain uncertain, these predictions are based on McDonald's own analysis of the customer catchment and the expected turnover and are sufficient and appropriate for the purposes of establishing the basic scale of the activity and assessing the likely impacts of the proposal.

To validate the predicted hourly transactions, the applicant has provided TPC with additional transactional data from five existing, comparable, McDonalds restaurants for the 12 months to the end of June 2024. The transactional information for each individual restaurant is commercially sensitive, so the data below only provides a range, nevertheless it provides a good picture as to the typical levels of operation at other restaurants.

These restaurants are located on Cavendish Drive - Manukau, Constellation Drive – North Shore, Railside Avenue - Henderson, Great North Road - Point Chevalier and Manukau Road - Pukekohe. All these restaurants are located on arterial roads and are either similar in nature to Kepa Road, or busier. The five restaurants are also located within suitable walking distance of Business-zoned land, so experience a reasonable number of walk-in customers particularly during the lunch time peaks which are likely to be higher than on Kepa Road.

To confirm the appropriateness of each restaurant (and the relative catchments for each restaurant) for comparison purposes, the applicant has provided further information on the number of people that live within 3.0 kms of each restaurant as follows:

- Cavendish Drive, Manukau – 91,500 people.
- Constellation Drive, North Shore – 83,800 people.
- Railside Avenue, Henderson – 91,900 people.
- Great North Road, Point Chevalier – 93,200 people.
- Manukau Road, Pukekohe – 25,525 people.
- **Proposed Kepa Road, Orakei – 72,500 people**.

This indicates that each of these restaurants, except for Pukekohe, has a larger residential catchment than the proposed restaurant at Kepa Road. Furthermore, each of these restaurants has significant nearby Business zone activity that would indicate a potential for higher demand than the restaurant at Kepa Road.

What is unique with the restaurant at Kepa Road, compared to the restaurants with the four larger catchments, is the geographical limits of the catchment and accessibility of the site. The Waitemata Harbour to the north and the Ōrākei Basin and Purewa Creek to the south provide constraints that make accessibility to the entire 3.0km catchment much lower, particularly those to the south. People in these areas are more likely to travel to other closer restaurants than the journey towards Kepa Road, particularly during peak times. This would indicate that the predictions for the restaurant at Kepa Road are conservative.

A comparison of the predicted transaction details for Kepa Road with the range of actual transactions for the other restaurants listed above is provided in **Table 4**.

Table 4 – Transaction Comparison

| Category | Predicted Kepa Road Transactions (Peak Hour) | Other Restaurants Transactions (Peak hour) |
|---|---|---|
| **All Transaction** | | |
| Weekday Lunchtime Peak | 77 | 57-96 |
| Weekday Dinner Peak | 90 | 53-102 |
| Weekend Lunchtime Peak | 77 | 55-130 |
| Weekend Dinner Peak | 90 | 47-92 |
| **Drive Through Transaction Only** | | |
| Weekday Lunchtime Peak | 38 | 26-46 |
| Weekday Dinner Peak | 51 | 31-52 |
| Weekend Lunchtime Peak | 38 | 32-55 |
| Weekend Dinner Peak | 51 | 26-50 |

For avoidance of any doubt, the following clarifications are provided for the transactional data:

- Lunchtime peak data is taken from transactions between 11:00am and 2:30pm.
- Dinnertime peak data is taken from transactions between 5:00pm and 8:30pm.
- There are three types of transaction: in-store, drive-through and online orders that are collected for delivery.
- The data above is total transaction numbers, and no factoring has been considered for multiple purchases by one group and walk in customers.
- The transaction numbers are derived from identifying the busiest hour of each lunchtime and dinnertime of every day for each restaurant over a full 12 months. Each of the peak hours is then averaged and shown in the table as weekday and weekend peak average demands.
- The percentage of drive through transactions range from 33% to 72% of the total transactions depending on the time of day, and day of the week.
- The data for the Kepa Road site are taken from the predictions in **Attachment 1**.

These transaction numbers have been translated into trip generation predictions and shown in **Table 5**.

**Table 5 – Trip Generation Comparison (vehicle movements per hour)**

| Category | Predicted Kepa Road Trip Generation (vph) | Other Restaurants Trip Generation (vph) |
|---|---|---|
| **Total Site Vehicle Trips** | | |
| Weekday Lunchtime Peak | 112 | 110-128 |
| Weekday Dinner Peak | 133 | 115-139 |
| Weekend Lunchtime Peak | 112 | 116-137 |
| Weekend Dinner Peak | 133 | 110-132 |
| **Drive Through Trips Only** | | |
| Weekday Lunchtime Peak | 76 | 52-92 |
| Weekday Dinner Peak | 102 | 62-114 |
| Weekend Lunchtime Peak | 76 | 64-110 |
| Weekend Dinner Peak | 102 | 52-100 |

The vehicle movements have been determined based on one vehicle for every drive-through transaction and 0.6 vehicles for every transaction within the restaurant (based on other McDonald's records and surveys).

Comparing the proposed total site vehicle predictions for the Kepa Road restaurant with the other restaurants, Kepa Road is positioned near the median during the weekday lunchtime trading hours and at the higher end of the range during the dinner peaks for both weekdays and weekends. During the weekend lunchtime peak, the proposed vehicle trips at the lower end of the range represented by the other restaurants.

Although the resource consent application is for 24-hour operation of both the restaurant and the drive-through facility, it is noted that the Kepa Road predictions in **Attachment 1** assume that only the drive-through lane operates during the night-time period, but in the case of the restaurant also being open, transaction numbers through the restaurant at those times will generally be very low.

Based on the above the main traffic characteristics of the proposed restaurant can be predicted as follows:

- On the busiest weekday (Friday), total daily generation is 890 customer vehicles/day visiting the site, resulting in 1,780 vehicle movements/day to and from the site.
- Activity tends to build up through the week to reach a peak on Friday, with Monday being as low at about 80% of the Friday total.
- For the busiest days, Friday and Saturday, activity at the site builds up during the morning period, reaching a peak of about 45 customer vehicles per hour in the AM commuter peak period and 60 customer vehicles/hour over the lunch time period.
- Activity then falls through the afternoon, rising again through the dinnertime period (with up to 75 customer vehicles/hour predicted in the 17:00-18:00 period). Activity remains high for the following hour, and then decreases, although remaining relatively high during the early evening periods.

The number of pedestrians attracted to a fast-food restaurant varies with its location relative to other activities such as retail and commercial activities, offices, schools and residential areas, but typically would be in the order of no more than 10%, including those using bicycles or public transport. In this particular case, the restaurant is located within convenient walking distance of commercial activities along Kepa Road, as well as the residential areas along Kupe Street and Coates Avenue. For the purposes of this assessment, the traffic generation predictions presented in **Attachment 1**, which are based on actual transaction numbers, have been reduced by 10%.

The resulting daily traffic prediction for the McDonald's restaurant is about 1,600 vpd, with a dinner-time peak (early evening)/ PM commuter peak hour of 133 vph.

As a comparison, trip rates for a fast-food restaurant contained in *Research Report 453, Trips and Parking Related to Land-use* are quoted as 52.2 vph/100m$^2$ GFA during the dinnertime peak and 362 vpd/100m$^2$ as the daily trip generation. For the McDonald's restaurant currently proposed (321m$^2$ GFA), this would equate to a dinnertime peak trip generation of 169 vph and a daily flow of 1,169 vpd.

This indicates that the predicted daily flow adopted for this assessment, based on predicted transaction numbers, is considerably higher (1,780 vpd compared to 1,169 vpd). However, the peak hourly flows predicted for the proposed restaurant (133 vph for the commuter PM/ dinnertime peak) are considerably lower than the 169 vph based on RR-453. In this regard, it is noted that the peak hour trip generation in that report represents 14.4% of the daily total, whereas the peak hour trip generation based on the data in **Attachment 1** is only 8.7% of the daily total. This clearly indicates that there is a greater spread of customer numbers through the day than that indicated in RR453.

The predicted trip generation of 169 vehicles per hour during the peak trading times based on RR453 is higher than all the trip generation averages of all other comparable restaurants set out in **Table 5**, even though the Kepa Road restaurant is smaller in GFA.

The type of restaurants surveyed for RR453 and/or their location are not necessarily like the proposal site. In addition, RR-453 is over 10 years old (2011) and surveys in this document are out of date and at risk of not being relevant. Thus, RR453 is not considered appropriate to predict trip generation for this application, and the predicted trip generation derived from recent transaction data adopted for this assessment is considered to be reasonable and appropriate.

A significant percentage of customers will be drawn from traffic that is already passing along Kepa Road and which will not therefore be added to the road network. For fast food restaurants this can commonly be about 35%, which means that the actual traffic that is added to the road network will be considerably less than the above predicted customer numbers. However, to be conservative, this assessment makes no reduction to through traffic that would arise from pass-by traffic.

Traffic movements for customers have been assumed to be split 50/50 from the east and west for the entry movement, given that there is a reasonable spread of the customer catchment in both directions, and particularly to the north via Kupe Street and Coates Avenue.

## 3.3 Drive-through Operations

Observations and surveys have shown that generally the number of vehicles queuing in a McDonald's drive-through lane at any one time rarely exceeds six vehicles from the ordering point even at the busiest times, and the proposed layout will ensure that sufficient queuing is available to meet all normal peak demands. The entry to the drive-through lane is located sufficiently clear of the access on Kepa Road to avoid any spill-over effects onto the road network.

The most recent survey of drive-through queuing was undertaken in September 2024 (Friday and Saturday across both the lunchtime and evening peak periods) at two existing McDonald's restaurant in Railside Avenue, Henderson and Cavendish Drive, Manukau. Vehicles entering each of two drive-through lanes at each site were recorded, together with the service time at the first order points (point A or point B) in the drive through lane. A summary of the survey results is set out in **Table 6** below.

**Table 6 – Survey of Arrivals and Queuing at Existing McDonald's Restaurants**

| Location | Time | Arrival Rate (vehicles per hour) | | | Service Rate (seconds per vehicle) | | | Surveyed Queue | |
|---|---|---|---|---|---|---|---|---|---|
| | | Point A | Point B | Overall | Point A | Point B | Average | Average | 95%ile |
| Cavendish | Friday Midday | 26 | 26 | 52 | 0:01:03 | 0:01:06 | 64 | 1.09 | 3.00 |
| | Friday PM | 20 | 24 | 44 | 0:01:34 | 0:01:18 | 85 | 1.11 | 3.00 |
| | Saturday Midday | 24 | 18 | 42 | 0:01:36 | 0:02:00 | 110 | 0.64 | 2.00 |
| | Saturday PM | 14 | 19 | 33 | 0:01:09 | 0:01:05 | 67 | 0.50 | 2.00 |
| | Average | | | 43 | | | 84 | 0.82 | 2.46 |
| | | | | | | | | | |
| Henderson | Friday Midday | 31 | 32 | 63 | 0:01:01 | 0:01:44 | 60 | 0.84 | 2.00 |
| | Friday PM | 38 | 37 | 75 | 0:01:10 | 0:01:09 | 69 | 1.48 | 3.00 |
| | Saturday Midday | 35 | 34 | 69 | 0:01:01 | 0:01:10 | 65 | 1.40 | 3.00 |
| | Saturday PM | 28 | 39 | 67 | 0:01:09 | 0:01:10 | 70 | 1.29 | 2.00 |
| | Average | | | 69 | | | 66 | 1.27 | 2.51 |

The arrival rates of vehicles ranged from 33 vph for a Saturday evening at the Cavendish Drive restaurant and 75 vehicles per hour for a Friday evening at Railside Avenue restaurant. During those surveys, a queue of no more four vehicles was observed in any singular order point. This would indicate that up to eight vehicles could have been queued as there are two order points.

The survey also undertook a measure of the "service times" for each customer at each order point. This is the total amount of time each customer vehicle spent at the front of each queue before moving forward to the payment and collection windows.

As you will see there are variances between order points, times of day and between both restaurants, albeit that the Henderson site was generally consistent. There is only one outlier that occurred in the Saturday midday peak at the Cavendish Drive site where the average was 110 seconds. Given that the drive through and ordering systems and infrastructure are the same, the key variance is likely to be the influence of staff numbers or experience and being able to process customers in a timely manner. The overall average across all survey periods for each restaurant was used to provide the most likely scenario during a peak time when McDonalds know demand will be higher and can prepare for staff numbers appropriately.

A simple queue length model can be used to predict the likely length of queueing and the results are shown in **Attachment 2.** The model has been run assuming 51 vehicles using the drive-through in the peak hour, which is based on the predicted drive-through customers in the Friday PM peak hour as shown in **Attachment 1**. Based on an average service time of 66 seconds, the 95$^{th}$ percentile queue is predicted to be between 3 and 4 vehicles (including the vehicles placing their order), whilst for the higher average service time of 84 seconds, the 95$^{th}$ percentile queue increases to between 5 and 6 vehicles total for the two order points.

In applying the model to the order points, it is acknowledged that there are other procedures within the drive-through lane (at the pay window and at the pick-up window) that could potentially influence the total time a customer spends on the site. However, whilst the occasional delay can occur at either of these windows, the system is set up to enable a delayed customer to move clear of the drive-through lane, either into a dedicated grille order space or, if necessary, into the car park, thereby ensuring that any queue from the pay or pick-up windows does not extend back to influence the order point operation. The model used is therefore considered appropriate for predicting queue lengths into the drive-through lane.

Even with the higher average service time of 84 seconds, the predicted 95$^{th}$ percentile queue of between 5 and 6 vehicles at the drive-through can be contained wholly within the two drive through lanes, clear of the internal circulation for the customer carpark. It is not anticipated that queuing will extend to the vehicle crossing or out onto Kepa Road.

Any unforeseen occurrences that might occur can be dealt with by staff without delay. The Services and Loading Management Plan in **Attachment 3** includes the Standard Operation Procedures that address any potential issues around queuing.

## 3.4 Pedestrian Access

The restaurant building will be located along the eastern boundary of the site and a pedestrian access point is provided east of the vehicle access to provide a direct pedestrian connection from the public footpath on Kepa Road to the restaurant's entrance. A zebra crossing will be provided across the drive-through exit lane to prioritise and ensure safe pedestrian movement between the restaurant building and the public footpath.

A raised zebra crossing is also available on-street immediately west of the site connecting to the public footpath providing on the southern side of the carriageway.

Overall, it is considered that the proposed development layout provides a good level of pedestrian amenity and connectivity within the site and in the surrounding road network.

## 3.5 Vehicle Access

Access to the parking and drive-through lanes will be provided by a new vehicle crossing onto Kepa Road having a width of 7.0 metres. Under the AUP, vehicle crossings within Mixed Use Zones serving ten or more parking space are permitted a maximum width of 6.0 metres and as such the proposal does not comply with this standard. Necessary assessment of the effects of this non-compliance is assessed later within this report.

The vehicle crossing will be located at least 2.0 metres from adjacent properties' vehicle crossings and at least 10.0 metres from any intersection. The proposal meets the minimum separation standard in this regard.

As the vehicle crossing is provided on Kepa Road which is classified as an arterial road, it is subject to a vehicle access restriction and a resource consent will be required. Necessary assessment of the effects of this non-compliance is assessed later within this report.

Within the site, the access continues with a width of 7.0 metres also serving as a manoeuvring area and then it connects to the drive-through lanes which are at least 3.0 metres wide allowing for one lane and about 6.0 metres where accommodating two lanes.

The site is essentially flat and the vehicle accessway and the platform gradient at the site boundary will thus comply with the AUP requirements.

## 3.6 Sight Distances

In respect of sight distance, the appropriate standard to use is the Land Transport Safety Authority publication "Guidelines for Visibility at Driveways." There are two components to the sight distance measurement, the first being the sight distance requirement and the second being the lines of clear sight. The sight distance/lines of clear sight required is dependent upon the traffic generation of the proposal, the 85th percentile speed of vehicles on the frontage road, and the classification of the frontage road.

For this location, the access is forecast to accommodate more than 200 vehicle trips per day, therefore, classifying the driveway as high volume. Kepa Road has a speed limit of 50 km/h, however, based on the raised zebra crossing near the subject site, the 85th percentile operating speed is forecast to be no greater than 40 km/h. From this operating speed a sight distance of 70 metres is required.

Sight distances from the vehicle crossing were found to be at least 100 metres in both the directions onto Kepa Road. **Figure 6** displays the available sightlines from the vehicle crossing in both directions along Kepa Road.

Overall, the proposed access point provides a suitable level of sight distance.




**Figure 6: Sight Distance along Kepa Road**
*Source: Traffic Planning Consultants Ltd.*

## 3.7 Vehicle Parking

The proposal is to provide a total of 17 parking spaces including two accessible parking spaces. In addition, one grille-order parking space will be provided at the end of the drive-through lane. Within the Business – Mixed Use Zone there is no minimum or maximum parking requirement.

All the parking spaces except the grille-order space are set out as 90° angled spaces. They will be 2.6 metres wide, 4.0 metres deep with 1.0 metre of overhang available and will have a manoeuvring depth of 7.0 metres available.

The two accessible parking space will be provided with an effective width of 4.2 metres, a depth of 4.0 metres with 1.0 metres of overhang available and will have a manoeuvring depth of at least 7.0 metres available.

The grille order parking space is set out as a parallel parking space and will be 6.0 metres long and 2.2 metres wide with 3.8 metres of manoeuvring.

Parking spaces will be formed on generally flat gradients and will comply with the AUP requirements.

## 3.8 Bicycle Parking

For *"Retail - food and beverage"* activities where the GFA is up to 350m$^2$, *Table E27.6.2.5* requires one secure (long-stay) bicycle parking space and no visitor (short-stay) bicycle parking space. Two short stay and two long stay spaces are proposed and so the proposal exceeds the AUP requirements.

## 3.9 Deliveries and Servicing

No specific loading bay is proposed on the site, but a loading area that is equivalent to the dimensions of a loading bay as required in E27.6.2.7 is provided close to the north western corner of the restaurant building. **Attachment 4** of this report includes the tracking curves for a rubbish truck reversing into this loading area, and the dimensions of the vehicle that include the required vehicle clearance on either side effectively represent the 8.5m x 3.5m loading space that is required in E27.6.3.2. It is therefore considered that the loading space requirements are effectively met with the proposed layout. The Applicant's site plan has been modified to better define this loading area (reference: RC010 – Overall Site Plan).

Servicing of a McDonald's restaurant generally involves two to three main truck deliveries per week and other typical daily deliveries by smaller trucks/vans and refuse trucks servicing the site twice per week. An updated Servicing and Loading Management Plan is included as **Attachment 3**. The Plan was prepared by McDonald's, setting out the details of the proposed delivery and rubbish collection arrangements. Rubbish collection and deliveries will occur outside of the restaurant's busy periods, namely 10:00-12:00 and 14:00-16:00 hours for the rubbish collection and 20:00-06:00 for deliveries.

Rather than service trucks manoeuvring and turning within the car park area, which requires the coning off of car parking spaces, it is now proposed to utilise the end of the drive-through lane for the turning manoeuvre. Service trucks will enter the site and turn into the drive-through lane, then reverse back through the car park into the loading area. The truck will leave the site in a forward direction, with no need to reverse out onto Kepa Road. **Attachment 4** includes revised tracking curves for the 9.3m rigid truck that will be used for McDonald's deliveries.

Coning off car parking spaces is not required, other than the single staff parking space immediately adjacent to the loading area. This will therefore have no effect on customer parking on the site.

Supervision will still be provided as previously proposed, which will involve stopping vehicles exiting from the drive-through lane, and making sure that vehicles entering the site are aware of the manoeuvring truck. The actual presence of the truck in the drive-through lane and the reversing back through the car park will take only a very short time to complete, and any delays to customer vehicles will be very small. Under this supervision, there will be no spill-over effects onto Kepa Road. Again, these procedures will occur during the quieter periods for the restaurant and drive-through.

Undertaking truck deliveries and refuse truck servicing under traffic supervision during quiet periods for the restaurant is a common practice at many McDonald's restaurants, and to our knowledge has never created any problems in terms of the operation of the site, or in terms of any potential effects beyond the site.

Overall, it is considered that the revised procedures will operate safely and efficiently with appropriate on-site supervision, and will be adequate to meet the needs of the truck activity associated with the development.

# 4.0 ASSESSMENT OF TRANSPORT EFFECTS

## 4.1 Effect of Development Traffic on Kepa Road

The predicted McDonald's vehicle numbers from Section 3.2 have been added to the existing vehicle movements recorded on Kepa Road during the PM peak period (see **Table 2**). A SIDRA-9 traffic model has then been run, and the results are summarised in **Table 7**.

**Table 7 – SIDRA Results – PM Peak Hour**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Kepa Road (E) | | | | | | | | | | | | | | | |
| 5 | T1 | All MCs | 761 | 4.0 | 761 | 4.0 | 0.400 | 0.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 49.8 |
| 6 | R2 | All MCs | 33 | 0.0 | 33 | 0.0 | 0.127 | 14.5 | LOS B | 0.4 | 2.9 | 0.87 | 0.89 | 0.87 | 25.2 |
| Approach | | | 794 | 3.8 | 794 | 3.8 | 0.400 | 0.8 | NA | 0.4 | 2.9 | 0.04 | 0.04 | 0.04 | 47.8 |
| North: McDonalds | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 33 | 0.0 | 33 | 0.0 | 1.652 | 638.6 | LOS F | 19.3 | 135.4 | 1.00 | 3.66 | 5.70 | 4.3 |
| 9 | R2 | All MCs | 34 | 0.0 | 34 | 0.0 | 1.652 | 783.2 | LOS F | 19.3 | 135.4 | 1.00 | 3.66 | 5.70 | 4.3 |
| Approach | | | 67 | 0.0 | 67 | 0.0 | 1.652 | 712.0 | LOS F | 19.3 | 135.4 | 1.00 | 3.66 | 5.70 | 4.3 |
| West: Kepa Road (W) | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 33 | 0.0 | 33 | 0.0 | 0.638 | 5.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 48.1 |
| 11 | T1 | All MCs | 1179 | 4.0 | 1179 | 4.0 | 0.638 | 0.4 | LOS A | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 49.3 |
| Approach | | | 1212 | 3.9 | 1212 | 3.9 | 0.638 | 0.6 | NA | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 49.3 |
| All Vehicles | | | 2073 | 3.7 | 2073 | 3.7 | 1.652 | 23.6 | NA | 19.3 | 135.4 | 0.05 | 0.14 | 0.20 | 36.6 |

The results clearly show that the right turn out of the site is particularly difficult, which is not uncommon on busy arterial roads. Vehicles wishing to turn right out of the site would experience unacceptable delays that would have flow-on effects of queuing within the site, and would place "pressure" on the right turning vehicle to accept smaller gaps in the traffic that could lead to safety concerns. The right turn entry movement is seen to experience relatively low delays.

It is likely that some customers from the residential catchments to the north who might normally seek to turn right out of the site (e.g. to use Coates Avenue) would choose the easier option to make the left turn onto Kepa Road and use Kupe Street to return to the north. Nevertheless, any vehicle that did choose to turn right onto Kepa Road may be subject to long delays.

Consequently, it is considered that the right turn out of the site will have to be eliminated to enable vehicles to make the left turn exit with minimal delay. **Table 8** shows the SIDRA-9 results with this right turn exit movement removed.

As a result of consultation with Auckland Transport, a sensitivity test was undertaken by increasing the McDonald's trip generation numbers by an agreed 20% and 40%, again assuming the right turn exit is prohibited as proposed. The results of these model runs are presented in ***Attachment 5.*** With the right turn exit eliminated, the access is seen to work efficiently with minimal delay to exiting traffic.

**Table 8 – SIDRA Results – PM Peak Hour – No Right Turn out of the site**

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Kepa Road (E) | | | | | | | | | | | | | | | |
| 5 | T1 | All MCs | 761 | 4.0 | 761 | 4.0 | 0.400 | 0.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 49.8 |
| 6 | R2 | All MCs | 33 | 0.0 | 33 | 0.0 | 0.127 | 14.5 | LOS B | 0.4 | 2.9 | 0.87 | 0.89 | 0.87 | 25.2 |
| Approach | | | 794 | 3.8 | 794 | 3.8 | 0.400 | 0.8 | NA | 0.4 | 2.9 | 0.04 | 0.04 | 0.04 | 47.8 |
| North: McDonalds | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 67 | 0.0 | 67 | 0.0 | 0.248 | 14.1 | LOS B | 0.8 | 5.7 | 0.87 | 0.93 | 0.96 | 25.3 |
| Approach | | | 67 | 0.0 | 67 | 0.0 | 0.248 | 14.1 | LOS B | 0.8 | 5.7 | 0.87 | 0.93 | 0.96 | 25.3 |
| West: Kepa Road (W) | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 33 | 0.0 | 33 | 0.0 | 0.638 | 5.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 48.1 |
| 11 | T1 | All MCs | 1179 | 4.0 | 1179 | 4.0 | 0.638 | 0.4 | LOS A | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 49.3 |
| Approach | | | 1212 | 3.9 | 1212 | 3.9 | 0.638 | 0.6 | NA | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 49.3 |
| All Vehicles | | | 2073 | 3.7 | 2073 | 3.7 | 0.638 | 1.1 | NA | 0.8 | 5.7 | 0.04 | 0.05 | 0.04 | 47.3 |

Overall, provided the right turn exit is prohibited, it is considered that the proposed site access arrangement will operate safely and efficiently with less than a minor impact on the continuing safe and efficient operation of Kepa Road and the wider road network.

There are essentially two options for eliminating the right turn exit movement, one through the use of signage and the other by constructing a solid median island on Kepa Road to physically prevent the movement. The latter is clearly the option that ensures total compliance with the restriction but, given that it will be critical for the functioning of the restaurant to retain the right turn entry movement into the site, and to avoid any effects on neighbouring properties, the provision of a solid median island is not practical.

Accordingly, a proposed layout for the vehicle crossing has been incorporated into the Applicant's plan (shown earlier in **Figure 4**). A No Right Turn sign is proposed at the exit, together with a left turn arrow road marking. A wider splay is proposed on the exit to further encourage the left turn exit movements, and a painted "island" is proposed to further reinforce this movement. It is noted that the pedestrian footpath across the frontage of the site is along the property boundary and set well back from the road kerb line, which means the crossing width at the footpath remains the same with minimal effect on pedestrian safety. This layout for the vehicle crossing has been developed through full consultation with Auckland Transport.

The effectiveness of signage to eliminate a right turn movement depends to a great extent on the difficulty of that movement, and the ability for customers to easily choose a different route after making the left turn exit. In this case, Kupe Street provides an alternative route for customers returning to areas to the north of the site. Customers will also soon become familiar with the restricted exit, and may choose not to visit the site (for example by-pass customers who are already travelling in the westbound direction may be reluctant to call into the site on their way past). These customers may choose a different restaurant as part of the journey such as the one located on Quay Street or further afield.

The entry movements into the McDonald's site (left and right turn movements) will be located some 30 metres from the entry movements into the adjacent Z service station, which is sufficient to avoid any undue conflict or confusion between turning vehicles. The left turn exit from the McDonald's site is located some 50 metres from the exit crossing from the Z service station, again

sufficient to avoid any unnecessary conflict. The separation distances are well in excess of any standards in the AUP.

In terms of the effect of the proposal on the wider road network, and in particular the traffic signals currently under construction, the predicted peak hour trip generation is 133 vehicle movements per hour of which 35% are predicted to be pass by traffic and already utilising the intersection. The proposal will therefore result in approximately 86 new vehicle movements on Kepa Road during the peak trading periods. This would suggest in the busiest hour there could be 65 new vehicle movements utilising the intersection or a little over one vehicle per minute. This is well within any fluctuation of demands for each cycle time and unlikely to result in any extended phases that would impact on other approaches at the intersection and unlikely to be noticeable by others using the intersection.

## 4.2 Effects on Walking and Cycling

The restaurant is well-connected to the pedestrian network. A pedestrian access point is provided east of the vehicle access to provide a direct pedestrian connection from the public footpath on Kepa Road to the restaurant's entrance. A zebra crossing will be provided across the drive-through exit lane to prioritise and ensure safe pedestrian movement between the restaurant building and the public footpath. A raised zebra crossing is also available on-street immediately west of the site connecting to the public footpath providing on the southern side of the carriageway.

There was previously no cycle lane provided on Kepa Road, and NZTA CAS data suggests no inherent safety risk to cyclists in this area. However, as explained in Section 2.2, work began in January 2025 on the signalisation of the Kepa Road / Kupe Street intersection, and apart from the signalisation, the works at and east of the subject site include the establishment of off-road cycle lanes and road widening to accommodate an extra lane eastbound. It is expected that cyclist and vehicles will continue to co-exist safely.

Overall, it is considered that the proposed development layout provides a good level of pedestrian and cyclist amenity and connectivity within the site and in the surrounding road network.

## 4.3 Effects on Public Transport

As indicated in **Section 2.4**, the site is well served by public transport. It is envisaged that the passenger transport trips generated by the proposed restaurant will be low and primarily related to staff travel, therefore can be readily accommodated on existing public transport services. Furthermore, as set out in **Section 4.1**, the proposed trip generation related to the proposal is unlikely to any noticeable effect on public transport journey times.

## 4.4 Effects on Road Safety

All vegetation that is close to the vehicle crossing (within a minimum of 2.5 metres) will be under 600mm in height, and there will be no blocking of sight lines between vehicles and passing pedestrians or cyclists. Visibility splays have been shown on the Applicant's site plans (reference: RC010 – Overall Site Plan). The good inter-visibility between vehicles exiting the site and passing pedestrians and cyclists will ensure that pedestrian and cyclist safety is not compromised.

In terms of the off-road cycle path currently under construction, as indicated in meetings with AT, there are elements that can be adopted to enhance the awareness of the cycle path and minimise the risk of queuing or cars turning across the path and not yielding to cyclists. A limit line will be marked on the site exit in advance of the footpath and cycle path, signage will be installed within the site warning vehicles to not queue across the path, and green surfacing, which is typically installed on high volume vehicle crossings, will be marked to minimise the risk of cars conflicting

with cyclists. It is also recommended that a speed hump on the exit from the site near the property boundary could be installed to ensure that vehicle speeds are kept to a minimum.

In terms of the close proximity of the existing raised zebra crossing to the proposed vehicle crossing, vehicles making a left turn into the site will be slowing before the zebra crossing even more than normal eastbound traffic on Kepa Road, which is a positive effect in terms of the safety of pedestrians using the crossing. Vehicles turning left out of the site will have good visibility of the zebra crossing and will be turning away from the crossing. Right turns out of the site are to be eliminated, and so will have no effect on pedestrians using the crossing.

Sight distances in both directions along Kepa Road are good, and the presence of the painted flush median along the centre of the road assists vehicles turning right into the site, minimising any potential impacts on other road users.

The proposed signage for the restaurant is appropriate, being important for giving early warning to motorists of the presence and location of the restaurant, thereby avoiding any last-minute decisions to slow and turn into the site.

A concern was raised by Auckland Transport that any vehicle that is waiting on the painted flush median before turning right into the site could potentially block visibility of a pedestrian on the crossing for vehicles approaching from the east. An assessment of the required and available Approach Sight Distance to ensure the continuing safe operation of the zebra crossing is provided in ***Attachment 6***, from which it is concluded that the desirable sight lines are available such that there will again be no detrimental effect on pedestrian safety.

Traffic modelling provided by Commute confirmed that during peak times, queues will form past the McDonald's site from the proposed traffic signals. When any queuing during peak periods occurs that might extend back to the site from the traffic signals currently under construction, this will have only a minor effect on delays to vehicles entering and leaving the McDonald's site with let in behaviour likely to occur with each phasing change with the signals. This will have a positive effect on the safety of the access operation and provide greater opportunities for vehicles to turn safely during peak times. The proposed upgrade to the intersection does not increase the number of lanes at the entrance to the McDonald's site and vehicles turning right into the site will still be able to utilise the painted central median and only be required to cross a single lane.

As discussed above in **Section 4.1**, the right turn out of the site would be particularly difficult during busy periods, and elimination of this movement will reduce any potential safety issues that might otherwise have resulted from any "pressure" on the right turn movement. Subject to this, it is considered that the proposed vehicle crossing is appropriate for the proposed activity, and that it will function safely and efficiently without any detrimental effect on the safety of all road users, including pedestrians and cyclists.

## 4.5 Construction Related Traffic Effects

The need to introduce truck and other vehicle movements during the construction phases of any development always has potential to impact on the surrounding area and road network, but a certain degree of impact for what is normally a relatively short period of time (at least in the context of the life of the proposed development) is inevitable and should not normally be a reason for restricting development.

What is important however, is that measures must be put in place to minimise the potential impacts of construction traffic, and this is generally achieved through the requirement for a construction traffic management plan to be prepared and approved prior to work commencing.

Where necessary this seeks to control the times of operation (e.g., avoiding peak periods), routes used, and other matters to minimise potential impact.

Initial planning for the construction of this phase of the development is that it is likely to be completed in four key stages; site clearance, earth, and civil works, followed by two stages of construction.

All stages are expected to generate a moderate amount of truck movements that will require minimal management. The construction stages are expected to generate the highest levels of truck activity with up to 10 trucks per day (20 movements). In addition to truck movements there will be small vehicle activity related mainly with construction personnel and client staff at about 30 vehicle movements per day.

In terms of capacity the surrounding road network is able to accommodate this level of truck movements, and the traffic volumes associated with the construction phases. The application of a construction traffic management plan will help minimise any potential impact of the truck movements on the surrounding area.

# 5.0 AUCKLAND UNITARY PLAN TRANSPORT STANDARDS

## 5.1 Section E27 – Transport Standards

Section E27 of the Auckland Unitary Plan (Operative in Part) sets out the development standards relating to transport. **Table 9** lists the relevant standards that apply to this development and comments on compliance. Where there is non-compliance, further assessment has been undertaken in **Section 6.1** against the criteria set out in the AUP.

**Table 9: E27 Transport Development Standards**

| Development Control | Requirement/Details | Comment |
|---|---|---|
| E27.6.1<br>Traffic Generation | Set the threshold for when resource consent as a restricted discretionary activity is required. | The proposed GFA of the proposal is 321 $m^2$ where a trip generation assessment is required for drive-through activities having GFA above 333 $m^2$ – **does not apply** |
| E27.6.2 (1)<br>Number of Parking Spaces | Defines the minimum and maximum number of parking spaces for new developments. | A total of 18 parking spaces will be provided where there is no minimum or maximum requirement – **complies** |
| E27.6.2 (6)<br>Bicycle Parking | Defines the number of bicycle parking spaces required for new residential developments. | Two short stay and two long stay bicycle parking spaces will be provided on-site – **complies** |
| E27.6.2 (7)<br>End-of-Trip Facilities | End trip facilities to be provided for any office, education, or hospital facilities. | The proposal is for a restaurant buildings – **does not apply** |
| E27.6.2 (8)<br>Number of Loading Spaces | Outlines the minimum loading space requirements for new developments.<br>One loading space is required for retail activities having GFA greater than 300 $m^2$ up to 5,000 $m^2$. | A loading area is provided as part of the proposal however is not identified as a dedicated loading bay – **does not comply** |
| E27.6.3.1 (1)<br>Size and Location of Parking Spaces | Defines the size, use and location of parking spaces.<br>Every parking spaces must:<br>• be located on the same site as the activity to which it relates;<br>• not be used for any other purpose; and<br>• be kept clear and available at all times the activity is in operation.<br>Parking dimensional requirements have been set out in Table E27.6.3.1.1 in the AUP. | All spaces are located within the same site, will not be used for any other purposes, and will always be available – **complies**<br>All the 90° parking spaces provided for customers will be provided with a width of 2.6 metres, depth of 4.0 metres with 1.0 metre of overhang available and will have a manoeuvring depth of 7.0 metres available – **complies**<br>The staff parking spaces will also be 2.6 metres wide, 4.0 metres deep with 1.0 metre of overhang available and will have 7.0 metres |

| Development Control | Requirement/Details | Comment |
|---|---|---|
| | | of manoeuvring available – **complies**<br>The grille order parking space will be 6.0 metres long, 2.2 metres wide and will have 3.8 metres of manoeuvring available – **complies** |
| E27.6.3.2<br>Size and Location of Loading Spaces | Defines the size, use and location of loading spaces. | The proposed loading bay will be 8.0 metres long and 3.5 metres wide – **complies** |
| E27.6.3.3<br>Access and Manoeuvring | Defines the requirements for design vehicles, driveways, manoeuvring area, and stacked parking allowances. | All parking spaces will have dedicated access aisles to accommodate B85 vehicle tracking as illustrated in **Attachment 4** – **complies** |
| E27.6.3.4<br>Reverse Manoeuvring | Defines the conditions in which reverse manoeuvring is acceptable to and from a site. | All the vehicles will be able to enter and exit the site in a forward direction – **complies** |
| E27.6.3.5<br>Vertical Clearance | Defines the minimum overhead clearance for vehicles can pass safely under overhead structures. | There are no vertical structures provided over the parking area and associated access aisle – **complies**<br>All vertical structures provided over the drive-through will have a vertical clearance of at least 2.8 metres – **complies** |
| E27.6.3.6<br>Formation and Gradient | Defines the formation and gradients for all parking spaces and manoeuvring areas.<br>All parking and manoeuvring areas must be formed, drained, with all-weather surfaces.<br>All parking spaces must have gradients no steeper than 1 in 20 (5%).<br>Gradients within manoeuvring areas must not exceed 1 in 8 (12.5%). | All parking areas will be formed, drained, with all-weather surfaces – **complies**<br>All parking spaces will have gradients no steeper than 1 in 20 (5.0%) – **complies**<br>Manoeuvring areas will have a gradient not exceeding 1 in 8 (12.5%) – **complies** |
| E27.6.3.7<br>Lighting | Lighting is required where there are 10 or more parking spaces and associated pedestrian routes used in the hours of darkness. | Suitable lighting will be provided – **complies** |
| E27.6.4.1<br>Vehicle Access Restrictions | Defines the acceptable locations of access points in relation to strategic roads and intersections.<br>Vehicle Access Restrictions apply, and vehicle crossings must not be | As Kepa Road is an arterial road providing an access onto it is a restricted discretionary activity – **restricted discretionary activity**<br>The vehicle crossing will be located more than 10 metres from any |

| Development Control | Requirement/Details | Comment |
|---|---|---|
| | constructed or used to provide vehicle access across that part of a site boundary which:<br>• is located within 10m of any intersection as measured from the property boundary;<br>• is subject to the types of Vehicle Access Restriction as identified on the planning maps;<br>• has frontage to an arterial road as identified on the planning maps. | nearby intersection (min. 10 m required) – **complies** |
| E27.6.4.2<br>Width and Number of Vehicle Crossings | Defines the maximum number of vehicle crossings, proximity to others and permitted widths.<br>Vehicles crossings must be separated by at least 2m from crossings serving adjacent sites and by 6m from other crossings serving the same site.<br>Vehicle crossing serving ten or more parking spaces must be at least 5.5m wide and no more than 6.0 m wide at the site boundary. | A single two-way vehicle crossing is provided for the site – **complies**<br>The vehicle crossing will be provided with a width of 7.0 metres where a maximum width of 6.0 metres is permitted – **does not comply**<br>The vehicle crossing will be separated from the neighbouring vehicle crossing by more than 2.0 metres (min. 2.0 metres required) – **complies** |
| E27.6.4.3<br>Width of Vehicle Access and Queuing Requirements | Vehicle accesses serving one-way traffic flow must be at least 3.0m wide.<br>Vehicle accesses serving ten or more parking spaces must be at least 5.5m wide. | The vehicle access is provided with a typical width of 7.0 metres accommodating two-way flow – **complies**<br>The drive-through is provided with a minimum width of 3.0 metres accommodating one-way flow – **complies** |
| E27.6.4.4<br>Gradient of Vehicle Access | Defines the gradients of circulating aisles for vehicle movements.<br>Vehicle access serving residential must have a maximum gradient not exceeding 1 in 5 (20.0%).<br>All vehicle access must be designed so that where the access adjoins the road must have a maximum gradient no steeper than 1 in 20 (5.0%) and a minimum length of 6 m for commercial activities. | All gradients within vehicle circulating areas will be no steeper than 1 in 5 (20.0%) – **complies**<br>The accessways will be designed with a maximum gradient of 1 in 20 (5.0%) for the first 6.0 metres at the road boundary – c**omplies** |

| Development Control | Requirement/Details | Comment |
|---|---|---|
| E27.6.5<br>Design and Location of Pedestrian and Cycle Facilities | Defines the requirements for off-road and pedestrian and cycle facilities. | The pedestrian and cycle facilities on site are considered to meet the requirements of this standard – **complies** |

## 5.2 Plan Change (PC) 79 Standards

On 9 August 2024, the Independent Hearing Panel released the decision version of Plan Change 79 that modified some of the transport related standards under Section E27. Whilst these amendments are not yet operative, the proposal has been reviewed against the decision version of Section E27. **Table 10** lists the relevant standards that have been modified and comments as necessary in relation to this development. By way of summary, the proposal complies with the relevant Section E27 transport related standard modified by Plan Change 79.

**Table 10: PC79 Development Controls**

| Development Control | Requirement/Details | Comment |
|---|---|---|
| E27.6.1<br>Trip Generation | New thresholds for residential uses for when a trip generation assessment is required.<br>Dwellings:<br>- (TA1) Threshold 1 - 40 dwellings;<br>- (T1) Threshold 2 - 100 dwellings | The proposal is for a restaurant development – **does not apply** |
| E27.6.2 (6)<br>Bicycle Parking | For residential developments, long stay bike parking must be designed and located in a manner that is:<br>- Not part of required outdoor living space or landscaped area<br>- Directly access from the road, vehicle access, ped access or car park (i.e. cannot be in a rear yard with access only through a dwelling)<br>- Sheltered from the weather, lockable and secure. | The proposal is for a restaurant development – **does not apply** |
| E27.6.2 (8)<br>Number of Loading Spaces | A loading space is now required for some residential activities where part of the site has frontage onto an arterial road. | The proposal is for a restaurant development – **does not apply** |
| E27.6.3.2 (A)<br>Accessible Parking | Accessible parking is required for all new activities, change of activity type in all zones, except | The site is located within a Business – Mixed Use Zone which is specified in E27.6.3.2 (A)(2), however the proposal |

| Development Control | Requirement/Details | Comment |
|---|---|---|
| | for those specified in E27.6.3.2 (A)(2), unless parking is provided.<br><br>Where 1 to 20 parking spaces is provided for a non-residential use, at least one accessible parking space is required. | will provide 18 parking spaces including two accessible parking spaces – **complies** |
| E27.6.3.3. 4A<br><br>Heavy Vehicle Access | Where a site in a residential zone provides heavy vehicle access, it must provide sufficient space onsite so that an 8m heavy vehicle does not need to reverse onto or off the site or road with a maximum reverse manoeuvre within the site of 12m. | The proposal is located within Business – Mixed Use Zone – **does not apply** |
| E27.6.4.3<br><br>Vehicle Access | Requires speed management measures when vehicle access exceeds 30 m in a residential zone at locations of not more than 10m from the site boundary with the legal road, and at spacings of not more than 30m. | The proposal is for a restaurant development located within a Business – Mixed Use Zone – **does not apply** |
| E27.6.6<br><br>Pedestrian Access | Sets out the requirements for pedestrian access in residential zones. | The proposal is located within a Business – Mixed Use Zone – **does not apply** |
| E27.6.7<br><br>Electric Vehicle Charging | Any new dwelling with car parking (excluding detached dwellings) must provide each undercover car park with the capability to install electric vehicle supply equipment (note definition below) with designated space for necessary conduit, circuit and metering between the car park and an electrical distribution board on the same building storey, or ground level (if at ground level). | The proposal is for a restaurant development and no undercover car parking is proposed – **does not apply** |

# 6.0 AUCKLAND UNITARY PLAN ASSESSMENT CRITERIA

## 6.1 Section E27 – Assessment Criteria

Section E27.8.2 of the AUP sets out the assessment criteria when there is an infringement in development standards for a development. For this proposal, consent is required under the following standards:

- E27.6.4.1 – Vehicle Access Restriction (Criteria 11);
- E27.6.2 (8) – Number of Loading Spaces (Criteria 8); and
- E27.6.4.2 – Width of the Vehicle Crossing (Criteria 8).

The following lists the relevant assessment criteria for these infringements and comments as applied to this development.

***(11) Construction or use of a vehicle crossing where a Vehicle Access Restriction applies:***

*(a) this applies where a Vehicle Access Restriction is identified in Standard E27.6.4.1(2) and Standard E27.6.4.1(3), other than a Vehicle Access Restriction Level Crossing or a Vehicle Access Restriction Motorway Interchange:*

*(i) effects of the location and design of the access on the safe and efficient operation of the adjacent transport network having regard to:*

- *visibility and safe sight distances;*
- *existing and future traffic conditions including speed, volume, type, current accident rate, and the need for safe manoeuvring;*
- *proximity to and operation of intersections;*
- *existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan;*
- *existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes and cycleways;*

*(ii) the effects on the continuity of activities and pedestrian movement at street level in the Business – City Centre Zone, Business Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone; or*

*(iii) the practicability and adequacy of the access arrangements considering site limitations, arrangement of buildings and activities, user requirements and operational requirements, proximity to and operation of intersections, having regard to:*

- *the extent to which the site can reasonably be served by different access arrangements including:*
  - *access from another road;*
  - *shared or amalgamated access with another site or sites;*
  - *via a frontage road, such as a slip lane or service road; or*
- *the extent to which the need for access can reasonably be avoided by entering into a shared parking and/or loading arrangement with another site or sites in the immediate vicinity.*

**Comment - E27.6.4 (8) – Number of Loading Spaces**

The reason for consent under this standard relates to the proposal not providing a dedicated loading space. The proposal requires the provision of one loading space for a GFA of greater than 300m$^2$ and up to 5,000m$^2$. As discussed earlier in Section 3.9, no specific loading area with the correct dimensions is proposed on the site, but it is considered that the delivery arrangements described will function satisfactorily with less than minor impact on or off the site.

**Comment - E27.6.4.1 – Vehicle Access Restriction**

The reason for consent under this standard relates to the site's vehicle access being a restricted discretionary activity due to providing access onto Kepa Road, which is classified as an arterial road. Therefore, additional assessment is required under the standards of the AUP.

The following points are made concerning the assessment criteria:

- The assessment of transport effects set out in **Section 4.1** of this report indicates that the proposed vehicle movements associated with the proposal can be accommodated at the site access and on the adjacent road network with minimal effect.
- The site can only be provided with access via Kepa Road due to its location, therefore a vehicle access restriction is unavoidable.
- Information from the NZTA CAS database suggest that there is no inherent safety issues present related to the operation of accessways in the site's vicinity including the existing service station adjacent to the site.
- Kepa Road has a centre flush median, which vehicles can utilise to turn into the site into two stages, reducing the effect of any vehicles queued within the road.
- The vehicle crossing has good availability of sight distance and lines of clear sight towards both the directions, allowing for drivers to safely enter and exit the site.
- The proposed site access is sufficiently separated from nearby intersections so as not to have an adverse effect on the operation of the intersection.
- The proposal is to prohibit the right turns exit movement from the site and the left turning movements are easier and safer. Also, eastbound vehicles will be operating at low speeds due to the presence of the raised zebra crossing immediately to the west of the site.

Considering the above, the proposed vehicle access for the site is expected to operate safely, with less than a minor effect onto the operations of Kepa Road, and therefore is acceptable.

8. ***Any activity or development which infringes the standards for the design of parking and loading areas or access under Standard E27.6.3, E27.6.4.2, E27.6.4.3, and E27.6.4.4:***

*(a) effects on the safe and efficient operation of the adjacent transport network having regard to:*

*(i) the effect of the modification on visibility and safe sight distances;*

*(ii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring;*

*(iii) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or*

*(iv) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths, and cycleways.*

*(b) effects on pedestrian amenity or the amenity of the streetscape, having regard to:*

*(i) the effect of additional crossings or crossings which exceed the maximum width; or*

*(ii) effects on pedestrian amenity and the continuity of activities and pedestrian movement at street level in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone.*

*(c) the practicality and adequacy of parking, loading and access arrangements having regard to:*

*(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;*

*(ii) the ability of the access to accommodate the nature and volume of traffic and vehicle types expected to use the access. This may include considering whether a wider vehicle crossing is required to:*

- *comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly;*
- *accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes;*
  - *the desirability of separating truck movements accessing a site from customer vehicle movements;*
  - *the extent to which reduced manoeuvring and parking space dimensions can be accommodated because the parking will be used by regular users familiar with the layout, rather than by casual users;*

*(iv) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or*

*(v) any stacked parking is allocated and managed in such a way that it does not compromise the operation and use of the parking area.*

<u>Comment 6.4.2 – Width of the Vehicle Crossing</u>

The reason for consent under this standard relates to the width of the proposed vehicle crossing for the site. Under the AUP, vehicle crossings serving ten or more parking spaces in Mixed Use Zones should be provided with a maximum width of 6.0 metres to accommodate two-way flow (T153). The vehicle crossing is provided with a width of 7.0 metres and hence, a resource consent is required. The following points are made in support of the proposal.

- The additional width to the vehicle crossing is provided to accommodate the truck turning to/from the site and to contain the effects of the truck manoeuvring on-site rather than the road reserve.
- Although, the vehicle crossing is provided with a non-complying width, the AUP suggests that vehicle crossings in General Business Zones can be provided with a maximum width of 9.0 metres when accommodating large vehicles.
- The site's frontage will be designed with low height landscaping which will provide good intervisibility towards the footpath.
- The vehicle crossing is provided with compliant separation from neighbouring vehicle crossings and as such pedestrians will be able to take refuge in an event of vehicular interaction.
- The existing consented vehicle crossing on-site is some 6.5 metres wide and there are other vehicle crossings within the vicinity of the site which are provided with non-complying width (e.g. the adjacent Z service station). There is no information present within the NZTA CAS database which would suggest a safety issue associated with vehicle access operation in the area.

For the above stated reasons, the width of the vehicle crossing is considered to have a minimal effect on the surrounding road environment.

## 7.0 CONCLUSIONS

Based on the assessment described in this report, the following conclusions can be made in respect of the proposal to establish a McDonald's restaurant at 152 Kepa Street, Orakei:

- Pedestrian and cycling facilities within the site have been designed to a suitable standard.
- Traffic generated by the proposal will have a minimal effect on the traffic operation on Kepa Road.
- A review of the transport standards has identified two non-compliances which will require resource consent.
- A review of the revised transport standards as a result of the PC79 – Decisions version has identified no items that require consent.
- The site is designed to a suitable standard to meet the needs of the design vehicles visiting the site.
- The proposal is not expected to have an adverse effect on the surrounding road network, or to the safety of pedestrians and vehicles using the site.

Overall, it is considered that the traffic engineering effects of the proposal can be accommodated on the road network without compromising its function, capacity, or safety. Therefore, from a traffic engineering perspective it is considered that the proposal will have a less than minor impact.

Prepared by,



Todd Langwell
Director

# ATTACHMENT 1

# TRIP GENERATION PREDICTIONS

Table 1
PROPOSED McDONALD'S RESTAURANT
PREDICTED CUSTOMER VEHICLES
AVERAGE WEEK

| | Hour Ending 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | Totals Daily | Weekly | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TOTAL TRANSACTIONS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Monday | 13 | 6 | 4 | 3 | 1 | 3 | 15 | 32 | 45 | 38 | 58 | 64 | 70 | 64 | 64 | 58 | 70 | 83 | 70 | 32 | 26 | 26 | 19 | 13 | 877 | | |
| Tuesday | 13 | 6 | 4 | 3 | 1 | 3 | 15 | 38 | 58 | 51 | 64 | 70 | 77 | 77 | 64 | 58 | 70 | 83 | 77 | 38 | 32 | 26 | 19 | 13 | 960 | | |
| Wednesday | 13 | 6 | 4 | 3 | 1 | 3 | 15 | 38 | 58 | 51 | 64 | 70 | 77 | 77 | 64 | 58 | 70 | 83 | 83 | 38 | 32 | 26 | 19 | 13 | 966 | | |
| Thursday | 13 | 6 | 4 | 3 | 1 | 3 | 15 | 38 | 58 | 58 | 64 | 70 | 77 | 77 | 64 | 58 | 77 | 90 | 83 | 51 | 45 | 26 | 19 | 13 | 1011 | | |
| Friday | 26 | 13 | 6 | 3 | 1 | 3 | 15 | 38 | 58 | 58 | 64 | 70 | 77 | 77 | 64 | 58 | 77 | 90 | 90 | 58 | 45 | 32 | 38 | 32 | 1091 | | |
| Saturday | 26 | 13 | 6 | 3 | 1 | 3 | 15 | 38 | 58 | 58 | 64 | 70 | 77 | 70 | 64 | 58 | 77 | 90 | 70 | 45 | 38 | 26 | 26 | 13 | 1007 | | |
| Sunday | 13 | 6 | 4 | 3 | 1 | 3 | 15 | 26 | 38 | 38 | 64 | 70 | 77 | 70 | 64 | 58 | 64 | 77 | 70 | 45 | 32 | 26 | 19 | 13 | 896 | 6808 | |
| DRIVE-THRU TRANSACTIONS AND VEHICLES | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Monday | 13 | 6 | 4 | 3 | 1 | 3 | 13 | 19 | 26 | 19 | 26 | 32 | 38 | 38 | 32 | 26 | 38 | 51 | 51 | 19 | 19 | 19 | 19 | 13 | 529 | | |
| Tuesday | 13 | 6 | 4 | 3 | 1 | 3 | 13 | 19 | 26 | 19 | 26 | 32 | 38 | 38 | 32 | 26 | 38 | 51 | 51 | 19 | 19 | 19 | 19 | 13 | 529 | | |
| Wednesday | 13 | 6 | 4 | 3 | 1 | 3 | 13 | 19 | 26 | 19 | 26 | 32 | 38 | 38 | 32 | 26 | 38 | 51 | 51 | 19 | 19 | 19 | 19 | 13 | 529 | | |
| Thursday | 13 | 6 | 4 | 3 | 1 | 3 | 13 | 19 | 26 | 19 | 26 | 32 | 38 | 38 | 32 | 26 | 38 | 51 | 51 | 32 | 26 | 19 | 19 | 13 | 548 | | |
| Friday | 26 | 13 | 6 | 3 | 1 | 3 | 13 | 19 | 26 | 19 | 26 | 32 | 38 | 38 | 32 | 26 | 38 | 51 | 51 | 32 | 26 | 19 | 26 | 26 | 589 | | |
| Saturday | 26 | 13 | 6 | 3 | 1 | 3 | 13 | 19 | 26 | 19 | 26 | 32 | 38 | 38 | 32 | 26 | 38 | 51 | 51 | 32 | 26 | 19 | 19 | 13 | 570 | | |
| Sunday | 13 | 6 | 4 | 3 | 1 | 3 | 13 | 19 | 26 | 19 | 26 | 32 | 38 | 38 | 32 | 26 | 38 | 51 | 51 | 32 | 26 | 19 | 19 | 13 | 548 | 3840 | |
| RESTAURANT TRANSACTIONS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Monday | | | | | | | 3 | 13 | 19 | 19 | 32 | 32 | 32 | 26 | 32 | 32 | 32 | 32 | 19 | 13 | 6 | 6 | 0 | 0 | 348 | | |
| Tuesday | | | | | | | 3 | 19 | 32 | 32 | 38 | 38 | 38 | 38 | 32 | 32 | 32 | 32 | 26 | 19 | 13 | 6 | 0 | 0 | 431 | | |
| Wednesday | | | | | | | 3 | 19 | 32 | 32 | 38 | 38 | 38 | 38 | 32 | 32 | 32 | 32 | 32 | 19 | 13 | 6 | 0 | 0 | 438 | | |
| Thursday | | | | | | | 3 | 19 | 32 | 38 | 38 | 38 | 38 | 38 | 32 | 32 | 38 | 38 | 32 | 19 | 19 | 6 | 0 | 0 | 463 | | |
| Friday | | | | | | | 3 | 19 | 32 | 38 | 38 | 38 | 38 | 38 | 32 | 32 | 38 | 38 | 38 | 26 | 19 | 13 | 13 | 6 | 502 | | |
| Saturday | | | | | | | 3 | 19 | 32 | 38 | 38 | 38 | 38 | 32 | 32 | 32 | 38 | 38 | 19 | 13 | 13 | 6 | 6 | 0 | 438 | | |
| Sunday | | | | | | | 3 | 6 | 13 | 19 | 38 | 38 | 38 | 32 | 32 | 32 | 26 | 26 | 19 | 13 | 6 | 6 | 0 | 0 | 348 | 2968 | |
| RESTAURANT VEHICLES (0.6 x transactions) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Monday | | | | | | | 2 | 8 | 12 | 12 | 19 | 19 | 19 | 15 | 19 | 19 | 19 | 19 | 12 | 8 | 4 | 4 | 0 | 0 | 209 | | |
| Tuesday | | | | | | | 2 | 12 | 19 | 19 | 23 | 23 | 23 | 23 | 19 | 19 | 19 | 19 | 15 | 12 | 8 | 4 | 0 | 0 | 259 | | |
| Wednesday | | | | | | | 2 | 12 | 19 | 19 | 23 | 23 | 23 | 23 | 19 | 19 | 19 | 19 | 19 | 12 | 8 | 4 | 0 | 0 | 263 | | |
| Thursday | | | | | | | 2 | 12 | 19 | 23 | 23 | 23 | 23 | 23 | 19 | 19 | 23 | 23 | 19 | 12 | 12 | 4 | 0 | 0 | 278 | | |
| Friday | | | | | | | 2 | 12 | 19 | 23 | 23 | 23 | 23 | 23 | 19 | 19 | 23 | 23 | 23 | 15 | 12 | 8 | 8 | 4 | 301 | | |
| Saturday | | | | | | | 2 | 12 | 19 | 23 | 23 | 23 | 23 | 19 | 19 | 19 | 23 | 23 | 12 | 8 | 8 | 4 | 4 | 0 | 263 | | |
| Sunday | | | | | | | 2 | 4 | 8 | 12 | 23 | 23 | 23 | 19 | 19 | 19 | 15 | 15 | 12 | 8 | 4 | 4 | 0 | 0 | 209 | 1781 | |
| TOTAL VEHICLES | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Monday | 13 | 6 | 4 | 3 | 1 | 3 | 14 | 27 | 37 | 31 | 45 | 51 | 58 | 54 | 51 | 45 | 58 | 70 | 63 | 27 | 23 | 23 | 19 | 13 | 738 | | 16.80% |
| Tuesday | 13 | 6 | 4 | 3 | 1 | 3 | 14 | 31 | 45 | 38 | 49 | 55 | 61 | 61 | 51 | 45 | 58 | 70 | 67 | 31 | 27 | 23 | 19 | 13 | 787 | | 17.93% |
| Wednesday | 13 | 6 | 4 | 3 | 1 | 3 | 14 | 31 | 45 | 38 | 49 | 55 | 61 | 61 | 51 | 45 | 58 | 70 | 70 | 31 | 27 | 23 | 19 | 13 | 791 | | 18.02% |
| Thursday | 13 | 6 | 4 | 3 | 1 | 3 | 14 | 31 | 45 | 42 | 49 | 55 | 61 | 61 | 51 | 45 | 61 | 74 | 70 | 44 | 37 | 23 | 19 | 13 | 826 | | 18.81% |
| Friday | 26 | 13 | 6 | 3 | 1 | 3 | 14 | 31 | 45 | 42 | 49 | 55 | 61 | 61 | 51 | 45 | 61 | 74 | 74 | 47 | 37 | 27 | 33 | 29 | 890 | | 20.26% |
| Saturday | 26 | 13 | 6 | 3 | 1 | 3 | 14 | 31 | 45 | 42 | 49 | 55 | 61 | 58 | 51 | 45 | 61 | 74 | 63 | 40 | 33 | 23 | 23 | 13 | 832 | | 18.95% |
| Sunday | 13 | 6 | 4 | 3 | 1 | 3 | 14 | 23 | 33 | 31 | 49 | 55 | 61 | 58 | 51 | 45 | 54 | 67 | 63 | 40 | 29 | 23 | 19 | 13 | 757 | 5621 | 17.23% |

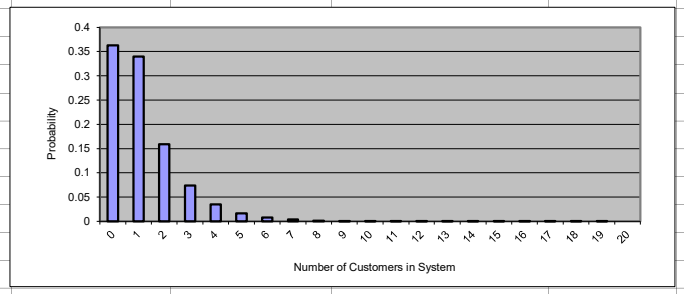
# ATTACHMENT 2

# QUEUE ANALYSIS

# M/M/2 Queueing Model for McDonald Kepa Road

## Arrival rate 51 vehicles per hour, average service rate 66 seconds per vehicle

| Data | | | Results | | |
|---|---|---|---|---|---|
| $\lambda$ = | 0.014166667 | (mean arrival rate veh/s)) | L = | 1.20 | avg queue incl vehicle in service |
| $\mu$ = | 0.015151515 | (mean service rate veh/s) | $L_q$ = | 0.26 | avg queue excl vehicle in service |
| s = | 2 | (# servers) | | | |
| | | | W = | 84.45905415 | avg waiting time (in same unit as arrival and service rates) |
| Pr(W > t) = | 0.9894057 | | $W_q$ = | 18.45905415 | avg waiting time for vehs that cannot enter immediately |
| when t = | 1 | | | | |
| | | | $\rho$ = | 0.4675 | utilisation factor = $\lambda$ / $\mu$ |
| Prob($W_q$ > t) = | 0.293094172 | | n=number in queue (incl veh in service) | | |
| when t = | 1 | | n | $P_n$ | Cumulative Probability |
| | | | 0 | 0.36286201 | 36.3% |
| | | | 1 | 0.33927598 | 70.2% |
| | | | 2 | 0.15861152 | 86.1% |
| | | | 3 | 0.074150886 | 93.5% |
| | | | 4 | 0.034665539 | 97.0% |
| | | | 5 | 0.01620614 | 98.6% |
| | | | 6 | 0.00757637 | 99.3% |
| | | | 7 | 0.003541953 | 99.7% |
| | | | 8 | 0.001655863 | 99.9% |
| | | | 9 | 0.000774116 | 99.9% |
| | | | 10 | 0.000361899 | 100.0% |
| | | | 11 | 0.000169188 | 100.0% |
| | | | 12 | 7.90953E-05 | 100.0% |
| | | | 13 | 3.69771E-05 | 100.0% |
| | | | 14 | 1.72868E-05 | 100.0% |
| | | | 15 | 8.08157E-06 | 100.0% |
| | | | 16 | 3.77813E-06 | 100.0% |
| | | | 17 | 1.76628E-06 | 100.0% |
| | | | 18 | 8.25735E-07 | 100.0% |
| | | | 19 | 3.86031E-07 | 100.0% |
| | | | 20 | 1.80469E-07 | 100.0% |



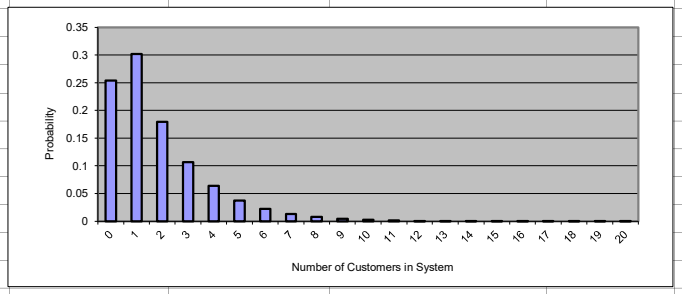

| | |
|---|---|
| vehicles/hour | 51 |
| vehicles/sec | 0.014166667 |
| | |
| service rate/server | 66 |
| vehicles/sec | 0.015151515 |

| Range Name | Cells |
|---|---|
| L | G4 |
| Lambda | C4 |
| Lq | G5 |
| Mu | C5 |
| n | F13:F38 |
| P0 | G13 |
| Pn | G13:G38 |
| Rho | G10 |
| s | C6 |
| Time1 | C9 |
| Time2 | C12 |
| W | G7 |
| Wq | G8 |

# M/M/2 Queueing Model for McDonald Kepa Road

## Arrival rate 51 vehicles per hour, average service rate 84 seconds per vehicle

| Data | | |
|---|---|---|
| $\lambda$ = | 0.014166667 | (mean arrival rate veh/s)) |
| $\mu$ = | 0.011904762 | (mean service rate veh/s) |
| s = | 2 | (# servers) |
| Pr(W > t) = | 0.993393933 | |
| when t = | 1 | |
| Prob($W_q$ > t) = | 0.439658425 | |
| when t = | 1 | |




| | |
|---|---|
| vehicles/hour | 51 |
| vehicles/sec | 0.014166667 |
| service rate/server | 84 |
| vehicles/sec | 0.011904762 |

| Results | | |
|---|---|---|
| L = | 1.84 | avg queue incl vehicle in service |
| $L_q$ = | 0.65 | avg queue excl vehicle in service |
| W = | 130.0359921 | avg waiting time (in same unit as arrival and service rates) |
| $W_q$ = | 46.0359921 | avg waiting time for vehs that cannot enter immediately |
| $\rho$ = | 0.595 | utilisation factor = $\lambda$ / $\mu$ |

n=number in queue (incl veh in service)

| n | $P_n$ | Cumulative Probability |
|---|---|---|
| 0 | 0.253918495 | 25.4% |
| 1 | 0.302163009 | 55.6% |
| 2 | 0.179786991 | 73.6% |
| 3 | 0.106973259 | 84.3% |
| 4 | 0.063649089 | 90.6% |
| 5 | 0.037871208 | 94.4% |
| 6 | 0.022533369 | 96.7% |
| 7 | 0.013407354 | 98.0% |
| 8 | 0.007977376 | 98.8% |
| 9 | 0.004746539 | 99.3% |
| 10 | 0.002824191 | 99.6% |
| 11 | 0.001680393 | 99.8% |
| 12 | 0.000999834 | 99.9% |
| 13 | 0.000594901 | 99.9% |
| 14 | 0.000353966 | 99.9% |
| 15 | 0.00021061 | 100.0% |
| 16 | 0.000125313 | 100.0% |
| 17 | 7.45612E-05 | 100.0% |
| 18 | 4.43639E-05 | 100.0% |
| 19 | 2.63965E-05 | 100.0% |
| 20 | 1.57059E-05 | 100.0% |

| Range Name | Cells |
|---|---|
| L | G4 |
| Lambda | C4 |
| Lq | G5 |
| Mu | C5 |
| n | F13:F38 |
| P0 | G13 |
| Pn | G13:G38 |
| Rho | G10 |
| s | C6 |
| Time1 | C9 |
| Time2 | C12 |
| W | G7 |
| Wq | G8 |

# ATTACHMENT 3

# SERVICING AND LOADING MANAGEMENT PLAN

# 1.0 Servicing and Loading Management Plan

## 1.1 Proposed activity

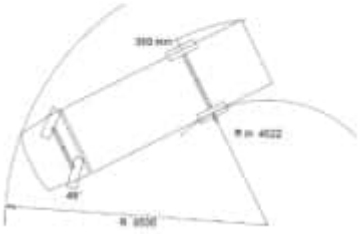
The operation of a new McDonalds restaurant and drive through facility accommodating 27 seats and a gross floor area of 323m$^2$. There are 14 carparks located on site, plus a grill order space at the end of the drive through lane.

## 1.2 Vehicles used for servicing and delivery

It is proposed to utilise the following vehicles to undertake servicing and delivery

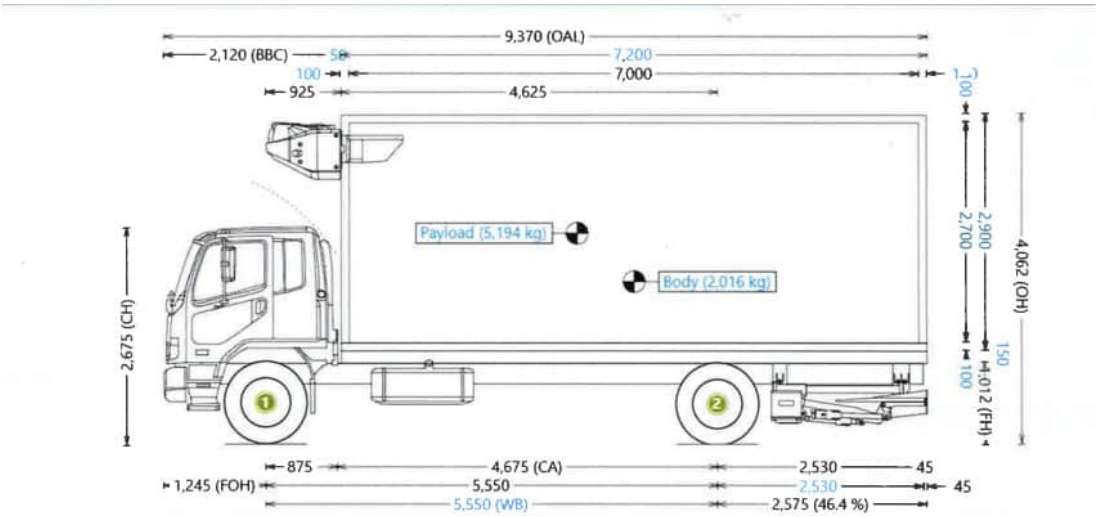
- A 8.1m rear end load truck will be utilized for the onsite rubbish collection. This will be achieved through driving on to the site, maneuvering and accessing the corral area at the rear of the building where a 660L rubbish bin is able to be picked up and emptied.

Vehicle Driving Height: 2,690 mm
Vehicle Loading Height: 3,088 mm
Vehicle Width: 2,270 mm
Vehicle Length: 8,166 mm
Vehicle + Bin Length: 10,073 mm
Turning Circle Radius = 8,500 mm
Turning Circle Diameter = 17,000 mm





- All other deliveries will be undertaken by a smaller truck that is being specifically acquired as part of this site development, as outlined below. The proposed truck length is 9.3m.




## 1.3 Hours and duration of delivery

All food deliveries will occur outside peak hours within the hours of 8pm and 6am (this site is likely to be serviced around 4am), and will occur three times a week.

The delivery vehicle usually is on the site for approximately 40-60 minutes. Deliveries occur at the same time on each delivery day, then the restaurant has the required support crew to take position for the delivery (pallets are dropped into the delivery zone, driver splits the pallet, then the McDonald's staff load into the restaurant, driver does paperwork etc. then leaves).

Martin Brower has a delivery management plan with McDonald's for all of their other sites (which shows exact delivery times, which carparks are to be coned off, the number of McDonald's crew required for the delivery, etc.) – the purpose for this is for efficient deliveries, and for new drivers/new staff. Note – this specific information is not provided as a condition of consent as there are security sensitives around this.

The waste collection will occur three times a week, outside of peak hours (the hours when collection can occur is 10am-12pm and 2pm to-4pm,) with the bins to be placed outside for collection, this will occur within a 15-minute period.

## 1.4 Loading and unloading

Delivery vehicles will enter the site and turn into the end of the car park, then maneuver within the carpark spaces (that are coned off) to an area at the northern end of the building. This maneuver will be performed under traffic supervision to ensure that there is no conflict with other vehicles using the identified car parks or vehicles entering or leaving the site, a common practice at many established McDonald's restaurants. There will be no reversing of vehicles to or from the site.

The food delivery is dropped on site, McDonalds have a pallet mover which they are able to move in to the Restaurant. The driver moves the pallets off the truck on to the footpath and McDonalds staff moves the pallet immediately inside. There are certain days and times which this is carried out over the three delivery days.

## 1.5 Standard Operation Procedure

McDonald's have a standard operation platform that they adhere to at all sites throughout New Zealand. This procedure includes:

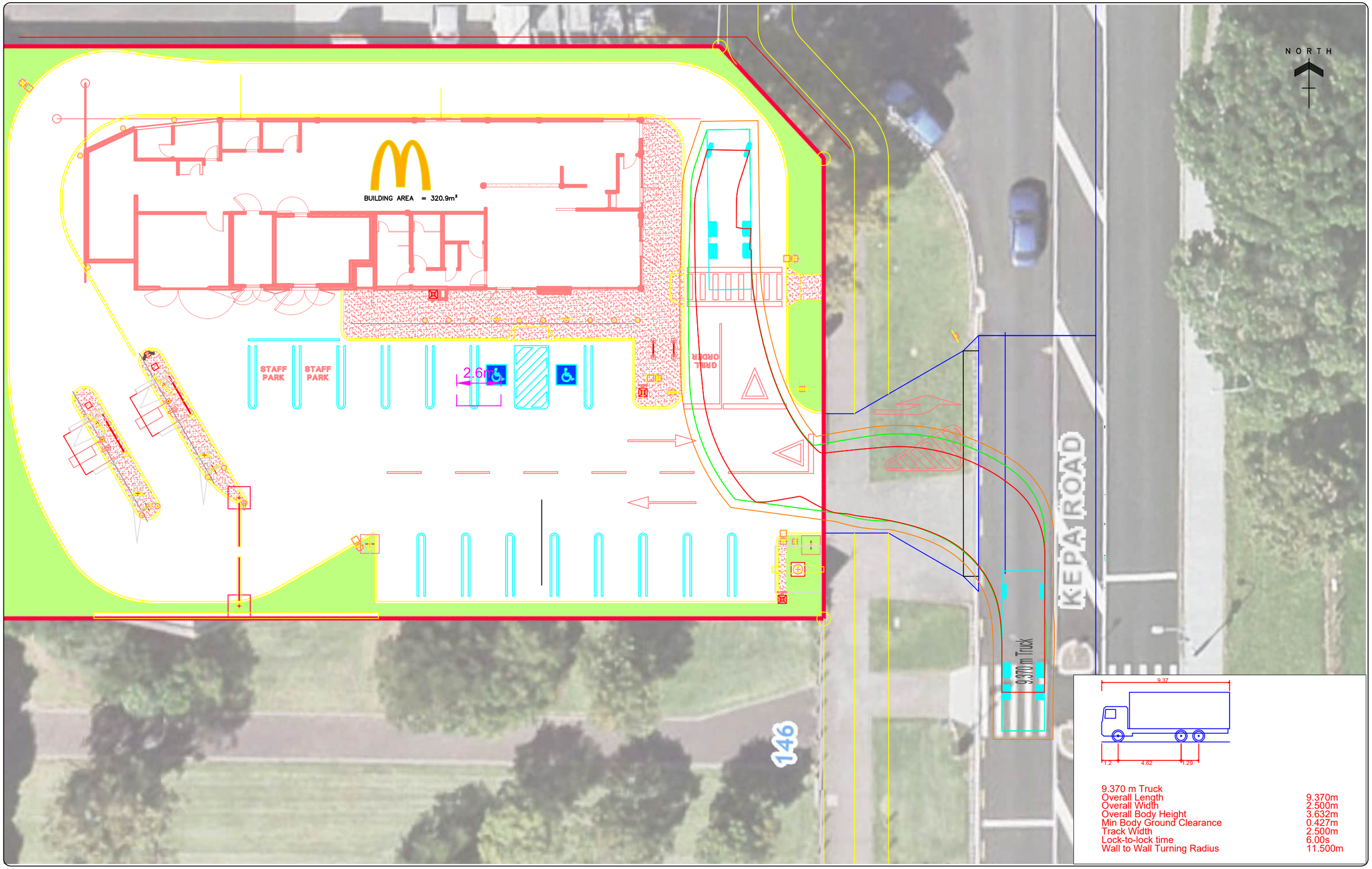
- Dual order points;
- Fast cashiering options;
- A pull forward window for cars awaiting more time-consuming orders; and
- A secondary option of a holding bay for cars for more time-consuming orders.

In the unlikely event that the above procedure could not cope with demand, the drive through would be closed to prevent the blockage of the car parks and queues on to the adjacent road environment.

McDonald's have constant surveillance over the outdoor areas, including the drive through where they can easily monitor the demand at any time of the day. Staff will also have clear sight lines from the cashier area within the restaurant where they can observe any movement in the car park area.

# ATTACHMENT 4

# ON-SITE VEHICLE TRACKING




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| | | | |

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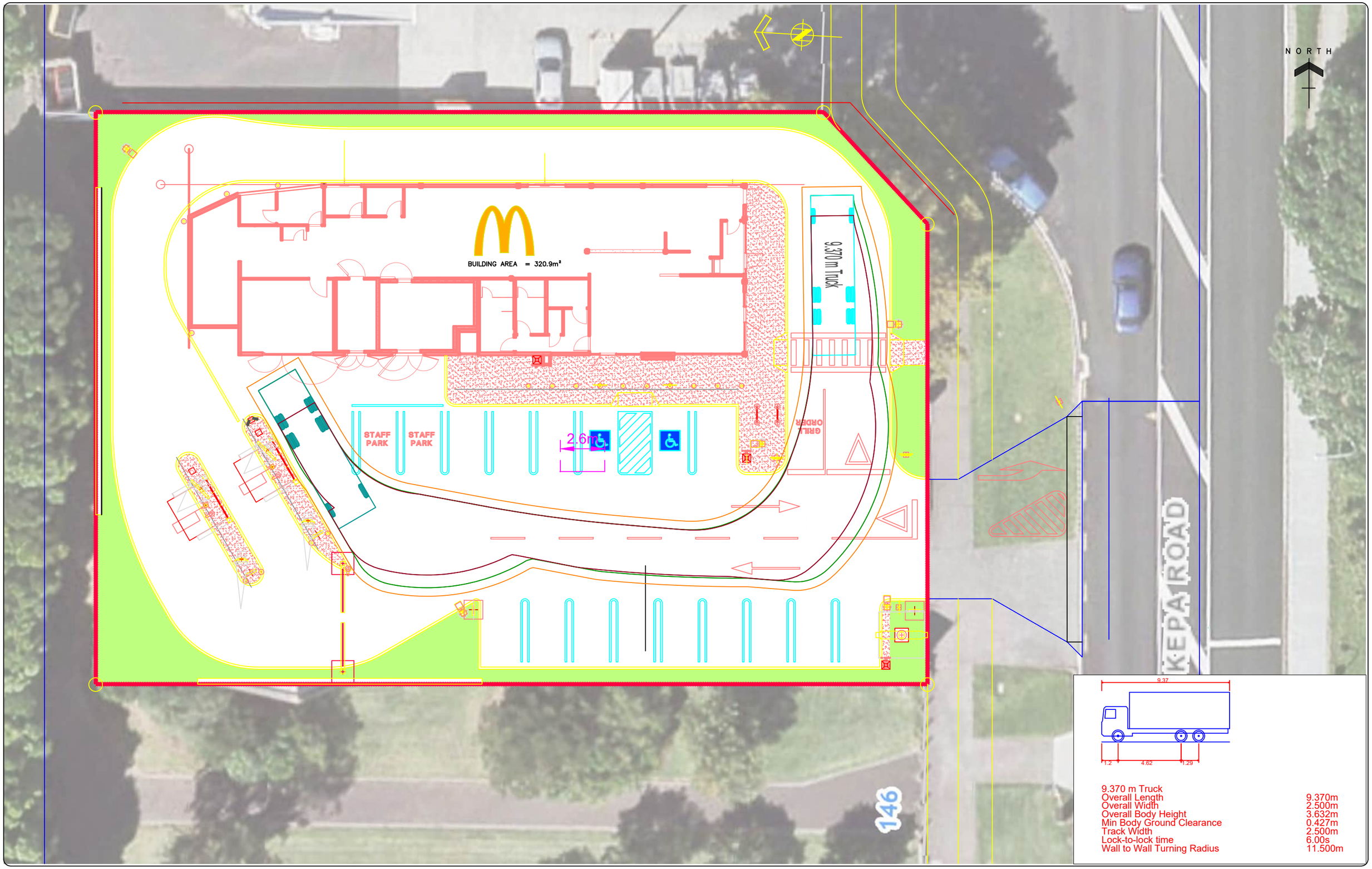
Project Title: Proposed Development
152 Kepa Road

Sheet Title: Vehicle Tracking -9.370 Truck

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|---|---|---|---|---|---|
| Designed | IY | Drawn | IY | Project No - (Sheet No) | Scales 1:200 (A3) |
| Checked | AS | Approved | JB | 230237 VTU - (1) | Date 17.02.25 |

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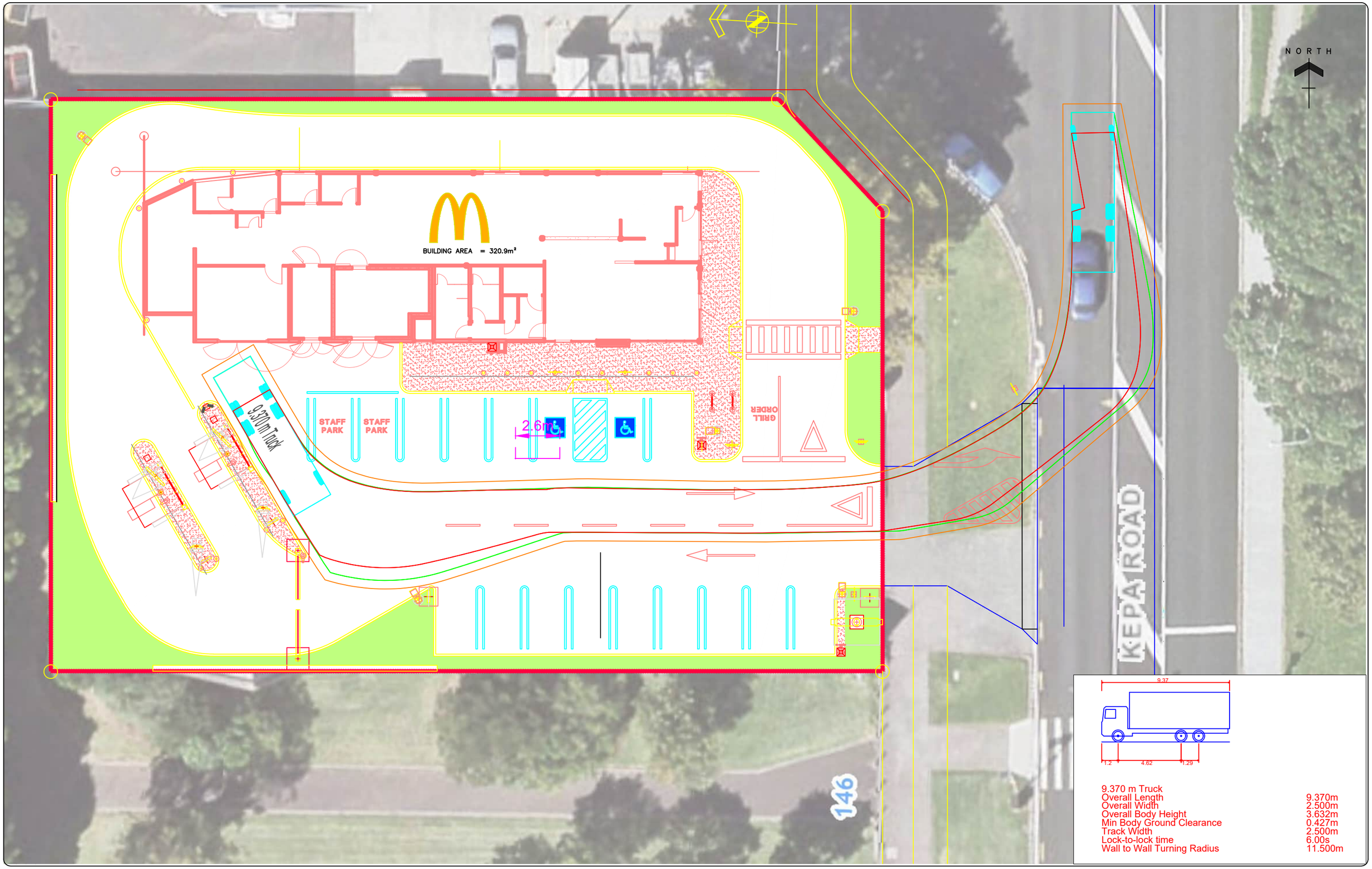
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Sheet Title: Vehicle Tracking -9.370 Truck

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9.370 m Truck

| | |
|---|---|
| Overall Length | 9.370m |
| Overall Width | 2.500m |
| Overall Body Height | 3.632m |
| Min Body Ground Clearance | 0.427m |
| Track Width | 2.500m |
| Lock-to-lock time | 6.00s |
| Wall to Wall Turning Radius | 11.500m |

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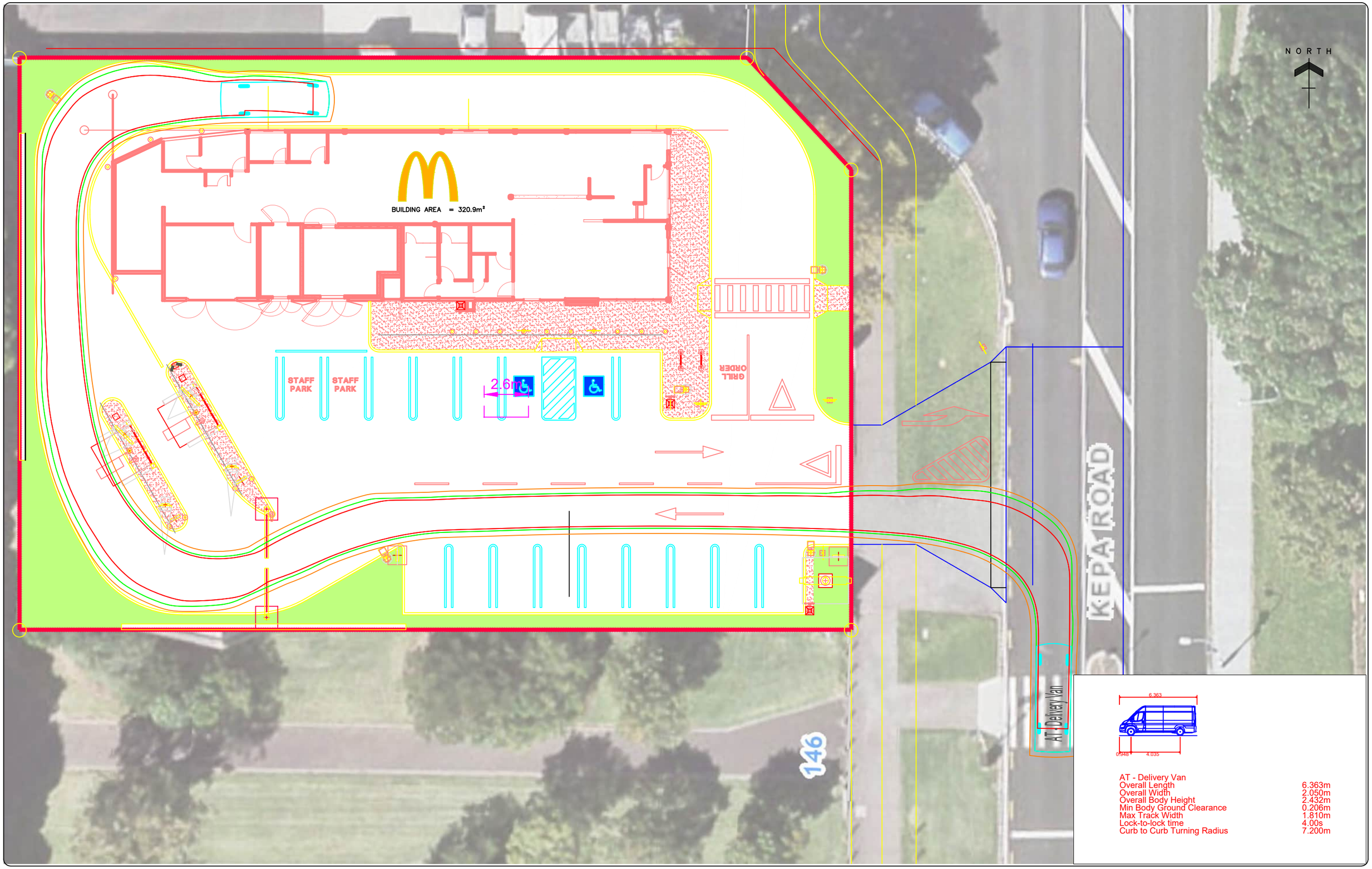
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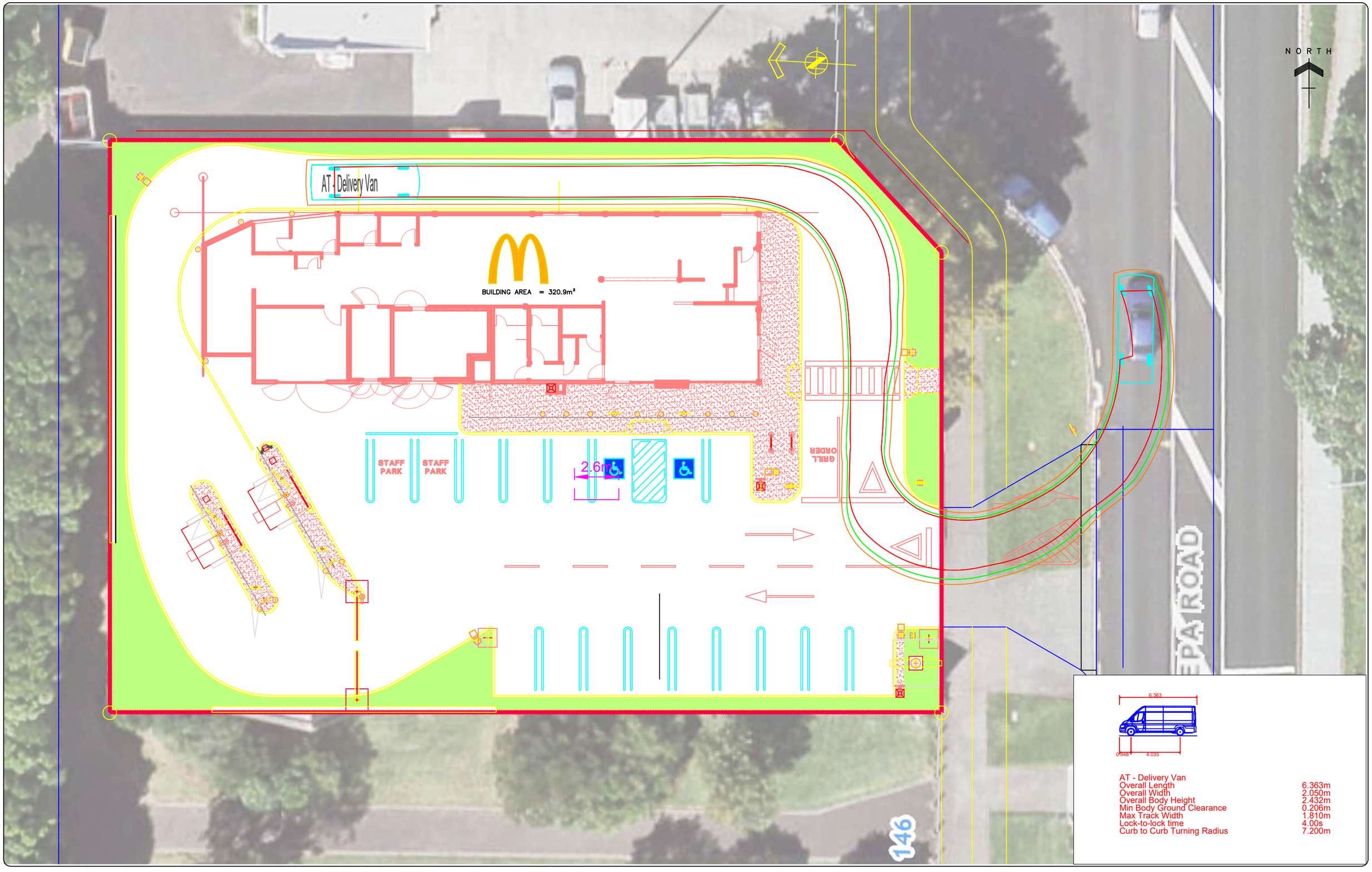
Project Title: Proposed Development
152 Kepa Road

Sheet Title: Vehicle Tracking - AT - Delivery Van

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|---|---|---|---|---|---|
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| AT - Delivery Van | |
|---|---|
| Overall Length | 6.363m |
| Overall Width | 2.050m |
| Overall Body Height | 2.432m |
| Min Body Ground Clearance | 0.206m |
| Max Track Width | 1.810m |
| Lock-to-lock time | 4.00s |
| Curb to Curb Turning Radius | 7.200m |

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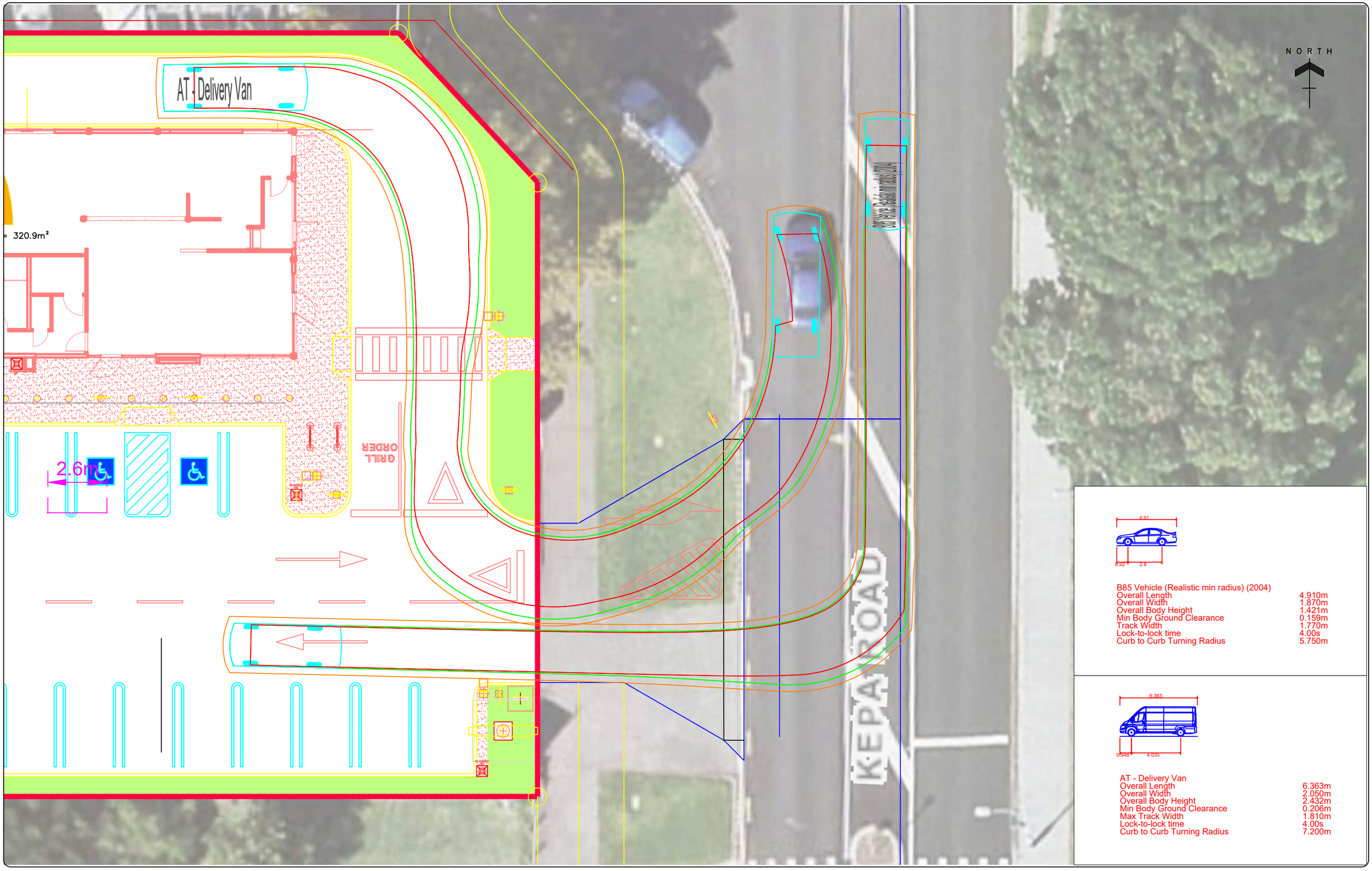
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Project Title: Proposed Development
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Sheet Title: Vehicle Tracking - AT - Delivery Van

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B85 Vehicle (Realistic min radius) (2004)

| | |
|---|---|
| Overall Length | 4.910m |
| Overall Width | 1.870m |
| Overall Body Height | 1.421m |
| Min Body Ground Clearance | 0.159m |
| Track Width | 1.770m |
| Lock-to-lock time | 4.00s |
| Curb to Curb Turning Radius | 5.750m |




AT - Delivery Van

| | |
|---|---|
| Overall Length | 6.363m |
| Overall Width | 2.050m |
| Overall Body Height | 2.432m |
| Min Body Ground Clearance | 0.206m |
| Max Track Width | 1.810m |
| Lock-to-lock time | 4.00s |
| Curb to Curb Turning Radius | 7.200m |

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Sheet Title: Vehicle Tracking - AT - Delivery Van Vs B85 Design Vehicle

| | | | | | |
|---|---|---|---|---|---|
| Designed | IY | Drawn | IY | Project No - (Sheet No) | Scales 1:150 (A3) |
| Checked | AS | Approved | JB | 230237 VTU - (6) | Date 17.02.25 |

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C:\Users\Ivy\Traffic Planning Dropbox\A TPC Projects\2023 Projects\230237 - McD Kepa Road\TPC DWGs\Vehicle Tracking\VTU\230237 VTU.dwg

# ATTACHMENT 5

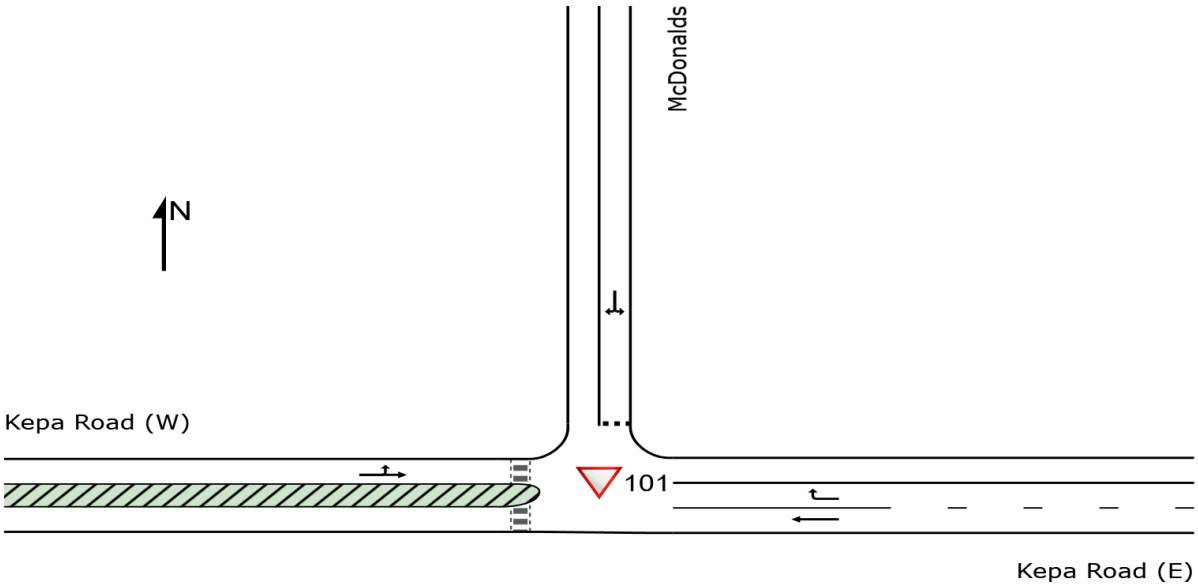
# SIDRA MODEL RESULTS

# SITE LAYOUT

## Site: 101 [McDonalds Kepa Road with RT out (Site Folder: General)]

PM Peak Hour
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.




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Project: C:\Users\Anatole Sergejew\Traffic Planning Dropbox\A TPC Projects\2023 Projects\230237 - McD Kepa Road\TPC Documents\Report \McD Kepa Rd.sip9

# MOVEMENT SUMMARY

## Site: 101 [McDonalds Kepa Road with RT out (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.4.221**

PM Peak Hour
Site Category: (None)
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Kepa Road (E) | | | | | | | | | | | | | | | |
| 5 | T1 | All MCs | 761 | 4.0 | 761 | 4.0 | 0.400 | 0.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 49.8 |
| 6 | R2 | All MCs | 33 | 0.0 | 33 | 0.0 | 0.127 | 14.5 | LOS B | 0.4 | 2.9 | 0.87 | 0.89 | 0.87 | 25.2 |
| Approach | | | 794 | 3.8 | 794 | 3.8 | 0.400 | 0.8 | NA | 0.4 | 2.9 | 0.04 | 0.04 | 0.04 | 47.8 |
| North: McDonalds | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 33 | 0.0 | 33 | 0.0 | 1.652 | 638.6 | LOS F | 19.3 | 135.4 | 1.00 | 3.66 | 5.70 | 4.3 |
| 9 | R2 | All MCs | 34 | 0.0 | 34 | 0.0 | 1.652 | 783.2 | LOS F | 19.3 | 135.4 | 1.00 | 3.66 | 5.70 | 4.3 |
| Approach | | | 67 | 0.0 | 67 | 0.0 | 1.652 | 712.0 | LOS F | 19.3 | 135.4 | 1.00 | 3.66 | 5.70 | 4.3 |
| West: Kepa Road (W) | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 33 | 0.0 | 33 | 0.0 | 0.638 | 5.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 48.1 |
| 11 | T1 | All MCs | 1179 | 4.0 | 1179 | 4.0 | 0.638 | 0.4 | LOS A | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 49.3 |
| Approach | | | 1212 | 3.9 | 1212 | 3.9 | 0.638 | 0.6 | NA | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 49.3 |
| All Vehicles | | | 2073 | 3.7 | 2073 | 3.7 | 1.652 | 23.6 | NA | 19.3 | 135.4 | 0.05 | 0.14 | 0.20 | 36.6 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

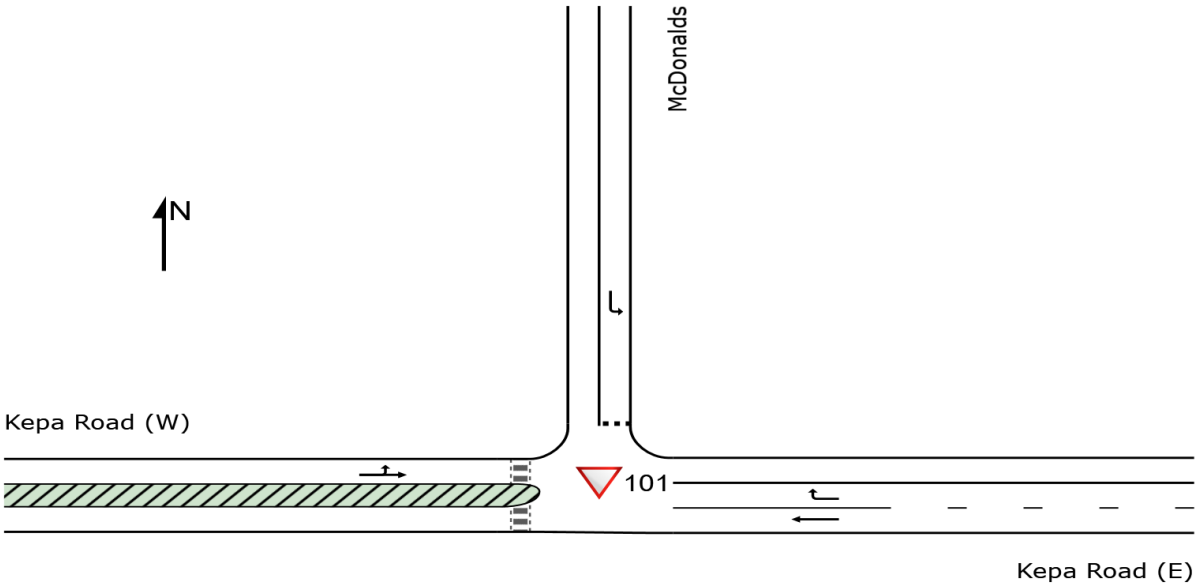
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# SITE LAYOUT

## Site: 101 [McDonalds Kepa Road no RT out (Site Folder: General)]

PM Peak Hour
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.




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# MOVEMENT SUMMARY

## Site: 101 [McDonalds Kepa Road no RT out (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.4.221**

PM Peak Hour
Site Category: (None)
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Kepa Road (E) | | | | | | | | | | | | | | | |
| 5 | T1 | All MCs | 761 | 4.0 | 761 | 4.0 | 0.400 | 0.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 49.8 |
| 6 | R2 | All MCs | 33 | 0.0 | 33 | 0.0 | 0.127 | 14.5 | LOS B | 0.4 | 2.9 | 0.87 | 0.89 | 0.87 | 25.2 |
| Approach | | | 794 | 3.8 | 794 | 3.8 | 0.400 | 0.8 | NA | 0.4 | 2.9 | 0.04 | 0.04 | 0.04 | 47.8 |
| North: McDonalds | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 67 | 0.0 | 67 | 0.0 | 0.248 | 14.1 | LOS B | 0.8 | 5.7 | 0.87 | 0.93 | 0.96 | 25.3 |
| Approach | | | 67 | 0.0 | 67 | 0.0 | 0.248 | 14.1 | LOS B | 0.8 | 5.7 | 0.87 | 0.93 | 0.96 | 25.3 |
| West: Kepa Road (W) | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 33 | 0.0 | 33 | 0.0 | 0.638 | 5.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 48.1 |
| 11 | T1 | All MCs | 1179 | 4.0 | 1179 | 4.0 | 0.638 | 0.4 | LOS A | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 49.3 |
| Approach | | | 1212 | 3.9 | 1212 | 3.9 | 0.638 | 0.6 | NA | 0.0 | 0.0 | 0.00 | 0.01 | 0.00 | 49.3 |
| All Vehicles | | | 2073 | 3.7 | 2073 | 3.7 | 0.638 | 1.1 | NA | 0.8 | 5.7 | 0.04 | 0.05 | 0.04 | 47.3 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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# MOVEMENT SUMMARY

## Site: 101 [McDonalds Kepa Road no RT - tripgen +20% (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.4.221**

PM Peak Hour
Site Category: (None)
Give-Way (Two-Way)

**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Kepa Road (E) | | | | | | | | | | | | | | | |
| 5 | T1 | All MCs | 761 | 4.0 | 761 | 4.0 | 0.400 | 0.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 49.8 |
| 6 | R2 | All MCs | 40 | 0.0 | 40 | 0.0 | 0.157 | 14.9 | LOS B | 0.5 | 3.5 | 0.88 | 0.90 | 0.88 | 25.1 |
| Approach | | | 801 | 3.8 | 801 | 3.8 | 0.400 | 0.9 | NA | 0.5 | 3.5 | 0.04 | 0.04 | 0.04 | 47.4 |
| North: McDonalds | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 80 | 0.0 | 80 | 0.0 | 0.296 | 14.8 | LOS B | 1.0 | 7.0 | 0.88 | 0.96 | 1.01 | 25.1 |
| Approach | | | 80 | 0.0 | 80 | 0.0 | 0.296 | 14.8 | LOS B | 1.0 | 7.0 | 0.88 | 0.96 | 1.01 | 25.1 |
| West: Kepa Road (W) | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 40 | 0.0 | 40 | 0.0 | 0.642 | 5.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.02 | 0.00 | 48.1 |
| 11 | T1 | All MCs | 1179 | 4.0 | 1179 | 4.0 | 0.642 | 0.4 | LOS A | 0.0 | 0.0 | 0.00 | 0.02 | 0.00 | 49.3 |
| Approach | | | 1219 | 3.9 | 1219 | 3.9 | 0.642 | 0.6 | NA | 0.0 | 0.0 | 0.00 | 0.02 | 0.00 | 49.3 |
| All Vehicles | | | 2100 | 3.7 | 2100 | 3.7 | 0.642 | 1.3 | NA | 1.0 | 7.0 | 0.05 | 0.06 | 0.06 | 46.9 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# MOVEMENT SUMMARY

## Site: 101 [McDonalds Kepa Road no RT - tripgen +40% (Site Folder: General)]

**Output produced by SIDRA INTERSECTION Version: 9.1.4.221**

PM Peak Hour
Site Category: (None)
Give-Way (Two-Way)

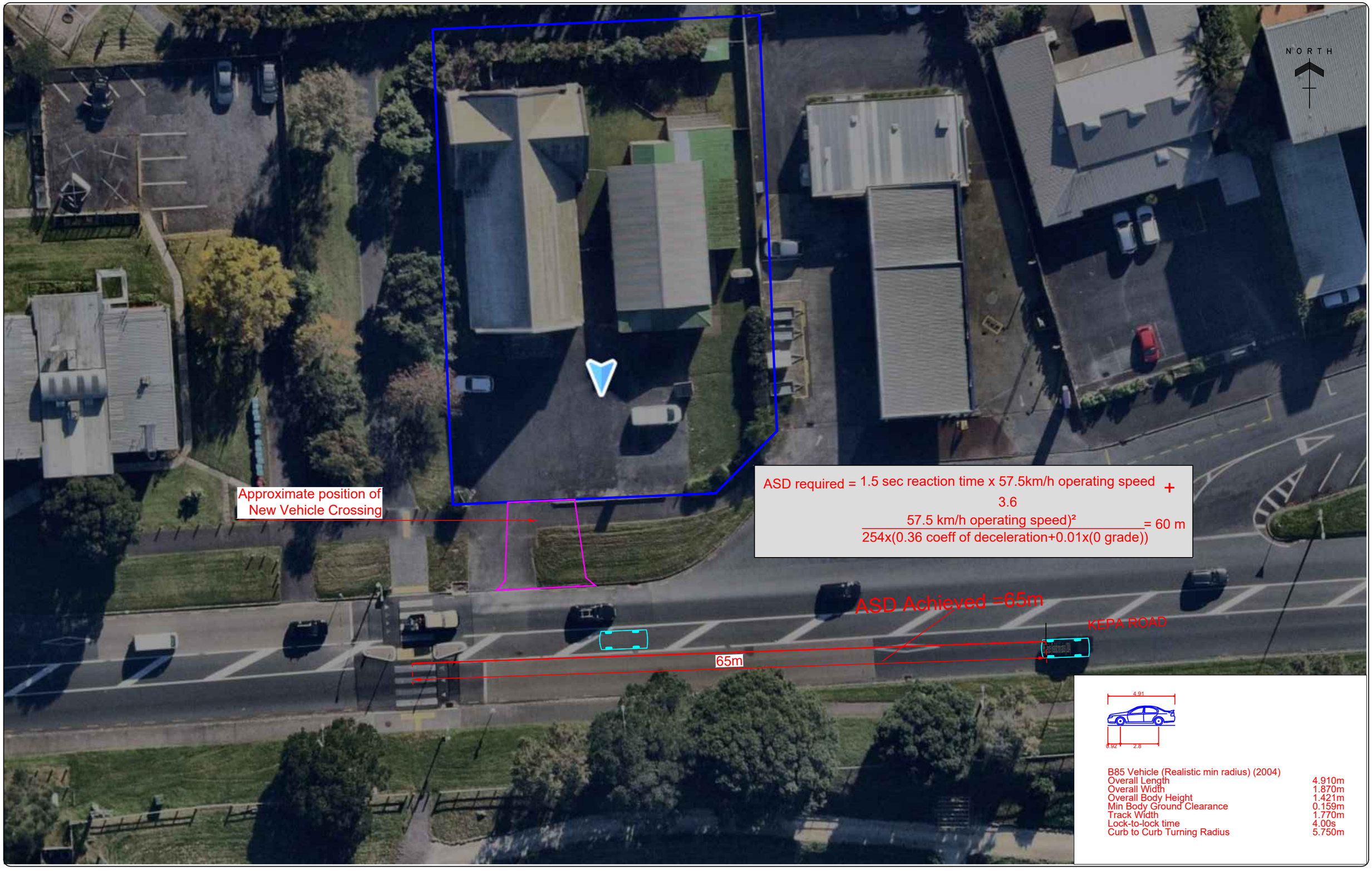
**Vehicle Movement Performance**

| Mov ID | Turn | Mov Class | Demand Flows [ Total veh/h | HV ] % | Arrival Flows [ Total veh/h | HV ] % | Deg. Satn v/c | Aver. Delay sec | Level of Service | 95% Back Of Queue [ Veh. veh | Dist ] m | Prop. Que | Eff. Stop Rate | Aver. No. of Cycles | Aver. Speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East: Kepa Road (E) | | | | | | | | | | | | | | | |
| 5 | T1 | All MCs | 761 | 4.0 | 761 | 4.0 | 0.400 | 0.2 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 0.00 | 49.8 |
| 6 | R2 | All MCs | 46 | 0.0 | 46 | 0.0 | 0.185 | 15.7 | LOS C | 0.6 | 4.2 | 0.88 | 0.92 | 0.91 | 24.9 |
| Approach | | | 807 | 3.8 | 807 | 3.8 | 0.400 | 1.1 | NA | 0.6 | 4.2 | 0.05 | 0.05 | 0.05 | 47.1 |
| North: McDonalds | | | | | | | | | | | | | | | |
| 7 | L2 | All MCs | 94 | 0.0 | 94 | 0.0 | 0.348 | 15.6 | LOS C | 1.2 | 8.5 | 0.89 | 1.00 | 1.07 | 25.0 |
| Approach | | | 94 | 0.0 | 94 | 0.0 | 0.348 | 15.6 | LOS C | 1.2 | 8.5 | 0.89 | 1.00 | 1.07 | 25.0 |
| West: Kepa Road (W) | | | | | | | | | | | | | | | |
| 10 | L2 | All MCs | 46 | 0.0 | 46 | 0.0 | 0.645 | 5.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.02 | 0.00 | 48.1 |
| 11 | T1 | All MCs | 1179 | 4.0 | 1179 | 4.0 | 0.645 | 0.4 | LOS A | 0.0 | 0.0 | 0.00 | 0.02 | 0.00 | 49.3 |
| Approach | | | 1225 | 3.8 | 1225 | 3.8 | 0.645 | 0.6 | NA | 0.0 | 0.0 | 0.00 | 0.02 | 0.00 | 49.2 |
| All Vehicles | | | 2126 | 3.7 | 2126 | 3.7 | 0.645 | 1.4 | NA | 1.2 | 8.5 | 0.06 | 0.08 | 0.07 | 46.4 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

# ATTACHMENT 6

# APPROACH SIGHT DISTANCE FOR ZEBRA CROSSING




| Rev | Revisions | By | Date |
|---|---|---|---|
| | | | |

TPC TRAFFIC PLANNING CONSULTANTS LTD
Level 1, 400 Titirangi Rd, Titirangi, P.O Box 60-255, Auckland 0604
Phone: 09 817-2500 www.trafficplanning.co.nz

Project Title: Proposed Development
152 Kepa Road

Sheet Title: Approach Sight Distance Plan

| | | | | | |
|---|---|---|---|---|---|
| Designed | AE | Drawn | AE | Project No - (Sheet No) | 230237 DDA - (1) |
| Checked | UB | Approved | TL | Scales | 1:350 (A3) |
| | | | | Date | 04.07.23 |

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NORTH

Approximate position of
New Vehicle Crossing

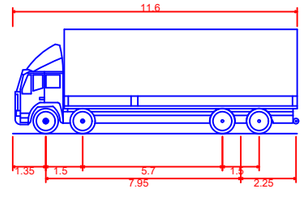
ASD required = $\frac{\text{1.5 sec reaction time x 57.5km/h operating speed}}{3.6} + \frac{\text{57.5 km/h operating speed)}^2}{\text{254x(0.36 coeff of deceleration+0.01x(0 grade))}} = 60\text{ m}$

ASD Achieved =65m

65m

KEPA ROAD

AT-11.6m-Truck-Dual Front




AT - 11.6m - Truck - Dual Front

| | |
|---|---|
| Overall Length | 11.600m |
| Overall Width | 2.550m |
| Overall Body Height | 4.250m |
| Min Body Ground Clearance | 0.373m |
| Track Width | 2.550m |
| Lock-to-lock time | 6.00s |
| Max Steering Angle (Virtual) | 43.00° |

| Rev | Revisions | By | Date |
|---|---|---|---|
| | | | |

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Level 1, 400 Titirangi Rd, Titirangi, P.O Box 60-255, Auckland 0604
Phone: 09 817-2500 www.trafficplanning.co.nz

Project Title: Proposed Development
152 Kepa Road

Sheet Title: Approach Sight Distance Plan

| | | | | | |
|---|---|---|---|---|---|
| Designed | AE | Drawn | AE | Project No - (Sheet No) | Scales 1:350 (A3) |
| Checked | UB | Approved | TL | 230237 DDA - (2) | Date 04.07.23 |

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230237-r24-s92-Feb 25

25 February 2025

## McDonald's Restaurants (New Zealand) Limited - LUC60431090
## Proposed Restaurant Development – 152 Kepa Road, Orakei, Auckland
## Section 92 requests for further information

Please accept the following as our response to the traffic matters raised in Auckland Transport's (*AT*) further information request dated 14 November 2024 and further questions raised in an email dated 19 February 2025. For ease of reference, I have repeated each request in *blue italics* and then commented on each below.

> ***Queuing Assessment***
> *In order to better understand the likelihood and significant of potential effects AT require that additional information be required relating to queuing from the site. This is split into the following aspects:*
>
> 1. *Entering vehicle queuing model – an updated M/M/s model using obtained/surveyed servicing times has not been provided.*
>
> ***Trip Generation***
>
> a. *The model should be updated based on drive through trip generation rates obtained in the survey. The rates used must be justified based on the survey since a large variance is noted between the predicted trip generation rate of 51vph (PM) for the drive through and the Railside Avenue survey. Limited information on why the 51 trips remain applicable has been provided, more info is required to understand what factors were used to predict that the Kepa Rd figure is significantly less than that shown in the Railside Ave survey.*

TPC Response

The predicted trip generation for the proposal is set out in the updated Integrated Transport Assessment (ITA) dated 17 February 2025 provided with this section 92 response. TPC has prepared the ITA and its content in line with industry standards and adhering to the Environment Court's Code of Conduct for Expert Witnesses as specified in the Environment Court's Practice Note 2023.

With reference to the requests for further information addressing the Railside Ave survey figures, and as a matter of general principle with respect to the prediction of traffic generation, I do not consider it appropriate to base the assessment of overall trip generation for the Kepa Road proposal solely on one-off surveys of just a few restaurants. This can be misleading as each restaurant has its own characteristics that influence customer demand, and a small sample size can be at risk of large variations.

The ITA provides the most accurate prediction for trip generation for the proposal. The predicted trip generation for this proposal has been derived from analysis of multiple restaurants and utilising the decades of experience and knowledge from both McDonalds and Traffic Planning Consultants Ltd to provide the most accurate estimates for trip generation for this specific proposal. It provides the typical

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hourly transactions that are predicted for the proposed McDonald's restaurant at the site and the estimated vehicle trips arising from customer activity across an entire week.

The ITA adopts the same method of predicting trip generation that has been adopted and accepted for multiple previous applications for more than 10 years and which has been considered sufficient and appropriate for the purposes of establishing the basic scale of the activity and assessing the likely effects of a proposed McDonald's restaurant. Specifically, the same method was adopted for the preparation of the previous proposal for consent for development of a McDonald's restaurant at the site and was considered acceptable by Auckland Transport at the time of that application, with reference to its memorandum dated 20 November 2023 (*2023 memo*). AT also recorded in the 2023 memo that it had no significant concerns with the development with regards to transport. Since the 2023 memo, the only change to the application has been in the receiving environment with the introduction of the traffic signals at the Kupe Street intersection and the proposed cycle path across the site entrance.

Notwithstanding, and to provide further comfort, the information provided in the ITA includes peak hour trip generation data for five additional restaurants to inform the proposed trip generation predictions for the Kepa Road site. All these restaurants are located on arterial roads in Auckland, namely Cavendish Drive - Manukau, Constellation Drive – North Shore, Railside Avenue - Henderson, Great North Road - Point Chevalier and Manukau Road - Pukekohe. The five restaurants are also located within comfortable walking distance of significant nearby Business zone activity. This information has been previously provided to Auckland Transport in the response to the further information request dated 1 October 2024. This additional information has not altered the predicted traffic generation rates set out in the ITA.

**b.** *It is also understood that the catchment used by TPC is a 3km radius around the site and not a 3km driving distance, this also doesn't account for other McDonalds sites which are closer, i.e., the sites in the survey have McDonalds sites closer to them than Kepa Rd. We need information on the Kepa Road, Cavendish Drive, and Railside Ave sites showing how many people live within 3 km driving distance and for whom there is no other McDonalds drive-through which is closer.*

**TPC Response**

As set out in our response of 1 October 2024, this request is not required for the purposes of assessing this application. There is no relevant matter of discretion that requires consideration of the restaurant's anticipated catchment, nor is there any basis for suggesting that a catchment of a McDonald's is limited to within 3kms of its location or limited to residential customers within that catchment. Customers choose a restaurant based on convenience and do not confine themselves to visiting their "local" restaurant – i.e. they will regularly visit other restaurants that are proximate to their daily activities/destinations – meaning that residential catchment size often has little relationship to overall trip generation.

Instead, the 3km radius is used as a commercial metric to assist McDonalds with estimating turnover and was provided as information to assist with a comparison to the Kepa Road site. It is not a defined catchment and has not been relied upon in the ITA to determine trip generation.

With respect to the Cavendish Drive and Railside Ave sites, as set out in our response of 1 October 2024, there are several additional characteristics that would indicate a higher demand for the two surveyed restaurants, including larger residential catchments and larger nearby business activity that would indicate a potential for higher demands than the proposed restaurant at Kepa Road.

c. *Two surveys are considered too small a sample size to understand the drive-through demand, service times and queuing Lenths of Kepa Rd.*

**TPC Response**

This matter is partially addressed in the response to Item 1(a) above.

Utilising drive through demand of other restaurants is only appropriate to assist in queue modelling and verifying the models provided. I consider that data from two restaurants is sufficient to determine service times at the order points and to inform any queue modelling analysis. The proposed dual order lanes are common across all new McDonalds restaurants, as are the operating procedures for all of them. The only variance that can occur is the number of staff assigned to manage the drive through orders, which is clear in the survey results.

Therefore, I have confidence that the measured service times and the modelling method used within the ITA allows sensitivity analysis to be completed without having to undertake additional surveys.

*Vehicle servicing times:*

a. *The current model utilising a 40, 60 and 80 seconds servicing time is considered inaccurate. The model should be based on the servicing times obtained in the surveys undertaken by TPC. It is also noted that a large variance is noted in the survey time data. Therefore, any number(s) used from the survey in the model must be justified and should include some sensitivity.*

*The M/M/s model should account for any down-stream blockages caused at the pay point or present window. We suggest asking the applicant to clarify how they measured the service times when they did their surveys at the other sites. It needs to include the whole time the customer's car is at the order point (with being at the order point including cases when they have moved forward less than a whole car length and still prevent the following car from ordering). Including time when they are waiting for their order to be taken and any time where their order is complete but they cannot move forward because another vehicle is blocking them*

**TPC Response**

Further information has been provided in the ITA dated 17 February 2025 including the clarifications on the service time surveys and queueing models proposed for the Kepa Road site. I note that AT also previously recorded that it was comfortable with the sensitivity testing and modelled trip generation and did not consider any significant effects on the road network, including with respect to onsite queuing that would result from operation of a McDonald's restaurant at the site (refer section 6.2 of its 2023 memo).

For avoidance of any doubt, the service times shown in the survey results are the length of time each vehicle was stationary at the order point. This would include time waiting for a staff member to greet them and ask for their order, the customers setting out their order, the staff member clarifying their order, and time waiting to proceed if there are other vehicles in front waiting for them to proceed.

An updated queue length model has been enclosed as requested. The model has been run assuming 60 vehicles using the drive-through in the peak hour and an average service rate of 66 seconds per vehicle for each of the two order points. The 95th percentile queue is predicted to be five vehicles split between the two order lanes and clear of all other vehicle circulation on site. Whilst for the higher average service time of 84 seconds, the 95th percentile queue increases to 11 vehicles.

The anticipated queue lengths at the drive-through can therefore be contained entirely within the Kepa Road site, and it is not anticipated that queuing will extend out onto Kepa Road.

2. *Exiting vehicle queuing model – this matter is still considered outstanding as there are concerns that if Kepa Rd generated as many trips as Railside Ave it could result in queuing onto Kepa Rd i.e., adverse effects to the AT network.*

    a. *We require an updated SIDRA model for vehicles exiting out of the site onto Kepa Road during the PM weekday peak using the surveyed traffic movements for the total site trips.*

**TPC Response**

This matter is addressed in the response Items above. Utilising drive through trip generation demand of other restaurants is only appropriate to assist in queue modelling. Furthermore, the original transport assessment within the application and the updated ITA, as agreed with Auckland Transport, provided a sensitivity analysis by increasing the predicted McDonald's trip generation numbers by an agreed 20% and 40%, assuming the right turn exit is prohibited as proposed.

The results of these model runs are presented in Attachment 5 of the ITA. The results indicate that access is seen to work efficiently with minimal delay to exiting traffic.

    b. *Impact on vehicle queues extending back from the proposed signalised intersection of Kepa Road and Kupe Street. A concern has previously been raised that eastbound vehicles on Kepa Road could queue back across the site access from the proposed signalised intersection of Kepa Road and Kupa Street. This was discussed with TPC in a meeting mid-September where information regarding let-in behavior by eastbound queuing drivers was commented on by TPC but not adequately represented in the applicants s92 response following the meeting. Please provide a written explanation of how let-in behavior will ensure that queued eastbound vehicles do not cause a problem by blocking vehicles exiting the site back onto Kepa Road.*

**TPC Response**

From the PM peak modelling provided in the original transport assessment and the updated ITA, with a continuous flow on Kepa Road, and without any let-in behaviour, a queue of no more than one vehicle is anticipated on site while waiting to turn left onto Kepa Road with an average delay of 23 seconds per vehicle.

With traffic signals installed at the Kupe Street intersection, and during the PM peak time, I anticipate that eastbound flows on Kepa Road will be estimated to be moving for up to 70% of the time (based on anticipated phasing and respective demands for any opposing flows at the intersection). Therefore, during these times, we do not expect any additional queuing on site than what has been modelled.

With vehicles exiting the site during peak times to be at a frequency of around 30-40 seconds (estimated average time of customers would spend at the pickup window), this would be greater than the average modelled delay of 23 seconds predicted at the access. Furthermore, typical peak cycle times of an intersection are no greater than 120 seconds, therefore stationary queues are expected to occur for no longer than 36 seconds at a time (30% of cycle time).

This would indicate that even when queues are stationary on Kepa Road, no additional queues would be formed within the site. The risk of longer queues would be further reduced if let in behaviour was occurring either during continuous flow on Kepa Road or as stationary queues are forming.

c. *Right Turn Ban – we require a specific point at which non-compliance with the right turn ban could become an issue, no specific assessment besides assumptions has been provided in this regard. i.e., We need to understand what proportion of drivers would need to fail to comply before queuing would become an issues and stack through the site due to right turns out of the site. We recommend that the applicant do this by taking the existing SIDRA model for the PM Peak and slowly incrementing the number of vehicles turning right until the modelled 95$^{th}$ percentile queue extends back as the pick-up window.*

**TPC Response**

I consider that sufficient information has been provided in the further information response dated 1 October 2024. An assessment of effects should be on the basis that the vehicle crossing, and right turn ban are operating as intended, as Council has both rights of enforcement and review if conditions of consent are not complied with.

Additionally, I note that AT has previously recorded in section 6.2 of its 2023 memo that, given it would be difficult to find a gap in the stream of traffic for a right turn during peaking hours, it would expect most drivers would comply with the right turn ban and that non-compliance "would not directly relate to any significant safety concerns on AT's network".

3. *AT notes that on Page 4 of the TPC letter dated 1 October 2024 TPC states "Across both restaurants, the maximum stationery queue length in either drive through lane was measured to be four vehicles." From the wording used, this is understood to be 4 vehicles queued per side-by-side order point. It is unclear whether this is correct, confirmation required. Please also confirm if the four vehicles include the vehicles stopped at the order points. This might mean that the surveys showed a total of 8 queued cars with 4 in each lane. It is also noted that a model can provide a worst-case scenario estimate but that relying on the queuing lengths for one day across two sites is not an adequate sample size to provide confidence in future queuing lengths.*

**TPC Response**

I can confirm the assumption above is that there is the potential for each survey to have had up to 8 vehicles queued. This includes the vehicles waiting at the order point.

As I have set out above, and in the response of 1 October 2024, I consider that two restaurants to be sufficient to determine service times at the order points and to inform any queue modelling.

Furthermore, the survey was not for a single day. It was across both a Friday and a Saturday and for both lunch time and evening peaks.

a. *TPC Drawing 230237 VTR-(2) which is appended to the letter from TPC dated 1 October 2024 appears to show that there is only sufficient space for one other car to wait behind the cars at the side-by-side ordering points (see drawing excerpt below). Beyond this point there is insufficient space for vehicles queuing for the ordering points to wait side by side. The most recent response from TPC states that "The TIA states that there are 6 queuing spaces between the order point to the entry to the drive through lanes. The s92 response clearly sets this out. The same response also states that there is space for another 4 vehicles on site before it gets close to the road boundary." This does not appear consistent with the drawing which shows 3, with another just before the entry to the drive-through. Please confirm if the 6 queueing spaces before the entry to the drive-through includes the two vehicles actually at the order points in the image. Please confirm how many cars using the drive-through can wait within the site before and at the order points before there is no more space for another car to enter the site without protruding across the road boundary. A drawing to indicate this is requested.*

TPC Response

For the avoidance of any doubt, the queued number indicated within the ITA and the s92 response include the cars at the order point. This is consistent with all queue modelling and survey results that have been presented.

Please refer to the enclosed plan that shows the car queuing capacity between the order points and the vehicle crossing at Kepa Road.

4. *Review/monitoring condition – no response received from the applicant on whether they have considered a review/monitoring condition. If the applicant wishes to recommend a review / monitoring condition please provide the proposed wording.*

TPC Response

The following review/monitoring condition has been included within the amended proposed conditions submitted to Council with this section 92 response (28 February 2025):

*Monitoring and Review Conditions*

*Pursuant to s128 of the RMA the conditions of this consent may be reviewed by the Manager, Resource Consents at the consent holder's cost:*

a. *within three months of the commencement of operation of the activity; and*

b. *six months after the commencement of operation of the activity; and*

c. *one year after the commencement of operation of the activity.*

*The purpose of the reviews under Condition XX is to deal with any adverse effect on the environment which may arise or potentially arise from the exercise of this consent and which it is appropriate to deal with at a later stage, in particular, adverse traffic-related queuing or safety effects arising from the ingress and egress of vehicles via the Kepa Road vehicle crossing to the site.*

*In the event that significant operational and/or safety issues are identified in any of the reviews carried out in accordance with Condition XX, the consent holder shall submit a mitigation plan to the Team Leader, Compliance Monitoring – Central for approval within 3 months of the identification of the issue. The mitigation shall be implemented within 3 months of approval of the mitigation approval, at the cost of the consent holder.*

5. *It is understood from TPC that the site will have an internal management plan to prevent certain adverse situations, however, no formal information has provided on this matter. Please provide a copy of the internal management plan and information on how the site will be managed to prevent vehicles waiting for the drive-through from extending out onto Kepa Road.*

TPC Response

A copy of the internal management plan has been provided within the update ITA. This was also provided as part of the further information response dated 19 June 2024. This includes a service management plan for deliveries and standard operating procedures for the drive through facility. McDonalds has also developed a queueing management plan specific for this site that is included as part of this section 92 response (28 February 2025).

6. *Obtaining the video surveys for the Railside Ave and Cavendish Drive sites will also assists AT's review.*

TPC Response

This request is not required for the assessment of this application. There is no industry standard that requires video surveys provided as part of any application. The data and survey results are accurate and have been provided in accordance with Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023.

As set out above, the trip generation predicted is more accurate and appropriate for the assessment of this proposal. This is sufficient to assess the effects of trip generation and queuing demands of the proposal.

7. *General pedestrian safety concerns have somewhat been disused by TPC, potentially this can be better worded, shown in the consent by the applicant.*

8. *Given the number of submissions relating to school children safety, we recommend that if the applicant wishes to address this matter, pedestrian surveys would be useful. This would help understand the potential effects on pedestrian (especially school children) better. We do however note that there is nothing specifically that makes us believe this area is different from any other with regard to school children. However, AT does not view this as a specific matter for AT to review based on the following: We note that the Orakei state school is approximately 650m to the north west of the site, which is not considered the adjacent transport network with relation to a VAR application. The St Joseph's school on the southern side of Kepa Rd is located approximately 300m away from the site and 140m frontage to frontage, this school however only has an approximate 20.*

TPC Response

I consider that sufficient information has been provided previously on pedestrian safety.

Matters regarding pedestrians, including school children and road safety have been extensively addressed within the original transport assessment and the updated ITA. There have also been responses to requests regarding pedestrian safety provided within the further information request dated 19 June 2024. Assessment of sight lines at the zebra crossing and an assessment of the vehicle access and its impact on pedestrian and cycling safety has also been addressed in the previous documents provided.

There have also been several mitigation measures proposed and recommended at the vehicle access to mitigate effect on pedestrian movements including signage, road markings and a speed hump to ensure pedestrian safety is addressed. I note that these same measures were proposed as part of the previous application and considered acceptable by AT in section 6.1 of the 2023 memo.

The new set of traffic signals at the intersection of Kupe Street will include signalised pedestrian crossing facilities that will further enhance pedestrian safety and amenity in the area.

9. *MOE submission. We anticipate construction trucks to have a very low frequency as the building is small (size of a large house) earthworks are low earthworks. However, we agree that if this was seen as an issue bespoke condition(s) to the CTMP condition can be included to address this matter. For example limiting truck times, but instead of limiting reversing out of the site at certain times, we suggest either restrict this altogether, or ensure a controller staff is provided when trucks needs to reverse out. (this is an arterial and they can't revers out in any case).*

TPC Response

Please refer to the amended draft set of conditions submitted with this section 92 response that adds a further restriction within the CTMP condition to reflect the MoE submission. The condition is as follows:

a. *Restrictions on heavy vehicles to avoid Kepa Road during school pick up and drop off (PUDO) times (between 8:30am – 9:00am and 2:55pm and 3:30pm) during term time.*

10. *Recommend the applicant investigate useful measures to avoid /remedy /mitigate the effect. Based on the subs we agree that this hasn't really been exhausted by the applicant. Potentially:*

    a. *Alternative access as discussed.*
    b. *Other mitigation on site regarding avoiding queuing into Kepa Road*
    c. *Mitigation to avoid delays to busses*
    d. *Mitigation to address any outstanding ped safety issues*

TPC Response

This site only has frontage to Kepa Road and no easement for access over adjacent sites. I consider the proposed access is in an optimal location and has been extensively assessed with the previous transport assessment and the updated ITA. AT also concluded that the proposed access location was likely the best option in terms of safety and efficiency in section 3 of its 2023 memo.

As set out in the updated ITA and in all the further information responses, any potential queues can be managed within the site and no queuing is anticipated to occur within Kepa Road. Signage road marking and operational plans are proposed, and included within the draft conditions to ensure the risk of queues onto Kepa Road is kept low.

As set out in the ITA, the level of vehicle activity onto Kepa Road because of the proposed restaurant will not have any noticeable impact on public transport journey times. I note that AT also previously considered that bus services would not be significantly affected by development of a McDonald's restaurant at the site in section 6.2 of its 2023 memo.

Matters regarding pedestrian safety issues are addressed in response to Items 7 and 8 above.

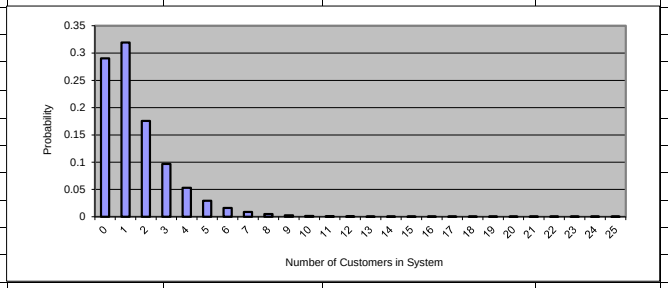


Todd Langwell
**Director**

# ATTACHMENTS

# Template for the M/M/s Queueing Model

| | Data | | Results | |
|---|---|---|---|---|
| λ = | 0.016666667 | (mean arrival rate veh/s)) | L = | 1.58 avg queue incl vehicle in service |
| μ = | 0.015151515 | (mean service rate veh/s) | $L_q$ = | 0.48 avg queue excl vehicle in service |
| s = | 2 | (# servers) | | |
| | | | W = | 94.62365591 avg waiting time (in same unit as arrival and service rates) |
| Pr(W > t) = | 0.990792155 | | $W_q$ = | 28.62365591 avg waiting time for vehs that cannot enter immediately |
| when t = | 1 | | | |
| | | | ρ = | 0.55 utilisation factor = λ / μ |
| Prob($W_q$ > t) = | 0.385036126 | | n=number in queue (incl veh in service) | |
| when t = | 1 | | | |



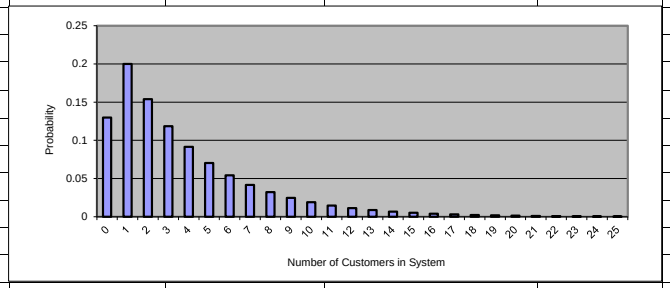

| | |
|---|---|
| vehicles/hour | 60 |
| vehicles/sec | 0.016666667 |
| service rate/server | 66 |
| vehicles/sec | 0.015151515 |

| n | $P_n$ | Cumulative Probability |
|---|---|---|
| 0 | 0.290322581 | 29.0% |
| 1 | 0.319354839 | 61.0% |
| 2 | 0.175645161 | 78.5% |
| 3 | 0.096604839 | 88.2% |
| 4 | 0.053132661 | 93.5% |
| 5 | 0.029222964 | 96.4% |
| 6 | 0.01607263 | 98.0% |
| 7 | 0.008839947 | 98.9% |
| 8 | 0.004861971 | 99.4% |
| 9 | 0.002674084 | 99.7% |
| 10 | 0.001470746 | 99.8% |
| 11 | 0.00080891 | 99.9% |
| 12 | 0.000444901 | 99.9% |
| 13 | 0.000244695 | 100.0% |
| 14 | 0.000134582 | 100.0% |
| 15 | 7.40204E-05 | 100.0% |
| 16 | 4.07112E-05 | 100.0% |
| 17 | 2.23912E-05 | 100.0% |
| 18 | 1.23151E-05 | 100.0% |
| 19 | 6.77332E-06 | 100.0% |
| 20 | 3.72533E-06 | 100.0% |
| 21 | 2.04893E-06 | 100.0% |
| 22 | 1.12691E-06 | 100.0% |
| 23 | 6.19802E-07 | 100.0% |
| 24 | 3.40891E-07 | 100.0% |
| 25 | 1.8749E-07 | 100.0% |

| Range Name | Cells |
|---|---|
| L | G4 |
| Lambda | C4 |
| Lq | G5 |
| Mu | C5 |
| n | F13:F38 |
| P0 | G13 |
| Pn | G13:G38 |
| Rho | G10 |
| s | C6 |
| Time1 | C9 |
| Time2 | C12 |
| W | G7 |
| Wq | G8 |

# Template for the M/M/s Queueing Model

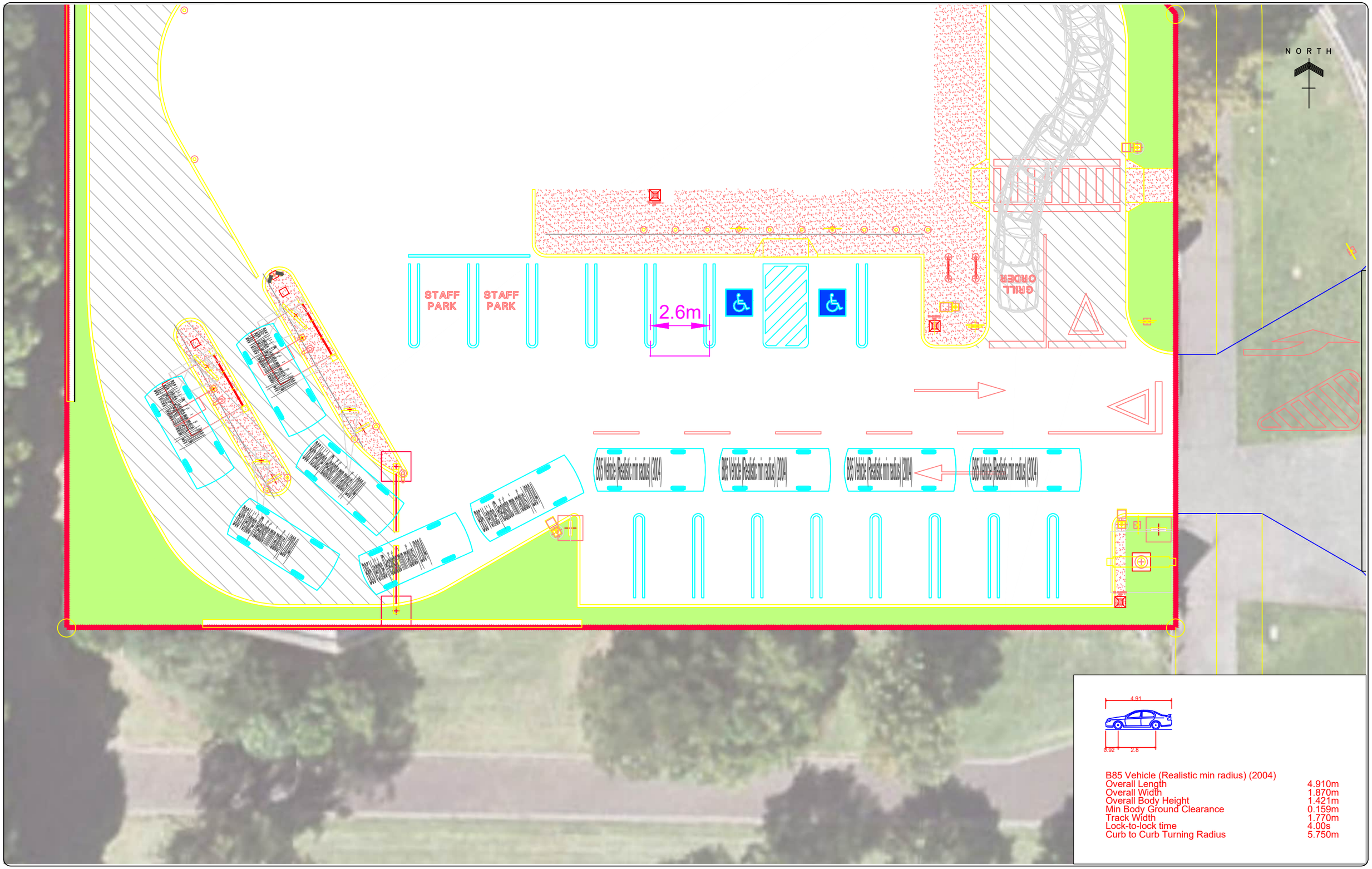
| | Data | | Results | |
|---|---|---|---|---|
| λ = | 0.018333333 | (mean arrival rate veh/s)) | L = | 3.78 avg queue incl vehicle in service |
| μ = | 0.011904762 | (mean service rate veh/s) | $L_q$ = | 2.24 avg queue excl vehicle in service |
| s = | 2 | (# servers) | | |
| | | | W = | 206.3375092 avg waiting time (in same unit as arrival and service rates) |
| Pr(W > t) = | 0.99607234 | | $W_q$ = | 122.3375092 avg waiting time for vehs that cannot enter immediately |
| when t = | 1 | | | |
| | | | ρ = | 0.77 utilisation factor = λ / μ |
| Prob($W_q$ > t) = | 0.666284792 | | n=number in queue (incl veh in service) | |
| when t = | 1 | | | |




| | |
|---|---|
| vehicles/hour | 66 |
| vehicles/sec | 0.018333333 |
| | |
| service rate/server | 84 |
| vehicles/sec | 0.011904762 |

| n | $P_n$ | Cumulative Probability |
|---|---|---|
| 0 | 0.129943503 | 13.0% |
| 1 | 0.200112994 | 33.0% |
| 2 | 0.154087006 | 48.4% |
| 3 | 0.118646994 | 60.3% |
| 4 | 0.091358186 | 69.4% |
| 5 | 0.070345803 | 76.4% |
| 6 | 0.054166268 | 81.9% |
| 7 | 0.041708027 | 86.0% |
| 8 | 0.03211518 | 89.2% |
| 9 | 0.024728689 | 91.7% |
| 10 | 0.01904109 | 93.6% |
| 11 | 0.01466164 | 95.1% |
| 12 | 0.011289463 | 96.2% |
| 13 | 0.008692886 | 97.1% |
| 14 | 0.006693522 | 97.8% |
| 15 | 0.005154012 | 98.3% |
| 16 | 0.003968589 | 98.7% |
| 17 | 0.003055814 | 99.0% |
| 18 | 0.002352977 | 99.2% |
| 19 | 0.001811792 | 99.4% |
| 20 | 0.00139508 | 99.5% |
| 21 | 0.001074211 | 99.6% |
| 22 | 0.000827143 | 99.7% |
| 23 | 0.0006369 | 99.8% |
| 24 | 0.000490413 | 99.8% |
| 25 | 0.000377618 | 99.9% |

| Range Name | Cells |
|---|---|
| L | G4 |
| Lambda | C4 |
| Lq | G5 |
| Mu | C5 |
| n | F13:F38 |
| P0 | G13 |
| Pn | G13:G38 |
| Rho | G10 |
| s | C6 |
| Time1 | C9 |
| Time2 | C12 |
| W | G7 |
| Wq | G8 |




| Rev | Revisions | By | Date |
|---|---|---|---|
| | | | |

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Project Title: Proposed Development
152 Kepa Road

Sheet Title: Vehicle Tracking -B85 Design Vehicle

| | | | | | |
|---|---|---|---|---|---|
| Designed | IY | Drawn | IY | Project No - (Sheet No) | Scales 1:150 (A3) |
| Checked | TL | Approved | TL | 230237 VTS - (1) | Date 03.02.25 |

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commute
TRANSPORTATION CONSULTANTS

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# TECHNICAL MEMO

| | |
|---|---|
| Project | McDonalds Kepa Road |
| Subject | Transportation Peer Review |
| From: | Leo Hills |
| To: | Hannah Hoogeveen |
| Date | 26th February 2025 |

## 1 INTRODUCTION / PROPOSED DEVELOPMENT

I have been requested to peer review the Integrated Transport Assessment (ITA) prepared by TPC dated 16 February 2025. I have also reviewed a FLOW transportation review dated 31st January 2025, as well as a further information request from Auckland Transport dated 19 February 2025.

Relevant to my review, I live in the wider area and travel on Kepa Road past the site daily during peak commuter periods and thus am very familiar with the area. Commute were also involved in the planning and assessment of the proposed signalised intersection at Kupe Street / Kepa Road.

The proposal is well described in the ITA. A McDonald's drive through restaurant is proposed at 152 Kepa Road, Orakei (Auckland). The McDonald's drive through restaurant is proposed to accommodate the following activities:

- 321sqm GFA McDonald's fast food restaurant including drive through;
- 7.0m wide vehicle crossing providing left turn exits only (right and left turn entry);
- A single loading bay (but not dedicated);
- 18 parking spaces, including two staff parks, two accessible parks and a grille order space;
- Two order points, a separate pay window and a single pick up window for drive through customers; and
- Footpath connection to Kepa Road.

Access will be via Kepa Road, via a single 7.0m wide vehicle crossing. I note that the crossing is designed to have no right turn out enforced with signage and a mountable central island.

## 2 TRAFFIC GENERATION

**ITA**

The ITA anticipates a peak hour trip generation of 133 vehicles per hour (vph) in the critical period. This has been questioned in the FLOW review who suggest a rate of 169 vph (from RR453) and / or 200 vph (TRICS 2008) to be more appropriate.

**Response**

I initially note that due to the size of the restaurant, the proposal does not trigger a trip generation consent requirement. Regardless, the ITA contains extensive discussion and assessment regarding the expected trip generation of the subject site. The assessment is based on typical hourly transactions that are predicted for the subject restaurant based on McDonald's own analysis of the customer catchment in the area and the expected turnover.

In this regard, on balance, I consider the TPC rates used are likely to represent the best estimate of traffic generation due to:

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- The assessment being site specific;
- The RR453 / TRICS rates shown in the ITA to be much higher than all the trip generation averages of all other comparable restaurants (Table 5);
- The Kepa Road restaurant has a smaller GFA than the other comparable restaurants; and
- These guides are over 10 years old and surveys are likely to be out of date.

I do however consider there are a number of assumptions both in terms of the catchment / transaction estimates and then the conversion of transactions to vehicle trip rate. In particular the ITA uses the following to convert transactions to trip rate:

> *"one vehicle for every drive-through transaction and 0.6 vehicles for every transaction within the restaurant (based on other McDonald's records and surveys"*

While the drive-through assumption above is considered robust, I would question the 0.6 vehicle per restaurant transaction.

I note that even though an assessment of a higher trip rate has not been undertaken in respect to drive-through queuing (it has for the access assessment), my review (section 4 below) shows that this will have no material difference in overall conclusions.

## 3 PARKING PROVISION AND LAYOUT

**ITA**

A total of 18 parking spaces will be provided (including grille order waiting space). There is no minimum or maximum parking requirement in the Auckland Unitary Plan for this activity.

**Response**

I agree with the assessment of parking provision and overall design.

## 4 DRIVE-THROUGH QUEUING

**ITA**

The ITA contains extensive information and analysis regarding queuing from the drive-through including a M/M/2 queuing model assuming that two service points are provided at the drive through. The applicant assumes 51 vehicles enter the drive-through during the peak hour and an average service time of 66 seconds. A sensitivity analysis was also performed for a service time of 84 seconds.

**Response**

I generally find that the M/M/2 queuing model fits best with the proposed site as there are two order points provided (at least initially). The 'service time' used is the total time a vehicle is stationary at the order point which includes any time a vehicle is delayed moving forward due to queuing at the pay/pickup window. I consider this to be appropriate.

An updated queue length model has been completed assuming 60 vph during the peak hour and an average service rate of between 66-84 seconds. Based on a service time of 66 seconds, the 95th percentile queue split across both order points is five vehicles which can be accommodated within the drive through; however, the greater service time of 84 seconds results in a queue of 11 vehicles. This has the potential to cause queuing within the parking aisle but can be contained within the site.

Generally, in my opinion the queuing analysis is a useful guide however it has a number of variables which can change. Given this, I consider that the actual real-life surveys of the queues of the two restaurants in Henderson and Manukau to be more reliable in determining if queuing will extend to / near Kepa Road. The Henderson site in particular has traffic generation well in excess of that estimated on the site (up to 75 vph entering the drive-through). Both these surveys show a 95%ile

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queue of 2-3 vehicles per order point and a queue of no more four vehicles were observed in any singular order point. This also corresponds to my observations of McDonalds drive-through restaurants.

Overall, based on both the analysis undertaken by TPC and my own observations / experience with drive-through restaurants, it is my opinion that it is highly unlikely that queuing from the drive-through will extend near Kepa Road.

## 5 SITE ACCESS

**ITA**

The ITA has undertaken traffic modelling for the site access during the critical evening peak period. The assessment found that a right turn out from the access leads to unacceptable delays and potential safety concerns for other vehicles and pedestrians are the nearby crossing.

The applicant recommends right turns out from the site should be banned and otherwise performs within acceptable standards.

**Response**

I agree that the analysis shows the driveway performing at an acceptable level with the exception of the right turn exit and thus agree with the ITA and the applicant's proposal to ban the right turn exit. I note that due to the right turn entry being permitted it will be difficult to completely stop all right turning exiting movements. The proposal is to use a combination of signage and a central mountable curb which I consider will stop the vast majority of right turn exit movements.

Further, from my review of the SIDRA modelling, even if the traffic generation was higher than that assessed as recommended by FLOW (as shown in the ITA sensitivity testing), the results still show little delay and queuing at the driveway.

I note from the ITA that as part of the Kepa Road / Kupe Street signalised intersection upgrade (currently under construction), it is proposed to construct a cycle path across the site driveway (although I note that from the drawings I have viewed, the cycle lane starts immediately east of the proposed McDonald's driveway).

The ITA recommends a series of measures at the driveway to improve visibility / awareness of the cycle-lane including speed hump, markings, signage and green surfacing, to minimise the risk of cars conflicting with cyclists. I agree with these measures and would note that driveways across cycle-lines is not unusual and in this case with these measures and the excellent visibility, I have no concerns.

Overall, I consider that impacts to Kepa Road driveway will be minimal.

## 6 IMPACTS ON KEPA ROAD

**ITA**

The ITA outlines the planned upgrade of the Kepa Road / Kupe Street intersections which involves the signalisation of the intersection. The ITA sets out that the intersection upgrade will result in only a minor effect on delays to vehicles entering and leaving the McDonald's site with "let in" behaviour likely to occur with each phasing change with the signals leading to a positive effect on the safety of the access operation and provide greater opportunities for vehicles to turn safely during peak times.

The ITA has reviewed the close proximity of the existing raised zebra crossing to the proposed vehicle crossing and has found no safety issues particularly as right turns out of the site are to be eliminated and so will have no effect on pedestrians using the crossing.

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**Response**

I agree that the applicant has provided sufficient information regarding the potential impacts on Kepa Road. Based on the assessment, exiting vehicle queuing is not expected to exceed one or two vehicles even with the stationary queuing on Kepa Road as a result of the signalisation of the intersection. I agree that the impact of potential additional queuing is further mitigated with let in behaviour on Kepa Road and further the proposed signalised intersection will significantly improve safety in the general area by removing the left turn slip lane into Kupe Road which in my experience created high travel speeds and unsafe right turn manoeuvres at high speeds.

## 7 CONCLUSIONS

From a review of the proposal and reporting undertaken I consider:

- The traffic generation analysis provided is robust and takes into account the sites location. Even if the generation is higher (as suggested by others), I consider this would have no material change in overall site operation / conclusions;
- The queuing theory analysis captures the potential queuing on site from the drive through. I consider there are a number of variables in this analysis however based on actual queuing surveys of similar restaurants, together with my own observations, no queuing onto Kepa Road is expected;
- The signalisation of the Kepa Road / Kupe Street intersection is unlikely to cause excessive queuing onto or out of the proposed site, and will improve safety in the area; and
- A right turn exiting ban through the use of signage and a central mountable curb will stop the vast majority of right turn exit movements and I consider it to be appropriate.

Overall, I consider that the applicant has provided sufficient information to assess the effects of the proposal. Further, based on this information (and my own review/ observations), I consider the proposal will be able to be accommodated within the existing road network without any adverse efficiency or safety concerns on site or on the surrounding network.



**Leo Hills**

**Director**

leo@commute.kiwi

# 1.0 Drive Through Management Plan

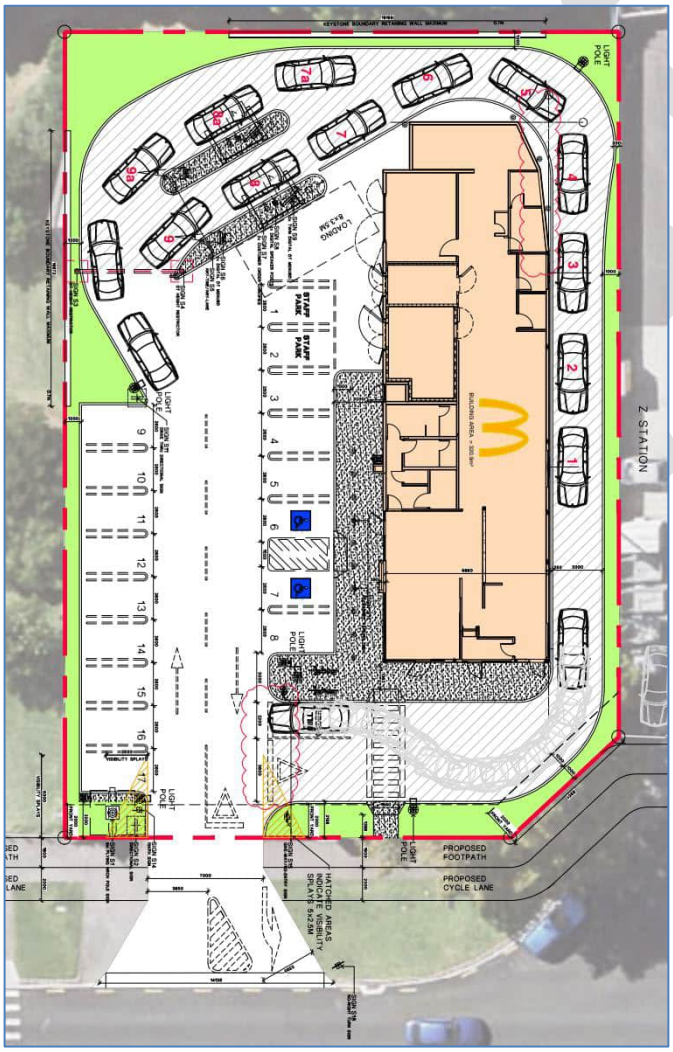
## 1.1 Introduction

This Drive-Through Management Plan (**DTMP**) relates to the operation of a new McDonald's restaurant and drive through facility accommodating 27 seats and a gross floor area of 321m$^2$ at 152 Kepa Road, Orakei. There are 17 carparks located on site, plus a grill order space at the end of the drive through lane. There is space in the drive-through lane from the pick-up window back to the carpark for 14 vehicles.

The objective of the Drive-Through Management Plan is to establish the procedures and protocols for day-to-day managing of customer vehicles to avoid vehicle queues extending from the site onto Kepa Road.

## 1.2 Site Location

McDonald's Orakei Restaurant is located at **152 Kepa Road**. The site layout and restaurant is shown in the figure below:



## 1.3 Key Personnel

The restaurant owner/operator and restaurant managers are responsible for implementing this plan. A Restaurant Manager must be contactable at all times.

Restaurant Managers are critical to help implement McDonald's Orakei DTMP and help manage McDonald's drive-through queues onsite. In particular, Restaurant Managers will:

- Familiarise themselves with the queue control procedures and vehicle crossing management equipment (including personal safety equipment) in the restaurant.
- Schedule sufficient staff to enable efficient operation of the restaurant and external drive-through management, where required.
- Proactive approach- ongoing monitoring of drive-through operations.
- Reporting as required by this DTMP and conditions of resource consent.

## 1.4 Drive Through Operation

Between the pick-up window and start of the drive-through lane(s), 14 vehicles can be located in the drive-through lane before reaching the carpark.

The McDonald's Kepa Road site layout and service model has been designed so that customers follow the process below to obtain their order:

- Cars using the drive-through enter the site, and drive to one of two (dual lane) order points in one of the drive-through lanes to place their order.
- Once ordered, the customer proceeds forward to the pay window to pay.
- The customer then moves forward to the pick-up window to pick-up their order.
- The customer then proceeds forward to exit the site.

The Kepa Road restaurant has been designed such that staff will have clear sight lines from the cashier area within the restaurant where they can observe movements in the car park area. This includes sightlines to any cars that may be queued beyond the drive-through lane and into the carpark.

McDonald's restaurants are managed appropriately to ensure that there are enough staff on site to ensure efficient delivery of service to its customers. This will include redirecting staff from other duties to ensure the efficient operation of its drive-through service. This is the responsibility of the restaurant manager or the duty manager (whichever is on site).

Staff also have constant video surveillance over the drive-through where staff can easily monitor the demand at any time of the day. It is the responsibility of the restaurant manager or duty manager (whichever is on site) to monitor the drive-through, and any queue.

## 1.5 Drive-Through Management – Process for Managing Queue Scenarios and Lengths

1. *Kitchen Delays – Redirect to Grill Order Carpark (Trigger = Delay at pick-up window)*

Should a kitchen delay occur, the cashier at the pick-up window will direct the customer to park in the grille order carpark. The order will then be delivered to the customer by a staff member walking out to the vehicle. Other vehicles will be able to exit the drive-through in the interim.

2. *Order Point/Pay/Pick Up Queue – Redirect to Customer Carparks (Trigger =16 Cars in drive-through lane from pick-up window)*

Should there be a delay at the order points, pay window, or pick-up window for any other reason, staff member(s) wearing the appropriate personal safety clothing will redirect vehicles from the drive-

through queue and into the customer car parks, where their order can be completed quickly. Staff may undertake one or more of the following actions:

- taking orders at the parked cars;
- directing customers into the restaurant; or
- delivering completed orders out to parked vehicles.

Normal restaurant operations will resume once the reason for the order point queue has dissipated.

3. *Major Drive-Through Queue - Managing Vehicle Access: Vehicle Access Closure (Trigger = Carparks Full and Drive-Through Full)*

Should vehicles be queued from the pick-up window to the vehicle access and the carpark is full, the Restaurant Manager or duty manager will appoint a member of staff to close the vehicle ingress to the site until the queue reduces below 14 vehicles[1] and the carpark is not more than half full.

The vehicle ingress will be closed by way of signage ("Closed" or similar, to be confirmed for the final DTMP) and a physical barrier (cones or similar, to be confirmed for the final DTMP).

The Restaurant Manager or duty manager (whoever is on site) will then monitor the vehicle ingress and egress, and the vehicle ingress will reopen when the queue is no longer than 14 vehicles from the pick-up window and the carpark is no more than half full.

## 1.6 Staff Training and Roles

The following staff roles and responsibilities, training programs and customer service protocols will be implemented relating to drive through operations to meet the objective of the Drive-Through Management Plan:

- Specific Training Requirements will be included as part of the final DTMP when a franchisee is confirmed for the restaurant. This will meet proposed Condition 35 and 36.
- Specific Training Requirements will include ensuring staff know DTMP triggers ("the when"), ensuring staff know the type of queue to manage ("the what"), ensuring staff know the actions that need to be taken for the specific queue type ("the how"), ensuring staff know which personnel are required to undertake queue management ("the who").

## 1.7 Health and Safety Measures

The following protocols to ensure the safety of both customers and staff when using the drive-through will be adopted:

- Health and Safety measures to be included in this section include measures to ensure staff safety when outside of the restaurant building, including high visibility clothing requirements.
- Specific Health and Safety measures will be included as part of the final DTMP when a franchisee is confirmed for the restaurant. This will meet proposed Condition 35 and 36.

## 1.8 Technology Integration

Technology is to be used to enhance drive-through efficiency, including:

- Technology measures to be included in this section include measures related to point-of-sale systems, order tracking and queue monitoring mechanisms.
- Specific technology measures will be included as part of the final DTMP when a franchisee is confirmed for the restaurant. This will meet proposed Condition 35 and 36.

[1] 14 vehicles being the number that can be accommodated in the drive-through lane.

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## 1.9 Performance Metrics and Evaluation

Methods for measuring effectiveness of the drive-through operations will be adopted, including:

- Staff will keep records of any times that drive-through management in Section 1.3 of this DTMP is required. The records shall include the date, time, cause of queue, and management method employed. The records shall be made available should Auckland Council require.
- Further performance metrics and evaluation to be included in this section include customer satisfaction surveys and operational efficiency metrics.
- Further specific performance metrics and evaluation measures will be included as part of the final DTMP when a franchisee is confirmed for the restaurant. This will meet proposed Condition 35 and 36.

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# 1.0 Proposed Conditions of Consent

## 1.1 Pre-Development Conditions

Activity in Accordance with Plans and Reports

(1) This consent must be carried out in accordance with the documents and drawings and all supporting additional information submitted with the application, detailed below, and all referenced by the Council as resource consent number LUC60431090:

- Application Form and Assessment of Environmental Effects prepared by Barker & Associates dated 10 April 2024;
- Environmental Site Assessment: Preliminary and Detailed Site Investigation (Rev B) prepared by Soil&Rock Consultants, dated 15 August 2023;
- Site Management Plan prepared by Soil&Rock Consultants, dated 9 August 2023;
- Integrated Transport Assessment prepared by Traffic Planning Consultants Limited, dated 17 February 2025;
- Lighting Concept and Luminaire Options prepared by IBEX, dated March 2024;
- Infrastructure Assessment Report prepared by Eighty6 Engineering, dated 29 August 2023;
- Arboricultural Assessment prepared by Peers Brown Millar Limited, dated 16 August 2023;
- Acoustic Assessment Report prepared by SLR Consulting NZ Limited, dated 20 March 2024;
- Service and Loading Management Plan dated June 2024;
- Draft Drive-Through Management Plan dated February 2025;
- S92 response prepared by Barker & Associates dated 20 June 2024;
- S92 response prepared by Traffic Planning Consultants Limited dated 1 October 2024;
- S92 response prepared by Traffic Planning Consultants Limited dated 25 February 2025; and
- The following drawings:

| Title and Reference | Author | Revision | Date |
|---|---|---|---|
| Overall Site Plan RC010 | ASC Architects | D | 12.02.25 |
| Signage Schedule RC050 | ASC Architects | A | 16.05.24 |

| | | | |
|---|---|---|---|
| Signage Schedule RC051 | ASC Architects | - | 17.03.24 |
| Overall Floor Plan RC100 | ASC Architects | A | 19.08.24 |
| Roof Plan RC170 | ASC Architects | A | 19.08.24 |
| Exterior Elevations RC200 | ASC Architects | A | 19.08.24 |
| Exterior Elevations RC201 | ASC Architects | - | 17.03.24 |
| Overall Sections RC301 | ASC Architects | - | 17.03.24 |
| Planting Plan LA01 | Gaynor Revill Design | RC2 | 7.10.24 |

Construction Management Plan

(2) At least 20 working days prior to the commencement of physical works, the consent holder shall provide a development specific Construction Management Plan (CMP) prepared in conjunction with the primary construction contractor/s and appropriately qualified personnel to the Manager - Resource Consent Monitoring (Central) for review and certification. Physical works shall not proceed until a CMP has been certified by Council.

The objectives of the CMP are to:

a) avoid as far as practicable, and minimise when avoidance is not practicable, adverse effects arising from construction activities; and
b) ensure compliance with the SMP certified by the Council in accordance with condition 13 in relation to site specific earthworks.

This plan shall include but not be limited to:

a) Location of construction vehicle access to the site from Kepa Road;
b) Contractor parking;
c) Loading/unloading areas;
d) Machinery parking;
e) Site containment fencing/gates;
f) Measures to limit migration of soil to the surrounding road network;
g) Inspection and cleaning of material from surrounding road network (if/when required);
h) Noise limit monitoring and management;
i) Mitigation and monitoring of any vibration or noise in accordance with NZS6803:1999;
j) Erosion and sediment controls;
k) Roles, responsibilities, and contact details (phone and email) for all relevant site staff (foreman) and key personnel (including environmental roles);

The ability to amend and adapt the plan from time to time as a consequence of monitoring, changing site circumstances, and factors not previously anticipated.

Tree Conditions

(3) The consent holder must engage the services of a qualified arborist (works arborist) appointed by the consent holder to assist with and oversee any works being undertaken in the vicinity of the trees and vegetation within Kupe Reserve, adjacent to the site. The arborist must meet with the site manager at the outset of the project to discuss the protection of the trees and vegetation and agree on the key activities that will require arborist's input.

(4) Prior to any construction works commencing on the site, and the erection of the required site fencing, the trees and shrubbery in Kupe Reserve that have portions of growth extending across the site boundary must be pruned to clear the boundary line. All pruning must be undertaken by a Council-approved arboricultural contractor working at the direction of the consent holder's appointed works arborist.

Architectural Design Plans

(5) Prior to the approval of Building Consent, a finalised set of architectural detail drawings and materials specifications must be submitted to Council for written confirmation of design compliance. The information must include the following:

(a) details of the building's façade treatment / architectural features;

(b) materials schedule and specification, sample palette of materials, surface finishes, and colour schemes (including colour swatches) referenced on the architectural elevations; and

(c) external / rooftop services / plant, and visual / aural screening elements.

The finalised set of drawings must ensure that the building's proposed architectural treatment and finished appearance is consistent with the plans and information referenced at condition 1.

All works must then be carried out with the details confirmed by Council, and thereafter retained and maintained, in accordance with the confirmed plans.

*Advice note:*

*As part of the condition monitoring process, Council's monitoring inspectors will liaise with members of the Council's Tāmaki Makaurau Design Ope (Urban Design Unit) to provide confirmation of design compliance in relation to architectural drawings and materials specifications under this condition. The confirmation of design compliance does not relate to Building Act 2004 or Building Code compliance. A separate building consent application is required, and all building work must comply with the provisions of the Building Act and Building Code. We recommend that you seek appropriate specialist advice to ensure coordination between compliance with design requirements and Building Act and Building Code compliance*.

Lighting Plans

(6) Prior to the lodgement of Building Consent, the consent holder must provide a Lighting Plan and Certification/ Specifications prepared by a qualified Lighting Engineer, to the Council for certification. Lighting is required for pedestrian access and vehicle access which will be used during the hours of darkness. Lighting for pedestrian and vehicle areas must be calculated in accordance with the methods described in the AS/NZS1158 series of standards and certified in a statement by a suitably qualified and experienced lighting professional.

The lighting design must include the following elements:

(a) Lighting must comply fully with the requirements of AS/NZS1158.3.1.

(b) Lighting must as a minimum provide the lighting subcategory performance determined in accordance with AS/NZS1158.3.1, but not less than the following minimum lighting subcategories:

(i) PR2 minimum for pedestrian access adjacent to vehicle access.

(ii) PC2 minimum for car parking.

(iii) PP3 minimum for pedestrian only access paths.

(iv) A3 minimum for connecting elements, steps, stairways and ramps.

(v) PR4 minimum for vehicle access for 10-19 parking spaces.

(c) Detail compliance of the design as required by AS/NZS1138.3.1.

(d) All light fittings when installed must not project any light at or above the height of their light source.

(e) All light emitted from light fittings must have a correlated colour temperature of 3000K (Kelvin) or less.

(f) Spill light and glare from the lighting must comply with E24.6.1(8).

(g) The lighting must have automatic daylight controls such that the lights are on during the hours of darkness. Automatic presence detection or sensor lighting is to be avoided and where proposed must be supported by a safety assessment.

(h) The lighting installation is to be maintained in accordance with AS/NZS1158.3.1.

Finalised Landscape design drawings, specifications and maintenance requirements

(7) Prior to the commencement of any work on site, the consent holder must provide to the Council for written certification, a finalised set of detailed landscape design drawings and supporting written documentation which have been prepared by a landscape architect or suitably qualified professional. The submitted information must be consistent with the consented landscape concept plan prepared by Gaynor Revill Design, dated 7/10/24, and, at a minimum, must include landscape design drawings, specifications and maintenance requirements including:

(a) An annotated planting plan(s) which communicates the proposed location and extent of all areas of planting, including any revegetation, reinstatement planting, mitigation planting and natural revegetation (if relevant).

(b) Annotated cross-sections and/or design details with key dimensions to illustrate that adequate widths and depths are provided for planter boxes / garden beds.

(c) A plant schedule based on the submitted planting plan(s) which details specific plant species, plant sourcing, the number of plants, height and/or grade (litre) / Pb size at time of planting, and estimated height / canopy spread at maturity.

(d) Details of draft specification documentation for any specific drainage, soil preparation, tree pits, staking, irrigation and mulching requirements.

(e) An annotated pavement plan and related specifications, detailing proposed site levels and the materiality and colour of all proposed hard surfacing.

(f) An annotated street furniture plan and related specifications which confirm the location and type of all seats, bins, lights, fences, walls and other structural landscape design elements.

(g) A landscape maintenance plan (report) and related drawings and specifications for all aspects of the finalised landscape design, including in relation to the following requirements:

(i) Irrigation.

(ii) Weed and pest control.

(iii) Plant replacement.

(iv) Inspection timeframes.

(v) Contractor responsibilities; and

(vi) Confirm responsibilities for ongoing maintenance requirements.

The finalised landscape design must be consistent with the landscape design intent / objectives identified in the conceptual plans and information referenced at condition 1.

Advice note:

*It is recommended that the consent holder consider a minimum three-year management / maintenance programme for plant establishment and provide, in particular, details of maintenance methodology and frequency, allowance for fertilising, weed removal / spraying, replacement of plants, including specimen trees in case plants are severely damaged / die over the first five years of the planting being established and watering to maintain soil moisture. As part of the certification process, the Council's monitoring team will liaise with landscape architects from the Council's Tāmaki Makaurau Design Ope (Urban Design Unit). to ensure that the submitted drawings and related information are consistent with the originally consented landscape concept plan(s).*

Construction Traffic Management Plan

(8) Prior to the commencement of any works on the site, the consent holder must submit to, and have certified by the Council, a Construction Traffic Management Plan (CTMP). The CTMP must be prepared in accordance with the Auckland Code of Practice for Land Development and Subdivision Chapter 3: Transport or CTMPs (as applicable) and New Zealand Transport Authority's Code of Practice for Temporary Traffic Management and must include:

a. Hours of work, staging of the development and construction period.

b. Details of how effects on the surrounding environment including pedestrian-and bicycle traffic as well as public transport will be managed.

c. Estimation on number of heavy vehicle movements per hour and per day during the construction period, and proposed routes.

d. Parking management plan for visitors and construction traffic including details of how all parking will be contained within the site.

e. Location of loading / working areas.

f. Heavy vehicles shall be prohibited between the hours of 7am-9am and 2.55pm-6pm, Monday to Friday.

g. Detail of where cleaning facilities will be provided within the site to thoroughly clean all vehicles prior to exit to prevent mud or other excavated material from being dropped on the road. In the event that material is dropped on the road resources should be on hand to clean-up as soon as possible.

h. How the transportation and parking of oversize vehicles such as cranes will be managed.

i. Traffic management plans in compliance with the latest edition of the NZTA "Code of Practice for Temporary Traffic Management" (COPTTM) document.

j. A pedestrian management plan including temporary pedestrian routes which must be easily traversable, well-marked and safely separated from moving vehicles.

k. Requirement that the site access point be clearly signposted and to ensure that access to neighbouring properties is not compromised.

No construction activity must commence until the CTMP has been certified by the Council (at least three months prior to the commencement of construction) and all construction traffic must be managed at all times in accordance with the certified CTMP.

*Advice Notes:*

- *Construction loading or unloading from the street is to be permitted only with the approval of Auckland Transport.*
- *The CTMP must be included in the application for a Corridor Access Request.*

## 1.2 During Works Requirements:

Tree Conditions

(9) The works arborist must be present to supervise, and assist with, any works on the ground in the vicinity of the Golden Rain tree located within Kupe Reserve. Any roots of the tree that may be encountered during any ground scraping or excavation activity must be severed cleanly by the works arborist to no further back than the boundary line.

(10) The works arborist must be consulted if any activity associated with the stormwater connection to the public system in the reserve is deemed to affect any trees or vegetation in the reserve.

(11) Washings from the production of concrete must not be flushed on to open ground within the root zone of any tree or shrub in Kupe Reserve.

(12) A detailed log, with photographs, of all site visits, instructions and supervision carried out by the works arborist must be maintained. This log would serve as a compliance report – to be presented to the consent holder and the Urban Forest Specialist at the conclusion of the project.

Soil Contamination management

(13) Earthworks must be undertaken in accordance the Site Management Plan (SMP), prepared by Soil & Rock Consultants and dated 9 August 2023 ('the SMP'). Any variations to the SMP must be submitted to the Council for certification that it appropriately manages actual and potential soil contamination effects and is within the scope of this consent, prior to implementation.

Advice note: Site Management Plan

*The Council acknowledges that the SMP is intended to provide flexibility of the management of the works. Accordingly, the SMP may need to be updated. Any updates should be limited to the scope of this consent and be consistent with the conditions of this consent. If you would like to confirm that any proposed updates are within scope, please contact the Council. The Council's certification of the SMP relates only to those aspects of the plans that are relevant under the RMA. The certification does not amount to an approval or acceptance of suitability by the Council of any elements of the management plan that relate to other legislation, for example, the Building Act 2004 or the Health and Safety at Work Act 2015.*

(14) Discharges of dust must not cause offensive or objectionable effects at any location beyond the boundary of the site, in the opinion of an enforcement officer when assessed in accordance with the Good Practice Guide for Assessing and Managing Dust (Ministry for the Environment, 2016). The consent holder must ensure that dust management during the works generally complies with the recommendations of this Good Practice Guide and minimises dust generation as far as practicable. This includes having sufficient water to dampen exposed soil and unsealed areas, and/or other dust suppressing measures, available as necessary.

(15) In the event of the incidental discovery of contamination during earthworks which has not been previously identified, including asbestos material, the consent holder must immediately cease the works in the vicinity of the contamination, implement the contingency procedures in the SMP, and engage a Suitably Qualified and Experienced contaminated land Practitioner (SQEP) to assess the situation (including possible sampling and revision of the SMP) and decide on the best option for managing the material.

Advice Note: Accidental discovery of contamination

*Where unanticipated contamination is discovered during the works, a revision of the SMP may be required to ensure that the contamination is appropriately managed. Any revision of the SMP is required to be submitted to Council for certification prior to its implementation.*

(16) Any excavated material that is not re-used on site must be disposed of at an appropriate facility licensed to accept the levels of contamination identified. Evidence of the locations where excavated material has been disposed of must be retained by the consent holder during the works and made available to the Council on request.

(17) The consent holder must ensure that the contamination level of any soil imported to the site complies with the definition of 'Cleanfill material', as set out in the AUP(OP).

Pedestrian access from Kepa Road

(18) The pedestrian access within the site from Kepa Road must be a raised table and be of contrasting surface material and / or colour from that of the vehicle accessway to ensure it is distinguished from other trafficable areas.

Implementation and maintenance of approved landscape design

(19) Prior to the operation of the activity and within an appropriate planting season, the consent holder must implement the landscape design which has been approved by the Council under condition 7 and

thereafter retain and maintain this landscape (planting, pavement and street furniture) in perpetuity in accordance with the landscape maintenance plan which has been approved under condition 7.

Mechanical plant and equipment

(20) The consent holder must ensure the selection, design and installation of building services mechanical plant and equipment on the subject site is overseen by a suitably qualified acoustic professional at the detailed design stage of the project to ensure the permitted noise levels set out in AUP-OP E25.6.8 (Mixed Use) and E25.6.19 are met at all times.

Car parking and access

(21) Prior to the operation of the activity, all access, parking and manoeuvring areas must be formed, sealed with an all-weather surface, marked out, sign posted and drained in accordance with the approved plans, to the satisfaction of the Council. The surface finish of the vehicle access, parking areas and pedestrian paths must be in accordance with the approved plans, with the exception of the pedestrian detail specified in Condition 18 ("Pedestrian access from Kepa Road").

Advice note:

*Parking areas should be marked out in accordance with the approved site plan to ensure appropriate parking supply, access, signage, directions and vehicle manoeuvring.*

(22) Prior to operation of the activity, the 18 required car parking spaces (including the grille order space) must be marked and/or identified through signage in accordance with the approved plans. The angle parking must be marked with 100mm wide reflectorised white lines with a minimum length of 5m marked at the 90-degree angle to the kerbs, to the satisfaction of the Council.

Bicycle Parking

(23) The development must provide two secure long term bicycle parking spaces and two short-stay visitor bicycle parking spaces on site. This must be done in accordance with the minimum requirements of the Auckland Unitary Plan E27.6.2.5. The bicycle parking spaces must be operational before commencement of the consented activity and must be provided at the expense of the consent holder.

Pedestrian Visibility Splay

(24) A pedestrian visibility splay (hatched yellow on RC010) must be provided on the eastern side of the proposed vehicle crossing. Any obstructions including boundary fencing and/or landscaping within the visibility splay areas must not exceed 600mm in height, this excludes signage. If fencing is provided above 600mm in height it must be at least 80% visually permeable. Landscaping in the visibility splay area will need to be trimmed and maintained in perpetuity to comply with the stipulated height by the consent holder. Any signage in this splay area must be mounted on a slim metal pole with the sign being above 2m in height.

Avoid Damaging Assets

(25) Unless specifically provided for by this consent, there must be no damage to public roads, footpaths, berms, kerbs, drains, reserves or other public asset as a result of the earthworks and construction activity. In the event that such damage does occur, the Council will be notified within 24 hours of its discovery.

The costs of rectifying such damage and restoring the asset to its original condition must be met by the consent holder.

Advice note:

*Works within the road reserve require prior approval from Auckland Transport. The consent holder should contact Auckland Transport as soon as possible to ensure any required approvals are issued prior to construction.*

Crossings and Footpaths

(26) The new proposed vehicle crossing must be designed to Auckland Transport standards VX0203 Rev A and formed in general accordance with application plans RC010 revision F and in consultation with Auckland Transport.

(27) The new proposed vehicle crossing must include treatment and measures to discourage right hand turns from the site. This must be provided in consultation with Auckland Transport and provided in general accordance with application plans RC010 revision D. The type of treatments (i.e., paint markings or raised build out) will be determined at the Engineering Approval stage.

(28) A speed bump and sign reading "Do Not Block Footpath" (or similar) must be installed at the exit of the site to the vehicle crossing. Final location and design of the speed bump and signage shall be determined at the Engineering Approval stage.

(29) Prior to the operation of the activity, all redundant vehicle crossings must be removed and reinstated as kerbing, berm, and footpath to Auckland Transport's Transport Design Manual requirements, including a regrade of the footpath across the vehicle crossing to 2% cross-fall. This must be undertaken at the consent holder's expense and to the satisfaction of the Council.

Advice note:

*Works within the road reserve require prior approval from Auckland Transport. This includes vehicle crossings, reinstatement of kerbing and temporary occupation of the footpath/verge/berm during construction. The consent holder should contact Auckland Transport as soon as possible to ensure any required approvals are issued prior to construction.*

## 1.3 Post-Works Requirements

Works completion report

(30) Within three months of the completion of earthworks on the site, a Works Completion Report (WCR) must be submitted to the Council for review and certification. The WCR must be prepared by a SQEP in accordance with the Contaminated Land Management Guidelines No. 1: Reporting on Contaminated Sites in New Zealand (Ministry for the Environment, revised 2021) and contain sufficient detail to address the following matters:

(a) a summary of the works undertaken, including the locations and dimensions of excavations and the volume of soil excavated;

(b) conditions of the final site contamination profile, including details and results of any validation testing undertaken;

(c) details and results of any other contamination testing undertaken during the works (including any sampling undertaken on materials re-used on site or imported to site);

(d) records/evidence of the volumes and disposal locations for any material containing elevated levels of contaminants removed from the site;

(e) records of any unexpected contamination encountered during the works and response actions, if applicable;

(f) reports of any complaints, health and safety incidents related to contamination, and/or contingency events during the earthworks; and

(g) a statement certifying that all works have been carried out in accordance with the requirements of the SMP and consent, otherwise providing details of relevant approved variations or breaches, if applicable.

Advice Note:

*The WCR will enable the Council to update the property file information relating to soil contamination. Until a WCR is submitted and certified by the Council, the Land Information Memorandum for the property will not be updated to reflect any soil contamination remediation work undertaken.*

Servicing and Loading Management Plan

(31) The consent holder must comply with the Servicing and Loading Management Plan (dated June 2024) for loading and servicing requirements. The Servicing and Loading Management Plan must be kept on site and adhered to at all times.

No Right Turn Signage

(32) The consent holder must provide no right turn signage internally to the site as indicated on application plans RC010 revision F. The signage must face inwards towards the site and be visible to motorists within the site, the sign must be located on the eastern side of the proposed vehicle crossing. This sign must be provided in consultation with Auckland Transport, at the expense of the consent holder. The sign must also be maintained in working order for the duration of the activity at the expense of the consent holder. The sign board itself must not obstruct the visibility of vehicles leaving the site towards pedestrians on the public footpath.

Litter Management Plan

The objective of the Litter Management Plan is to set out the procedures and protocols for day-to-day managing of the McDonald's Orakei to mitigate litter on and around the restaurant and to encourage people in the neighbourhood to dispose of rubbish responsibly.

(33) Prior to the operation of the activity, the consent holder shall provide a Litter Management Plan to the Council's Monitoring Department for certification.

(34) The Litter Management Plan must be adhered to by the consent holder on an ongoing basis.

Final Drive-Through Management Plan

The objective of the Drive-Through Management Plan is to establish the procedures and protocols for day-to-day managing of customer vehicles to avoid vehicle queues extending from the site onto Kepa Road.

(35) Prior to the operation of the activity, the consent holder shall provide a final Drive-Through Management Plan (DTMP) to the Council's Monitoring Department for certification. In addition to the matters covered by the draft DTMP (February 2025), this may include but not be limited to:

a. **Staff Training and Roles**: Guidelines for staff roles and responsibilities, training programs, and customer service protocols relating to drive through operations.

b. **Health and Safety Measures**: Protocols to ensure the safety of both customers and staff when using the drive through.

c. **Technology Integration**: Use of technology to enhance efficiency, such as point-of-sale systems, order tracking, and queue monitoring mechanisms.

d. **Performance Metrics and Evaluation**: Methods for measuring the effectiveness of the drive-through operations, including customer satisfaction surveys and operational efficiency metrics.

(36) The Final Drive-through Management Plan must be adhered to by the consent holder on an ongoing basis.

Monitoring and Review Conditions

(37) Under section 128 of the RMA, the conditions of these consents may be reviewed by the Manager (Resource Consents) for a 5-year period following the operation of the McDonald's restaurant in respect of right-hand turn exits from the site vehicle crossing.

(38) The consent holder is to undertake a 24-hour video monitoring survey for the busiest weekday and typical Saturday, three months after the opening of the restaurant to the public, and then annually thereafter for five years. The survey is to:

a. ascertain whether any vehicles, while waiting to turn onto Kepa Road, are disrupting pedestrian flow past the site or contributing to added delays for queued vehicles at the order points for the drive-through lanes.

b. Ascertain whether queuing from the drive-through lanes is affecting the operation of the McDonalds carpark or the site entrance on Kepa Road.

(39) Should any safety or operational issues be identified in the survey, the consent holder shall, in consultation and agreement with the Manager – Resource Consents (Central) and Auckland Transport, identify and implement appropriate measures to mitigate such adverse effects. These measures may include, but not limited to:

a. The installation of flexi-posts on Kepa Road to physically prevent right turns.

b. The provision of additional signage within the site (in addition to the no right turn signage required by condition 32) to further inform customers of the restriction on right hand turns and requirement to not block the footpath.

c. Physical changes to the vehicle crossing design to further encourage left turn exit movements and discourage blocking the footpath. This may include a solid median barrier.

d. Further on-site management measures to minimise queuing within the drive-through lane and from the order points.

# Memorandum

Auckland Transport
An Auckland Council Organisation

| | |
|---|---|
| To: | Honwin Shen\| Senior Traffic Engineer (AC)<br>Erin Lawn I Senior Planner (AC) |
| From: | Neil Stone \| Senior Development Planner (AT) |
| Date: | 20 November 2023 |
| Subject: | LUC60422724 – 152 Kepa Road, Orakei |

## 1. Introduction

Thank you for the opportunity to provide feedback on the proposed development of a drive through and sit-down McDonalds restaurant and McCafé at 152 Kepa Road, Orakei (herein referred to as the 'site').




As part of Auckland Transport's (AT) assessment, the Auckland Unitary Plan (AUP); the Auckland Code of Practice for Land Development and Subdivision Chapter 3: Transport (ACoP:T) have been considered. The following application documents were reviewed:

- AEE prepared by Barker and Associates Limited, dated 1 September 2023.
- TIA prepared by TPC, dated 5 August 2023;
    - Subsequent s92 response prepared by TPC, dated 4 October 2023;
    - Vehicle tracking plans received from Council 13 October 2023;
    - Service and Loading Management Plan received from Council 19 October 2023;
    - Additional traffic count info dated 6 November 2023;
- Architectural Plans prepared by asc Architects, dated May 2023;
- Engineering Plans prepared by Eighty6 Engineering, dated July 2023; and

- TPC pedestrian crossing sight line assessment prepared by TPC, dated 4 July 2023.

In conducting this review, the following Auckland Transport specialist teams were also consulted:

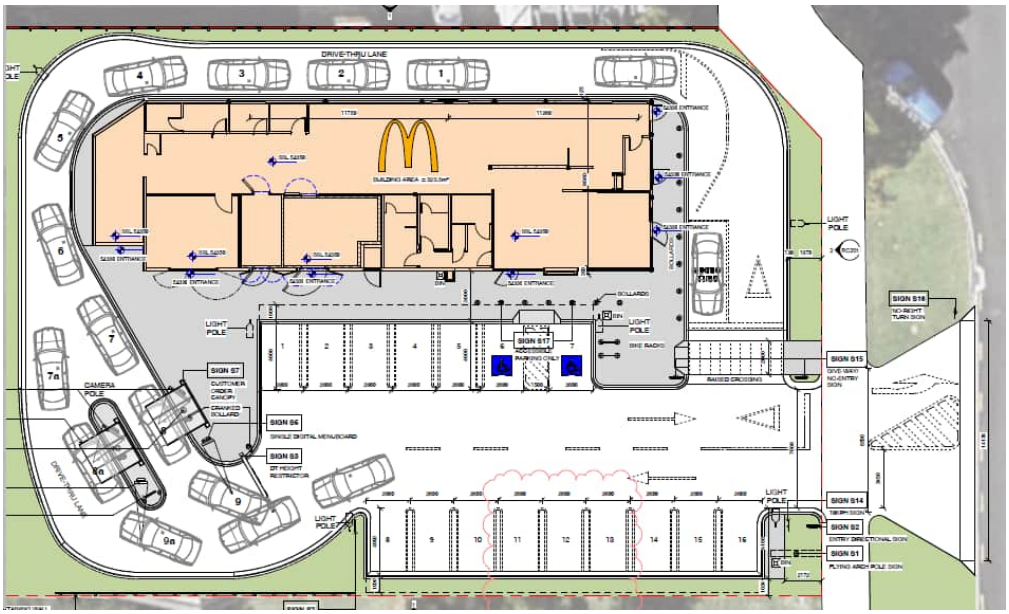
- Traffic Engineering
- Road Safety Engineering
- PTM Consultants (Road Safety and Traffic Operations Consultants on behalf of AT)
- Design and Standards
- Project Delivery (Schools)
- Compliance

We also confirm that Paul Schischka (AT consulting Transport Engineer) and John Burgess (TPC consulting Traffic Engineer) undertook a site visit on the 28th of June 2023. The intention of this site visit was to observe and assess the existing zebra pedestrian crossing adjacent to the site to assess the potential effects of the proposal and its vehicle crossing on this crossing. This is discussed further in the comments section of this memorandum.

## 2. Site and Proposal

Key details regarding the site and proposal are outlined in the following table:

| | |
|---|---|
| Site Address: | 152 Kepa Road, Orakei |
| AUP Zoning: | Business – Mixed Use Zone<br>**Controls:**<br>Macroinvertebrate Community Index – Urban<br>Kepa Road is an arterial road |
| Proposal: | The proposed development will include:<br>• A drive through McDonalds restaurant and McCafé with 27 seats and a gross floor area of 323m²;<br>• Two order taking parking bays;<br>• One Grille order waiting parking bay;<br>• McDonalds and roading Signage and lighting;<br>• 17 car parks – inclusive of two accessible parks and one grille order park;<br>• No right turn for vehicles egressing the site encouraged through vehicle crossing design and treatment as well as internal signage; |

| | |
|---|---|
| | • A max trip generation rate of 133 vehicles per peak hour is anticipated with a PM commuter peak rate of 112 vehicles per peak hour.<br><br>Overall, the proposal requires consideration as a **Restricted Discretionary** activity. |
| Layout: |  <br>*Figure 1: Overall Site Plan – RC010 (revision F) prepared by asc Architects* |

## 3. Background

*Pre-application Meeting*

On the 27th of June 2023 AT attended a pre-application meeting with Auckland Council and the applicant. AT, at this pre-application meeting, highlighted some high-level questions and concerns with the application. The matter of right turns in and out of the site was discussed and a site visit was undertaken the next day (28th June 2023) which was attended by PTM and the applicants transport engineering agent (TPC). The aim of this pre-application site visit was to join the applicant to review the usage of the pedestrian crossing and to assist the applicant in their review of effects relating to the pedestrian crossing. The applicant provided additional assessment/information after this meeting regarding visibility towards the zebra crossing. This assessment is considered part and parcel of the consent application and was reviewed again during the review of this consent. This is discussed again in the specific comment sections below.

It can also be noted that during the pre-application meeting alternative access options and arrangements were discussed. This includes potential alternative access point on the south-eastern side of the property making the development a one way in and one way out design. Vehicle access to the east of the current location was also discussed. Based on AT and AC's initial review, it was noted that the current access arrangement is likely the best option in terms of safety and efficiency in comparison to the other available option for access to the site.

*Section 92*

AT requested a series of s92 matters which are outlined below:

- Confirmation that will be no objects in the internal pedestrian footpath by the vehicle accessway will obstruct pedestrian and vehicle intervisibility;
- Indication of where on site the proposed long stay bicycle parking spaces would be located;
- The provision of additional information on how the trip generation rates were estimated;
- Justification of the 50/50 split of drive through and sit down customers;
- Clarification of why lower trip generating volumes were used for the modelling;
- Revision of the modelling for peak hours Friday afternoon;
- Sensitivity testing in addition to the modelling in order for the development to be compared to the trip generation figures provided in Research Report 453;
- Further assessment to confirm a no right-hand turn mitigation through signage only is an efficient means to get vehicles to turn left out of the site; and
- Assessment of the operation of the drive through/restaurant and the available queuing space on site.

Through various iterations of s92 requests and responses the applicant has responded to all the s92 requests.

## 4. AUP Reasons for Consent/ Scope of Assessment in relation to Auckland Transport

This memo reviews and assesses the following:

- A vehicle crossing that has frontage to an arterial road as identified on the planning maps, where a Vehicle Access Restrictions apply requires restricted discretionary activity consent pursuant to E27.4.1(A5)
- Development where the activity includes the formation of a new vehicle crossing that does not comply with the width of vehicle access, requires restricted discretionary activity consent pursuant to E27.4.1(A2).
- Development where a proposal (except where excluded in Standard E27.6.1(2)) exceeds the following thresholds:
    - 100 v/hr (any hour) for activities not specified in Table E27.6.1.1 requiring a controlled or restricted discretionary land use activity consent in the applicable zone where there are no requirements for an assessment of transport or trip generation effects. This standard does not apply to development activities provided for as permitted in the applicable zone; or

  A peak hour trip generation rate of 133 is assumed by the applicant and subsequently consent is required as a restricted discretionary activity under E27.4.1(A3)

## 5. Assessment

Auckland Transport generally accepts the findings of the Traffic Impact Assessment (ITA) and Assessment of Environmental Effects (AEE). On this basis Auckland Transport have no significant concerns with the development (with regard to transport), subject to the conditions and advice notes recommended in section 6 below.

## 6. Specific Comments

### *6.1 Pedestrian Safety*

There is an existing raised zebra pedestrian crossing across Kepa Road located close to the southwestern boundary of the site. As part of AT's road safety program this crossing was reinstated as a raised priority crossing at the end of 2022. The raising of this crossing is considered to improve user safety which is discussed in another section of this memorandum.



*Figure 2: Kepa Road raised pedestrian crossing facility.*

AT raised initial concerns with regard to pedestrian safety at this raised zebra pedestrian crossing as well as with vehicles waiting to right turn into the site as they will be waiting on the Kepa Rd flush median potentially obstructing visibility towards the zebra crossing. The side visit mentioned in the background section that was undertaken during the pre-application assisted the applicant in providing an adequate assessment that concluded that visibility was likely to be acceptable, TPC then prepared an assessment and diagram to indicate that acceptable visibility was achieved towards a pedestrian crossing. AT considered this assessment to be acceptable as the achieved Approach Sight Distance is 65m while 60m of

sight distance is recommended by Ausroads, Guide to Road Design. Please refer to Figure 3 below for sight lines assessment extract.

*Figure 3 – TPC Pre-application assessment of pedestrian sight lines using Austroads ASD.*




## *6.2 Trip Generation and Queuing Assessment*

The applicant provided a trip generation assessment that indicated a peak hour rate of 112 vehicles (PM Peak). It was noted that this peak hour did not coincide with the commuter peak on the road as the McDonalds peak hour was expected to be 6-7 pm while the commuter peak is 5-6 pm. The McDonalds peak hour trip generation rate after 6 pm was estimated at 133 peak hour trips. AT requested the applicant to use the McDonalds peak hour trip generation rate instead of the commuter peak hour. i.e., use 133 peak hour trips and not 112. TPC provided an assessment with regard to the peak hour trip generation rate and the associated traffic modelling but stuck to the anticipated 112 peak hour trip figure as this was noted to be in line with other McDonalds restaurants with drive-through facilities. AT and the applicant noted that research report 453 (Research Report 453 Trips and parking related to land use | Waka Kotahi NZ Transport Agency (nzta.govt.nz)) indicated that research trip generation rates for this land use can be up to 169 trips per peak hour.

To address AT's concern regarding TPC's use of the lower trip generation rate the applicant provided 20% sensitivity testing which was later increased to 51% to the 169 peak hour trips identified in Research Report 453. AT was comfortable with the suggested 51% sensitivity testing as it was considered reasonable to determine the worst-case scenario with regard to vehicle queuing.

The applicant also highlights multiple ways for trips to the site which does not constitute a private vehicle trip. These include, walking to the site, cycling to the site, visitors to the sit-down component of the restaurant, multiple occupants per vehicle that order separately as well as multiple orders per occupant. The applicant has applied a factor of 0.6 to the anticipated orders to establish their assumed trip generation rate. This is considered a good estimate of trip generation but AT still required the sensitivity testing mentioned in the paragraph above to verify.

Based on the trip generation assumption and the 51% sensitivity resting AT does not anticipate any significant effects on the road network relating to operation. Kepa Road is a primary arterial and the increase in trips is an approximate increase of up to 5-6% which is likely to

only occur on limited times during the week (likely Friday commuter PM peak hours). It is noted that fast food restaurants, especially those with drive-throughs, have a high proportion of pass-by traffic where drivers who were already passing (e.g., on their way home from work) visit the site. The TIA gives a figure of 35% which AT considers reasonable. Even if the RR453 figure of 169 trips per hour were used this equates to 110 new trips or one every 30 seconds. It is expected that Kepa Road, will be able to cater for the additional trips and that AT's bus services in this road will not be significantly affected. It is also considered that AT's primary peak hour bus service and McDonald's peak hours services are not directly aligned.

The main reason however for AT querying the trip generation rate was to establish whether there was potential for effects associated with high vehicle trip generation that could lead to queuing or stacking of vehicles into the road. This is discussed further in the section below.

*Queuing Assessment*

AT raised concern with the possibility of vehicle queuing onto the road as discussed in the paragraph above but is detailed in this paragraph. Besides checking the resilience of the modelling, the 51% sensitivity testing to the traffic model was also requested to ensure queuing of vehicles to not reach into the road. The applicant was requested to provide assessment in this regard which included an equation of the trips entering the site and the time spent on site during the busiest time to determine the potential for queuing into the road. Various questions were posted to the applicant of which the most noteworthy was the request for the applicant to provide the equation mentioned above and a survey that AT wanted the applicant to undertake to compare this site to other similar McDonalds to establish the likelihood of queuing.

The applicant provided a survey of a peer site (Cavendish Dr McDonalds) to verify the queuing model as requested. TPC have supplied a memo dated 6/11/2023 with observations from the survey and comparing it to the predictions made by the queuing model for the drive-through which was originally provided to AT in the memo from TPC dated 16/10/2023. The 16/10/2023 memo stated that there was a target maximum service time at the ordering point of 40seconds (which did not result in any issues where queues extend out of the site). That same memo also tested 60seconds and 80seconds service times as a sensitivity test and found that even with the increased service time there were no significant instances where queues would extended out of the site. When the survey data from Cavendish Dr was put into the model the queue length observations more closely matched the 60seconds and 80seconds sensitivity test models with the 40's model not provided. Nevertheless, the 60s and 80s models worked well without indicating vehicle queuing into the road for this site.

In conclusion, AT accepts that the sensitivity test modelling supplied by the applicant is sufficient to show that even with higher service times, the queue at the drive-through ordering point is not considered to often extend back through the car park and out of the site. Noting that queuing into the road is unlikely to result in a significant safety risk (as disused in section 6.3 below).

*Right Turn Out Assessment*

The SIDRA modelling in TIA Tables 5 and 6 show an average delay of 986.5 seconds to exit the site in the peak hour if the right turn out is permitted and 23 second if the right turn out is banned. Although these numbers are taken at face value it is clear that the right turn out has

the potential to cause delays within the site that could lead to queuing into the road reserve. Queuing into the road reserve needs to be avoided as this could result in operational effects internally to the site which could contribute to increased safety risk for road users i.e., drivers taking more risky gaps (although as noted in section 6.3 below the operating speeds will be very slow in this area especially if congested and adverse safety effects are not anticipated).

Based on the modelling results the applicant has proposed to ban right hand turns for vehicles exiting the site. TPC have discussed potential measures of how this could be enforced without banning right turns into the site. The measures proposed are discussed in section 6.3 and the design of these measures are discussed in 6.4. AT notes that not all drivers will comply with the proposed right turn ban, however given how difficult it will be to find a gap in the stream of traffic for a right turn during peaking hours AT expect that most drivers will comply with the right turn ban. As discussed in section 6.3 below, non-compliance with the right turn ban does not directly relate to any significant road safety concerns on AT's network.

### *6.3 Vehicle Access Restriction*

As mentioned earlier the proposed development obtains access from Kepa Road which is a primary arterial road where a vehicle access restriction control applies. Kepa Road has an average daily vehicle usage of around 21 000 vehicles.

*Road Safety*

The TPC traffic impact assessment has assessed the latest 5 years of crash history data in proximity to the site. The following extract below indicates the crash history to the east of the site:

- In March 2018, a single eastbound vehicle lost control turning left into Kupe Street;
- In April 2019, a vehicle turning right into Kupe Street was hit by an eastbound vehicle on Kepa Road; and
- In February 2020, a westbound vehicle was hit by a vehicle merging from the left.

There were recorded crashes to the west of the site within the vicinity of the site. AT agrees with the assessment given the busy nature of this section of Kepa Road, this crash record does not indicate any specific safety concerns.

The existing raised pedestrian crossing outside the site as discussed in section 6.1 above is considered to reduce approaching vehicles' speeds from both the eastern and western directions. AT considers that vehicle operating speeds in close proximity to the site will be relatively low at all times of the day. Based on this low speed it is considered that if a crash should happen relating to vehicles exiting the site, such as crash is likely to be a rear-end type crash which is unlikely to result in serious injury or death.

Although there is some potential for minor delays on Kepa Rd eastbound when vehicles want to turn right into the site it is considered that the flush median present on Kepa Road would assist in refuging waiting vehicles. Given the adequate visibility and low approach speeds at this point significant safety effects are not expected if queued vehicles block the eastbound lane if there are multiple vehicles waiting to turn into the site. although this is not anticipated it is further discussed in point 6.2 above since this relates to queuing.

*Sight lines*

As per the TPC traffic impact assessment, sight lines in both directions from the proposed vehicle crossing is good and provides clear sight lines in excess of 150m to the east and about 150m to the west. Austroads Guide to Road Design require 97m of visibility for a 50km/h road and a 2 second reaction time. The sight distances obtained in both directions from the vehicle crossing is acceptable.

*Right Turns Out*

As discussed in section 6.2 above, right turns out of the site will be banned through the use of signage and vehicle crossing design. This is done primarily as a requirement to avoid internal queuing within the site as opposed to addressing a safety effect on Kepa Road. It is however noted that with the removal of most of the right turn out of the site, safety at this vehicle crossing is increased passively as the use of the vehicle crossing is simplified and potential conflicts on the central flush median in Kepa Rd is avoided. No specific road safety issues have been identified by the applicant or by AT with regard to the right turns out of the site, it is therefore considered acceptable that not all vehicles leaving the site will adhere to the right turn ban. However, AT considers that with the mitigation measures provided (as highlighted in section 6.5 below) right turns out of the site is considered unlikely.

*Vehicle Crossing - Pedestrian Safety*

Based on the anticipated high pedestrian volume vehicle crossing and relatively high use footpath on Kepa Road AT raised some initial concerns regarding pedestrian safety at the vehicle crossing. It was also noted that the public footpath is located directly adjacent to the site boundary which reduces the distance and reaction time for vehicles and pedestrians to spot each other and react accordingly. The applicant provided some assessment in this regard and offered pedestrian visibility splays on both sides of the vehicle crossing. The intention of the splays is to keep all obstruction close to the vehicle crossing to a maximum height of 900mm (except signage poles). The design of these splays is discussed in section 6.5 below but AT considered the provision of the splays acceptable mitigation to reduce potential conflicts between drivers exiting the site and pedestrians on the public footpath. The splays are recommended as a condition of consent in section 7 below.

### *6.4 Vehicle Crossing Design*

As discussed in the section above, right turns are discouraged from the site through means of signage and vehicle crossing design. To discourage right hand turns out of the site the applicant has suggested a vehicle crossing design with a splay in both directions – please see figure 4 below. The splay towards the west is needed to ensure tracking for loading, servicing and refuge removal vehicles with the splay towards the east contributing to the encouragement of left turn only movements out of the site. The left turn is further enforced by a left turn only arrow marking, and signage provided internally to the site. AT requested additional mitigation for exiting drivers to comply with the left turn only requirement. In response to this request the applicant provided additional mitigation in the form of treatment centrally located on the vehicle crossing. The extent and exact form that this treatment will take will be further assessed at Engineering Approval and vehicle crossing permit approval stages to ensure that the design

further discourages right turns out of the site. The treatment could include painted flush median or a raised median island. General mitigation to this vehicle crossing along with the general vehicle crossing design is recommended as a condition of consent.

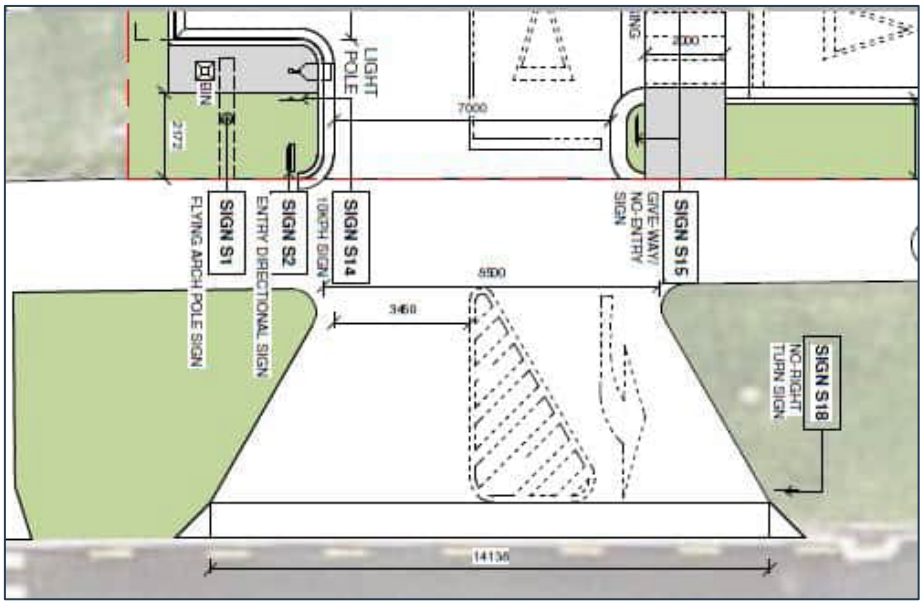



*Figure 4 – Architectural Plans Rc010 revision F – snip of vehicle crossing.*

As mentioned in section 6.3 above, the applicant has confirmed that pedestrian visibility splays of 2m x 5m (2m measured along the site boundary) as per the Waka Kothai Pedestrian Planning and Design Guidelines will be provided on both sides of the proposed vehicle crossing. Any obstructions including boundary fencing and/or landscaping within the visibility splay areas must not exceed 600mm in height, this excludes signage proposed in this consent. If fencing is provided above 600mm in height it must be at least 80% visually permeable. Landscaping in the visibility splay area will need to be trimmed and maintained in perpetuity to comply with the stipulated height by the consent holder. Any signage in this splay area must be mounted on a narrow metal pole with the sign being above 2m in height to avoid it interfering with the forward visibility of drivers. The pedestrian visibility splays are recommended as a condition of consent in section 7 below.

### *6.5 Servicing and Loading*

With regards to AT's considerations of loading and servicing provision, the application is acceptable as these provisions are provided on site. AT is satisfied that loading and servicing will not be provided within the road reserve or affect the road reserve. Detailed assessment of this has been left for Council internal specialists who have not advised of any anticipated effects on AT's Road network. However, AT recommends that Council limits the loading and servicing times of this site to fall outside of the peak hours of operation of this site. This coincides with the general AM and PM commuter peak times but also includes general lunchtime hours as well as an extended PM peak time up to 7 pm. AT therefore recommends loading and servicing times not to occur from 7:00-9:00 am, 12:00-2:00 pm and 4:00–7:00 pm. AT the time of drafting this memo AT is unsure if Council has come to a conclusion on Loading

times and this matter is therefore left for Council's discretion. At remains able to suggest of recommend wording for loading times as recommended above.

### *6.6 Walking School Bus*

AT is aware of a walking school bus programme being run in proximity to the pedestrian crossing facility discussed in detail in point 6.1 above. The effects of this proposal on the walking school bus and St Joseph's school are generally considered outside of scope of the assessment of this McDonalds Proposal but have been included as part of AT's assessment. It is understood that this programme is for the pupils of the St Joseph's school and is only active in the afternoons. It is noted that this school has up to 20 children per day and is located a considerable distance to the west of the subject site. It seems that due to parking restrictions in front of the school, some parents are likely parking across the subject site where the walking school bus is guiding the children to. It does not appear that the walking school bus crosses the road at any point.

Based on the low number of pupils in St Joseph's school and the distance the school is from the subject site, it's not considered that the proposed activity would adversely affect the operation of the after-school walking school bus. It is also noted that the end of the school day would not fall within the busiest time of operation of the proposed McDonalds. The existing raised pedestrian crossing has also been assessed in terms of visibility towards the crossing in the event of a car parked waiting in the flush median in front of the crossing. It has been determined that adequate visibility is maintained from approaching vehicles to any person crossing the pedestrian crossing facility irrespective of the height of the pedestrian. This is also discussed in section 6.4 above.

### *6.7 Bicycle Parking Provision*

The AUP requires the applicant to provide 1 short term bicycle parking space and 2 secure long stay spaces. The development proposes two short stay and 2 secure long stay spaces. This is accepted and recommended as a condition of consent in section 7 below.

### *6.8 Kepa Road/Kupe Road Intersection Upgrades*

It is noted that upgrades to intersection of Kepa Road and Kupe Road is being progressed by Kainga Ora. AT is being consulted of this intersection which will likely see the removal of the currently extra wide service type lane located between the site and Kupe Street. The intersection will likely be standardised to a signalised T-intersection. This presence and design of this project is noted in this consent review but based on the uncertain nature regarding design, staging and delivery this project did not influence AT's review of this resource consent.

The applicant is advised that this project is projected to start construction mid 2024 and is requested to provide AT works coordination team with detailed construction information and dates as to coordinate and align these projects.

## 7. Recommended Conditions

Overall, should Auckland Council approve the proposed activity/development, we advise that it be subject to the following conditions of consent:

Recommended Conditions

*Construction Traffic Management Plan*

x. *Prior to the commencement of any works on the site, the consent holder must submit to and have certified by the Council, a Construction Traffic Management Plan (CTMP) The CTMP must be prepared in accordance with the* Auckland Code of Practice for Land Development and Subdivision Chapter 3: Transport *or CTMPs (as applicable) and New Zealand Transport Authority's Code of Practice for Temporary Traffic Management and must address the surrounding environment including pedestrian-and bicycle traffic as well as public transport. No construction activity must commence until the CTMP has been certified by the Council and all construction traffic must be managed at all times in accordance with the approved CTMP. The CTMP must be included in the application for a Corridor Access Request.*

*Avoid Damaging Assets*

x. *Unless specifically provided for by this consent approval, there must be no damage to public roads, footpaths, berms, kerbs, drains, reserves or other public asset as a result of the earthworks and construction activity. In the event that such damage does occur, the Council will be notified within 24 hours of its discovery. The costs of rectifying such damage and restoring the asset to its original condition must be met by the consent holder.*

*Crossings and Footpaths*

x. *The new proposed vehicle crossing must be designed to Auckland Transport standards* VX0203 Rev A *and formed in general accordance with application plans RC010 revision F and in consultation with Auckland Transport.*

x. *The new proposed vehicle crossing must include treatment and measures to discourage right hand turns from the site. This must be provided in consultation with Auckland Transport and provided in general accordance with application plans RC010 revision F. The type of treatments (i.e., paint markings or raised build out) will be determined at the Engineering Approval stage).*

x. *Prior to the occupation of the new building, all redundant vehicle crossings must be removed and reinstated as kerbing, berm, and footpath to Auckland Transport's Transport Design Manual requirements, including a regrade of the footpath across the vehicle crossing to 2% cross-fall. This must be undertaken at the consent holder's expense and to the satisfaction of the Council.*

*No Right Turn Signage*

x. *The consent holder must provide no right turn signage internally to the site as indicated on application plans RC010 revision F. The signage must face inwards towards the site and be visible to motorists within the site, the sign must be located on the eastern side of the proposed vehicle crossing. This sign must be provided in consultation with Auckland Transport, at the expense of the consent holder. The sign must also be maintained in working order for the duration of the activity at the expense of the consent holder. The sign board itself must not obstruct the visibility of vehicles leaving the site towards pedestrians on the public footpath.*

*Pedestrian Visibility Splay*

x. *A pedestrian visibility splay of 2m x 5m (2m as measured along the property boundary) must be provided on both sides of the proposed vehicle crossing. Any obstructions including boundary fencing and/or landscaping within the visibility splay areas must not exceed 600mm in height, this excludes signage. If fencing is provided above 600mm in height it must be at least 80% visually permeable. Landscaping in the visibility splay area will need to be trimmed and maintained in perpetuity to comply with the stipulated height by the consent holder. Any signage in this splay area must be mounted on a slim metal pole with the sign being above 2m in height.*

Bi*cycle Parking*

x. *The development must provide 2 secure long term bicycle parking spaces and 2 short-stay visitor bicycle parking spaces on site. This must be done accordance with the minimum requirements of the Auckland Unitary Plan E27.6.2.5. The bicycle parking spaces must be operational before commencement of the consented activity and must be at the expense of the consent holder.*

*Advice Note*

*Engineering Approval - Transport*

x. *Prior to the commencement of any engineering works, the consent holder must submit engineering plans (including engineering calculations and specifications) to the Council for approval in writing. The engineering plans must include, but not be limited to, the information regarding the detailed design of network activities provided for by this resource consent approval.*

x. *As part of the application for Engineering Plan Approval, a registered engineer must:*

   a) *Certify that all public structures/facilities or access ways have been designed in accordance with the Auckland Transport's Transport Design Manual or in line with consultation with Auckland Transport.*

   b) *Provide a statement that the proposed infrastructure has been designed for the long-term operation and maintenance of the asset.*

c) *Confirm that all practical measures are included in the design to facilitate safe working conditions in and around the asset.*

*Corridor Access Request*

x. *The applicant must obtain a Corridor Access Request approval for all works in the road corridor. It will be the responsibility of the consent holder to determine the presence of any underground services that may be affected by the applicants work in the road reserve. Should any services exist, the applicant must contact the owners of those and agree on the service owners' future access for maintenance and upgrades. Services information may be obtained from https://www.beforeudig.co.nz/.*

*All work in the road reserve must be carried out in accordance with the general requirements of The National Code of Practice for Utility Operators' Access to Transport Corridors http://nzuag.org.nz/national-code/ApprovedNationalCodeFeb13.pdf and Auckland Transport Design Manual https://at.govt.nz/about-us/manuals-guidelines/transport-design-manual/*

*Prior to carrying out any work in the road corridor, the consent holder must submit to Auckland Transport a Corridor Access Request (CAR) and temporary traffic management plan (TMP), the latter prepared by an NZ Transport Agency qualified person and work must not commence until such time as the applicant has approval in the form of a Works Access Permit (WAP). The application may be made at https://at.govt.nz/about-us/working-on-the-road/corridor-access-requests/apply-for-a-car/ and 15 working days should be allowed for approval.*

Should resource consent be granted, we kindly request a copy of the decision notice and approved plans be provided, for us to manage our records.

***Disclaimer / Important note:***

*The views and comments expressed by Auckland Transports specialists within this memorandum are made without prejudice, on the applicant's proposal. Specialists have not conducted a specific review for design and standards compliance. We reserve the right to add to our comments in the future should there be any further changes or information presented. This memorandum has been compiled for the use of Auckland Council only and is not to be amended, used, forwarded, or circulated without the written permission of Auckland Transport. It is an express condition of the supply of this information that the recipient is responsible for verifying its content, correctness, and completeness. Auckland Transport accepts no liability or responsibility for any error, loss or damage suffered by the recipient arising out of, or in connection with, the use or misuse of this information.*

**From:** Paul Schischka
**To:** Erin Lawn; Neil Stone
**Cc:** Sarah Jaff; Honwin Shen
**Subject:** RE: Section 92 response LUC60422724 - 152 Kepa Road
**Date:** Tuesday, 21 November 2023 7:19:25 pm
**Attachments:** image001.png
image002.png

Hi Erin

My understanding is that your question refers to the effects on the 'zebra' pedestrian crossing over Kepa Road to the west of the site. Let me know if I am misunderstood.

The modelling provided by the applicant shows that vehicles will only queue out of the site from the drive-through ordering point and onto Kepa Road only very occasionally, but on those few occasions it does happen I don't foresee any significant adverse safety effects relating to the pedestrian crossing arising from this.

Drivers are not supposed to stop on a pedestrian crossing. The Land Transport (Road User) Rule 2004 prohibits drivers from entering a crossing if the way is blocked (see below). Not every driver will comply with this, but it a mid-block situation like at this site most will.

If the waiting vehicle is stopped before the crossing and not over it then pedestrians can cross safely. The waiting driver can easily see them and there is no reason to believe that this presents any more risk for the pedestrian than would be the case if they were crossing free flowing traffic.

If a waiting driver does stop over the crossing, blocking it, and a pedestrian wants to cross it is likely that they will wait until the vehicle has moved off it. Some pedestrians might try crossing behind or in front of the vehicle but I consider that this would be a rare occurrence and because the vehicle (and any vehicle following it) will be moving slowly and the drivers have good visibility of any pedestrians crossing in front of them, the likelihood of a serious crash occurring is not significant in my opinion.

Vehicles blocking the zebra crossing could also be considered a potential adverse effect from an operational perspective (as the pedestrian will be delayed) but I think that vehicles blocking the crossing will happen so infrequently, and the delay for any pedestrian who arrives at that moment and wants to cross short enough, that the magnitude of the effect does not reach the level where it can be considered significant.

# Part 10
# Pedestrian crossings

## 10.1 Pedestrian crossings

(1) A driver approaching a pedestrian crossing must—

(a) give way to pedestrians, and to riders of wheeled recreational devices or mobility devices,—

(i) on the pedestrian crossing; or

(ii) obviously waiting to cross it and who are not behind a school patrol sign; and

(b) if necessary, slow down and stop the driver's vehicle for that purpose.

(2) A driver approaching a pedestrian crossing must not enter the crossing if the driver's intended passage is blocked by stationary traffic.

(3) For the purposes of this clause, if a pedestrian crossing is interrupted by a raised traffic island, the parts of the crossing that are situated on different sides of that traffic island must be regarded as separate pedestrian crossings.

(4) This clause does not apply to a pedestrian crossing that is for the time being controlled by an enforcement officer.

Compare: SR 1976/227 r 12(1), (3)

Clause 10.1(1)(a): substituted, on 1 November 2009, by clause 34 of the Land Transport (Road User) Amendment Rule 2009 (SR 2009/253).

Clause 10.1(1)(a)(ii): amended, on 1 October 2011, by clause 19 of the Land Transport (Road User) Amendment Rule 2011 (SR 2011/307).

Regards

Paul Schischka

Private Bag 92300, Auckland 1142
Ph 09 301 0101 www.aucklandcouncil.govt.nz

Auckland Council
Te Kaunihera o Tāmaki Makaurau

**MEMO** **Date**: 22/11/2023

**To**: Erin Lawn Senior Planner

**From**: Honwin Shen Senior Traffic Engineer
Regulatory Engineering - Central

**Subject**: Traffic Engineering Review
Resource Consent Application – LUC60422724
152 Kepa Road, Auckland

## 1.0 INTRODUCTION

Consent is being sought to construct a new McDonald's drive-through restaurant on a site located at 152 Kepa Road, Auckland. It involves the establishment of a new McDonald's restaurant and drive-through facility that accommodates 27 seats and has a total gross floor area (GFA) of 323m$^2$. A total of 16 car parking spaces are to be provided on the site, plus a grill order space at the end of the drive-through lane.

In preparation of my peer review report, I have taken the following documents into consideration:

- Traffic impact assessment report by TPC dated 5 August 2023
- AEE and associated plans.
- S92 response by B&A dated 12 October 2023
- S92 Traffic response by TPC dated 4 October 2023
- Revised traffic impact assessment report by TPC dated 23 August 2023
- Servicing and Loading Management Plan

## 2.0 TRAFFIC ENGINEERING ASSESSMENT

### 2.1 Car Parking

a) Parking Numbers

The development is located in the Business – Mixed Use Zone and has no minimum parking rate and no maximum parking rate per dwelling.

The proposed site plan shows a total of 16 car parking spaces will be provided on the site. I have reviewed the proposed number of parking spaces and concur that they comply with the requirements of Table E27.6.2.3.

b) Parking Layout

I have reviewed the proposed parking space dimensions, manoeuvring dimensions, vertical clearance and associated gradients and concur that they comply with the requirements of the Unitary Plan.

I have reviewed the 85$^{th}$ percentile car tracking curves for parking spaces and concur that they are workable.

I concur that all parking spaces have onsite manoeuvring and that they comply with E27.6.3.4(1)(a).

c) Gradients

The plans show the proposed parking space gradients and manoeuvring gradients on the site is essentially flat. I have reviewed these gradients comply with E27.6.3.6(3)(a), (b) and E27.6.3.6(4).

**2.2 Traffic Generation**

The development is above the thresholds stipulated in Table E27.6.1.1. Thus, there is a requirement to consider the traffic generating impacts of the proposal.

The applicant has used other McDonald sites and estimated that development may generate approximately 133 vehicle movements per peak hour during a dinner-time peak (early evening), a PM commuter peak hour of 112 vehicle per hour (vph) and 1600 vehicle movements per day (vpd).

The applicant has also used the Trips and Parking Related to Land-use guideline to estimate the trip generation of 169 vph and daily flow of 1169 vpd.

I have reviewed the traffic generation estimate and concur that it has been applied and calculated correctly in accordance with the RMS Guide to Traffic Generating Developments.

The applicant has modelled the drive-through service and concluded that the anticipated queue length at the drive-through will be contained entirely within the site and will not extend to the vehicle crossing or out onto Kepa Road.

The applicant has modelled entrance at Kepa Road with no right turn out of the site and concluded the site access arrangement will operate efficiently with less than minor impact.

**2.3 Bicycle Parking**

In accordance with T87 of Table E27.6.2.5, the development has 323m$^2$ GFA, and is required to provide one secure bicycle space.

The proposed site plan shows a total of 4 bicycle parking spaces (two visitors and two secure spaces) will be provided on the site. I have reviewed the number of bicycle spaces and concur that they comply with the requirements of Table E27.6.2.5.

**2.4 Accessible Parking**

The proposed parking layout plan shows two accessible parking spaces on the site. I have reviewed the parking space dimensions, number of spaces and location of accessible spaces and concur that they comply with the requirements of the NZS4121:2001.

**2.5 Loading Space**

In accordance with Table E27.6.2.7, the development has a retail activity of 323m$^2$ GFA, thus there is a requirement to provide one loading space.

There is no formal loading space provided. The applicant has stated that delivery vehicles will enter the site and turn into the end of the drive-through lane, then reverse along the car parking aisle to the

loading area at the northern end of the building, this manoeuvre will be performed under traffic supervision to ensure that there is no conflict with other vehicles using the drive-through lane or vehicles entering or leaving the site.

I also noted the waste collection will occur three times a week, outside of peak hours (the hours when collection can occur is 10am-12pm and 2pm to-4pm,) with the bins to be placed outside for collection, this will occur within a 15-minute period.

I have reviewed the servicing and loading management plan and concur this is workable from a traffic safety perspective. The management plan will be a condition of consent and must be kept on site and adhered to at all times.

**2.6 Vehicle Crossing and Access Width**

In accordance with T153 of Table E27.6.4.3.2, any vehicle crossing and access serving 10 or more car parking spaces shall have a minimum width of 5.5 metres and maximum width of 6m. The 5.5m formed access width providing for two-way movements, 1.5m pedestrian access for rear sites.

The proposed site plan shows a 7m wide vehicle crossing and 7m wide access to the site. The plan also shows a zebra pedestrian crossing in front grill order car park from the public footpath to the entrance, there is also a 2m path on western property boundary leading to Kupe Reserve.

I have reviewed the proposed crossing and access widths and concur that they infringed with T153 of Table E27.6.4.3.2.

The applicant proposed left turn exit only with a raised left turn island at the vehicle crossing. I've considered the vehicle crossing acceptable from a traffic perspective.

**2.7 Vehicle Access Gradients**

I have reviewed the vehicle access gradients including a 1in20 access platform over 6m length at the road boundary and concur that they comply with the requirements of the Unitary Plan.

**2.8 Number of Vehicle Crossing and Separation Distance**

I have reviewed the proposed number of vehicle crossings along the site frontage, the separation distance and concur that they comply with T146 of Table E27.6.4.2.1.

**2.9 Passing Bay**

Not applicable for this site.

**2.10 Vehicle Access Restriction**

Kepa Road is classified as an arterial road under Council's Geomap. The vehicle access is off Kepa Road which is non-compliance with E27.6.4.1(3)(c).

The sight distances at the access are good, and the presence of the nearby zebra crossing with its raised platform has the effect of reducing vehicle speeds close to the access. The painted flush median along the centre of Kepa Road provides assistance to right turning traffic and therefore the safety of the access. The vehicle crossing is well clear of the nearest intersections and other site accesses.

I have reviewed the above assessment and am satisfied with the infringement of E27.6.4.1.3(c) from a traffic safety perspective.

### 2.11 Sight Distance

I have reviewed the sight distances from both sides of the vehicle crossing and concur that they comply with the requirements of the RTS6 Guidelines for Visibility at Driveways.

### 2.12 Lighting

In accordance with E27.6.3.7, the development has 10 or more car parking spaces and is required to provide lighting on the site.

I have reviewed the lighting report for the development and concur that it complies with Section E24 of the Unitary Plan.

### 2.13 Pedestrian Safety

The proposed site plan shows a pedestrian path within the site, separated from the vehicle access. I have reviewed the path width and associated gradients concur that they comply with the requirements of the NZS4121:2001.

### 2.14 Auckland Transport

I have consulted with Auckland Transport on vehicle access restriction infringement, and they will review, provide separate traffic memo to the planner.

## 3.0 CONCLUSION AND CONDITIONS OF CONSENT

In general, I am satisfied with the development from a traffic perspective. I support this proposal subject to the following conditions of consent:

a) Prior to the operation of the activity, all access, parking and manoeuvring areas must be formed, sealed with an all-weather surface, marked out, sign posted and drained in accordance with the approved plans [insert plan reference if relevant], to the satisfaction of the Team Leader Central Area Monitoring. The surface finish of the vehicle access, parking areas and pedestrian paths must be in accordance with the approved plans.

b) Prior to operation of the activity, the 14 required car parking spaces must be marked and/or identified through signage in accordance with the approved plans. The angle parking must be marked with 100mm wide reflectorised white lines with a minimum length of 5m marked at the 90-degree angle to the kerbs, to the satisfaction of the Team Leader Central Area Monitoring.

c) Prior to construction of any bicycle parking area/s, confirmation must be provided to the Team Leader Central Area Monitoring that the layout, quantity, design and security of bicycle parking facilities located either in public or private areas, meet the minimum requirements of the Auckland Transport TDM cycling infrastructure.

d) The consent holder must comply to the Servicing and Loading Management Plan for loading and servicing requirements.

e) A pedestrian visibility splay must be provided on both sides of the proposed vehicle crossings. Any boundary fencing and/or landscaping within the visibility splay areas of

5mx2m (5m on either side of the driveway within the site and 2m on both sides of the front boundary from the edge of the crossing) shall not exceed 900mm. Landscaping in the visibility splay area will need to be trimmed and maintained in perpetuity to comply with the stipulated height.

f) Prior to the occupation of residential units, the consent holder must provide suitable lighting on the site in compliance with Section E24 of the Unitary Plan.

g) Prior to the operation of the activity, the consent holder must install a left out only island, signages and markings at entrance of the vehicle crossing to ensure that vehicle movements are limited to left out only. This must be undertaken to the satisfaction of the Team Leader Central Area Monitoring.

h) All redundant vehicle crossings along the site frontage must be removed and reinstated as kerbing and verge/footpath to Auckland Transport – Transport Design Manual. This must be undertaken at the consent holder's expense and to the satisfaction of the Team Leader Central Area Monitoring.

i) All new vehicle crossings must be designed and formed in accordance with the Auckland Transport – Transport Design Manual. The new crossing must maintain an at-grade (level) pedestrian footpath across the length of the crossing, using the same materials, kerbing, pavings, patterns and finish as the footpath on each side of the crossing.

j) Prior to the commencement of construction or demolition works, the consent holder must submit a detailed Construction Traffic Management Plan (CTMP) to Auckland Council for approval. The CTMP must include the following aspects of the construction process:

- Estimation on number of heavy vehicle movements per hour and per day during the construction period
- Hours of work, staging of the development and construction period.
- Parking management plan for visitors and construction traffic. Parking must be contained within the site.
- Location of loading / working areas.
- Construction loading or unloading from the street is to be permitted only with the approval of Auckland Transport.
- Truck and trailer operation shall be prohibited between the hours of 7am-9am and 4pm-6pm, Monday to Friday.
- Provide cleaning facilities within the site to thoroughly clean all vehicles prior to exit to prevent mud or other excavated material from being dropped on the road. In the event that material is dropped on the road resources should be on hand to clean-up as soon as possible.
- The CTMP needs to address the transportation and parking of oversize vehicles such as cranes.
- Provide traffic management plans in compliance with the latest edition of the NZTA "Code of Practice for Temporary Traffic Management" (COPTTM) document.
- Provide pedestrian management plan including temporary pedestrian routes which must be easily traversable, well-marked and safely separated from moving vehicles.
- The site access point must be clearly signposted and ensuring that access to neighbouring properties is not compromised.

**4.0 ADVICE NOTES**

a) This assessment does not include any civil works, common access way and structural assessment.

b) A vehicle crossing permit will be required from Auckland Transport prior to the construction of the vehicle crossing on existing public roads. See Auckland Transport's website https://at.govt.nz/about-us/working-on-the-road/vehicle-crossing-application/ for more information.

c) That a Corridor Access Request (CAR) application is required from Auckland Transport for any works within the road reserve that affects the normal operation of the road, footpath or berm.

# ATTACHMENT 8: Approved Engineering Permit Approval Variation A of the Kupe Street and Kepa Road intersection upgrade

Auckland Council

**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025



NGĀTI WHĀTUA ŌRĀKEI

# ENGINEERING PLAN SET

# KEPA ROAD - KUPE STREET INTERSECTION UPGRAGE

AUCKLAND

DRAWINGS ISSUED FOR EPA
AUCKLAND COUNCIL

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

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N

LOCATION PLAN

NOT TO SCALE

Auckland Council

**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

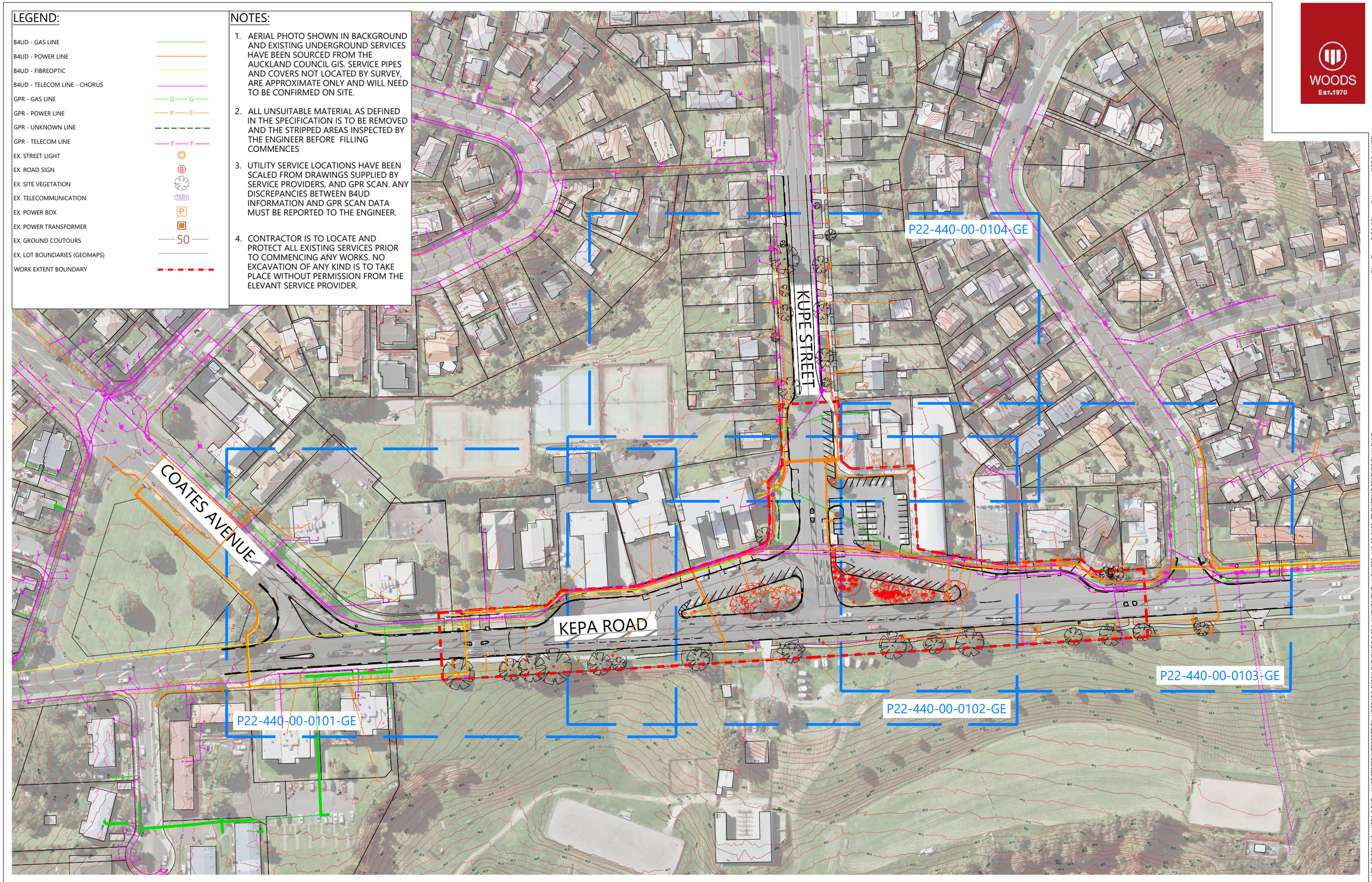
**FOR INFORMATION ONLY**

## LEGEND:

- B4UD - GAS LINE
- B4UD - POWER LINE
- B4UD - FIBREOPTIC
- B4UD - TELECOM LINE - CHORUS
- GPR - GAS LINE
- GPR - POWER LINE
- GPR - UNKNOWN LINE
- GPR - TELECOM LINE
- EX. STREET LIGHT
- EX. ROAD SIGN
- EX. SITE VEGETATION
- EX. TELECOMMUNICATION
- EX. POWER BOX
- EX. POWER TRANSFORMER
- EX. GROUND COUTOURS
- EX. LOT BOUNDARIES (GEOMAPS)
- WORK EXTENT BOUNDARY

## NOTES:

1. AERIAL PHOTO SHOWN IN BACKGROUND AND EXISTING UNDERGROUND SERVICES HAVE BEEN SOURCED FROM THE AUCKLAND COUNCIL GIS. SERVICE PIPES AND COVERS NOT LOCATED BY SURVEY, ARE APPROXIMATE ONLY AND WILL NEED TO BE CONFIRMED ON SITE.
2. ALL UNSUITABLE MATERIAL AS DEFINED IN THE SPECIFICATION IS TO BE REMOVED AND THE STRIPPED AREAS INSPECTED BY THE ENGINEER BEFORE FILLING COMMENCES
3. UTILITY SERVICE LOCATIONS HAVE BEEN SCALED FROM DRAWINGS SUPPLIED BY SERVICE PROVIDERS, AND GPR SCAN. ANY DISCREPANCIES BETWEEN B4UD INFORMATION AND GPR SCAN DATA MUST BE REPORTED TO THE ENGINEER.
4. CONTRACTOR IS TO LOCATE AND PROTECT ALL EXISTING SERVICES PRIOR TO COMMENCING ANY WORKS. NO EXCAVATION OF ANY KIND IS TO TAKE PLACE WITHOUT PERMISSION FROM THE ELEVANT SERVICE PROVIDER.




WOODS Est.1970

Plot Date: 5:52:02 pm,8 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-0100-GE EXISTING FEATURE PLAN.DWG

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| | | | | DRAWN | YF/KL |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

EXISTING FEATURES PLAN - SHEET 1 OF 5

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:1500 @ A3 | 1 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-0100-GE | |

**FOR INFORMATION ONLY**

## LEGEND:

- B4UD - GAS LINE
- B4UD - POWER LINE
- B4UD - FIBREOPTIC
- B4UD - TELECOM LINE - CHORUS
- GPR - GAS LINE
- GPR - POWER LINE
- GPR - UNKNOWN LINE
- GPR - TELECOM LINE
- EX. STREET LIGHT
- EX. ROAD SIGN
- EX. SITE VEGETATION
- EX. TELECOMMUNICATION
- EX. POWER BOX
- EX. POWER TRANSFORMER
- EX. GROUND COUTOURS
- EX. LOT BOUNDARIES (GEOMAPS)
- WORK EXTENT BOUNDARY

## NOTES:

1. AERIAL PHOTO SHOWN IN BACKGROUND AND EXISTING UNDERGROUND SERVICES HAVE BEEN SOURCED FROM THE AUCKLAND COUNCIL GIS. SERVICE PIPES AND COVERS NOT LOCATED BY SURVEY, ARE APPROXIMATE ONLY AND WILL NEED TO BE CONFIRMED ON SITE.
2. ALL UNSUITABLE MATERIAL AS DEFINED IN THE SPECIFICATION IS TO BE REMOVED AND THE STRIPPED AREAS INSPECTED BY THE ENGINEER BEFORE FILLING COMMENCES
3. UTILITY SERVICE LOCATIONS HAVE BEEN SCALED FROM DRAWINGS SUPPLIED BY SERVICE PROVIDERS, AND GPR SCAN. ANY DISCREPANCIES BETWEEN B4UD INFORMATION AND GPR SCAN DATA MUST BE REPORTED TO THE ENGINEER.
4. CONTRACTOR IS TO LOCATE AND PROTECT ALL EXISTING SERVICES PRIOR TO COMMENCING ANY WORKS. NO EXCAVATION OF ANY KIND IS TO TAKE PLACE WITHOUT PERMISSION FROM THE ELEVANT SERVICE PROVIDER.




| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| | | | | DRAWN | ZW |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
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NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

EXISTING FEATURES PLAN - SHEET 2 OF 5

| | |
|---|---|
| STATUS | ISSUED FOR EPA |
| SCALE | 1:500 @ A3 |
| COUNCIL | AUCKLAND COUNCIL |
| DWG NO | P22-440-01-0101-GE |
| REV | 1 |

Plot Date: 5:52:04 pm,8 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-0100-GE EXISTING FEATURE PLAN.DWG

**FOR INFORMATION ONLY**

## LEGEND:

- B4UD - GAS LINE
- B4UD - POWER LINE
- B4UD - FIBREOPTIC
- B4UD - TELECOM LINE - CHORUS
- GPR - GAS LINE
- GPR - POWER LINE
- GPR - UNKNOWN LINE
- GPR - TELECOM LINE
- EX. STREET LIGHT
- EX. ROAD SIGN
- EX. SITE VEGETATION
- EX. TELECOMMUNICATION
- EX. POWER BOX
- EX. POWER TRANSFORMER
- EX. GROUND COUTOURS
- EX. LOT BOUNDARIES (GEOMAPS)
- WORK EXTENT BOUNDARY

## NOTES:

1. AERIAL PHOTO SHOWN IN BACKGROUND AND EXISTING UNDERGROUND SERVICES HAVE BEEN SOURCED FROM THE AUCKLAND COUNCIL GIS. SERVICE PIPES AND COVERS NOT LOCATED BY SURVEY, ARE APPROXIMATE ONLY AND WILL NEED TO BE CONFIRMED ON SITE.
2. ALL UNSUITABLE MATERIAL AS DEFINED IN THE SPECIFICATION IS TO BE REMOVED AND THE STRIPPED AREAS INSPECTED BY THE ENGINEER BEFORE FILLING COMMENCES
3. UTILITY SERVICE LOCATIONS HAVE BEEN SCALED FROM DRAWINGS SUPPLIED BY SERVICE PROVIDERS, AND GPR SCAN. ANY DISCREPANCIES BETWEEN B4UD INFORMATION AND GPR SCAN DATA MUST BE REPORTED TO THE ENGINEER.
4. CONTRACTOR IS TO LOCATE AND PROTECT ALL EXISTING SERVICES PRIOR TO COMMENCING ANY WORKS. NO EXCAVATION OF ANY KIND IS TO TAKE PLACE WITHOUT PERMISSION FROM THE ELEVANT SERVICE PROVIDER.

Lot 1 DP 42218
458m²
NA24B/302

Lot 165 DP 45557
1899m²
NA85A/935

Section 19 Block IX Rangitoto SD
1818m²
NA72A/341

Lot 166 DP 40886
923m²
NA33A/496

1341m²
1101067 NA67B/706

KUPE STREET

KEPA ROAD

EXISTING TREES AND VEGETATION TO BE REMOVED

Section 2 SO 445650
268259m²
607968

SCALEBAR (m)
0 0.02 0.04 0.1
SCALE | 1:2 @A3 | 1:1 @A1

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| | | | | DRAWN | YF/KL |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
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WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

EXISTING FEATURES PLAN - SHEET 3 OF 5

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 1 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-0102-GE | |

Plot Date: 5:52:05 pm,8 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-0100-GE EXISTING

**FOR INFORMATION ONLY**

## NOTES:

1. AERIAL PHOTO SHOWN IN BACKGROUND AND EXISTING UNDERGROUND SERVICES HAVE BEEN SOURCED FROM THE AUCKLAND COUNCIL GIS. SERVICE PIPES AND COVERS NOT LOCATED BY SURVEY, ARE APPROXIMATE ONLY AND WILL NEED TO BE CONFIRMED ON SITE.
2. ALL UNSUITABLE MATERIAL AS DEFINED IN THE SPECIFICATION IS TO BE REMOVED AND THE STRIPPED AREAS INSPECTED BY THE ENGINEER BEFORE FILLING COMMENCES
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## LEGEND:

- B4UD - GAS LINE
- B4UD - POWER LINE
- B4UD - FIBREOPTIC
- B4UD - TELECOM LINE - CHORUS
- GPR - GAS LINE
- GPR - POWER LINE
- GPR - UNKNOWN LINE
- GPR - TELECOM LINE
- EX. STREET LIGHT
- EX. ROAD SIGN
- EX. SITE VEGETATION
- EX. TELECOMMUNICATION
- EX. POWER BOX
- EX. POWER TRANSFORMER
- EX. GROUND COUTOURS
- EX, LOT BOUNDARIES (GEOMAPS)
- WORK EXTENT BOUNDARY

Lot 1 DP 42218
458m²

Lot 2 DP 42218
228m²
NA24B/302

Lot 165 DP 45557
1899m²
NA85A/935

Lot 166 DP 40886
923m²
NA33A/496

Section 788 TN OF Orakei
794m²
NA58D/922

Section 744 TN OF Orakei
673m²
NA1679/85

Section 745 TN OF Orakei
718m²
NA19D/1477

Lot 7 DP 183649
544m²
NA114D/210

Section 2 SO 445650
268259m²
607968

KEPA ROAD

EXISTING TREES TO BE REMOVED

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| | | | | DRAWN | YF |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
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AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

EXISTING FEATURES PLAN - SHEET 4 OF 5

N

| | |
|---|---|
| STATUS | ISSUED FOR EPA |
| SCALE | 1:500 @ A3 |
| COUNCIL | AUCKLAND COUNCIL |
| DWG NO | P22-440-01-0103-GE |
| REV | 1 |

Plot Date: 5:52:06 pm,8 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-0100-GE EXISTING FEATURE PLAN.DWG

**FOR INFORMATION ONLY**

## LEGEND:

- B4UD - GAS LINE
- B4UD - POWER LINE
- B4UD - FIBREOPTIC
- B4UD - TELECOM LINE - CHORUS
- GPR - GAS LINE
- GPR - POWER LINE
- GPR - UNKNOWN LINE
- GPR - TELECOM LINE
- EX. STREET LIGHT
- EX. ROAD SIGN
- EX. SITE VEGETATION
- EX. TELECOMMUNICATION
- EX. POWER BOX
- EX. POWER TRANSFORMER
- EX. GROUND COUTOURS
- EX, LOT BOUNDARIES (GEOMAPS)
- WORK EXTENT BOUNDARY

## NOTES:

1. AERIAL PHOTO SHOWN IN BACKGROUND AND EXISTING UNDERGROUND SERVICES HAVE BEEN SOURCED FROM THE AUCKLAND COUNCIL GIS. SERVICE PIPES AND COVERS NOT LOCATED BY SURVEY, ARE APPROXIMATE ONLY AND WILL NEED TO BE CONFIRMED ON SITE.
2. ALL UNSUITABLE MATERIAL AS DEFINED IN THE SPECIFICATION IS TO BE REMOVED AND THE STRIPPED AREAS INSPECTED BY THE ENGINEER BEFORE FILLING COMMENCES
3. UTILITY SERVICE LOCATIONS HAVE BEEN SCALED FROM DRAWINGS SUPPLIED BY SERVICE PROVIDERS, AND GPR SCAN. ANY DISCREPANCIES BETWEEN B4UD INFORMATION AND GPR SCAN DATA MUST BE REPORTED TO THE ENGINEER.
4. CONTRACTOR IS TO LOCATE AND PROTECT ALL EXISTING SERVICES PRIOR TO COMMENCING ANY WORKS. NO EXCAVATION OF ANY KIND IS TO TAKE PLACE WITHOUT PERMISSION FROM THE ELEVANT SERVICE PROVIDER.

KUPE STREET

Lot 144A DP 46795 496m² NA22C/1047
Lot 144B DP 46795 486m² NA22C/1048
Lot 4 DP 205275 423m² NA132C/332
Lot 3 DP 205275 273m² NA132C/331
Lot 2 DP 205275 280m² NA132C/330
Lot 1 DP 205275 375m² NA132C/329
Section 741 TN OF Orakei 298m²
Section 19 Block IX Rangitoto SD 1818m² NA72A/341
Lot 1 DP 196693 383m² NA125C/966
Lot 2 DP 205276 495m² NA132C/334
Lot 1 DP 205276 475m² NA132C/333
Lot 163B DP 49885 554m² NA62D/722 NA89B/740
Lot 163A DP 49885 486m² NA49C/865
Lot 1 DP 202329 532m² NA130D/515
Lot 2 DP 202329 575m² NA130D/516
Lot 3 DP 42218 304m² NA24B/301
Lot 2 DP 42218 228m² NA24B/302
Lot 1 DP 42218 458m²
Lot 165 DP 45557 1899m² NA85A/935

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| | | | | DRAWN | YF |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
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AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

EXISTING FEATURES PLAN - SHEET 5 OF 5

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 1 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-0104-GE | |

Plot Date: 5:52:07 pm,8 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-0100-GE EXISTING FEATURE PLAN.DWG

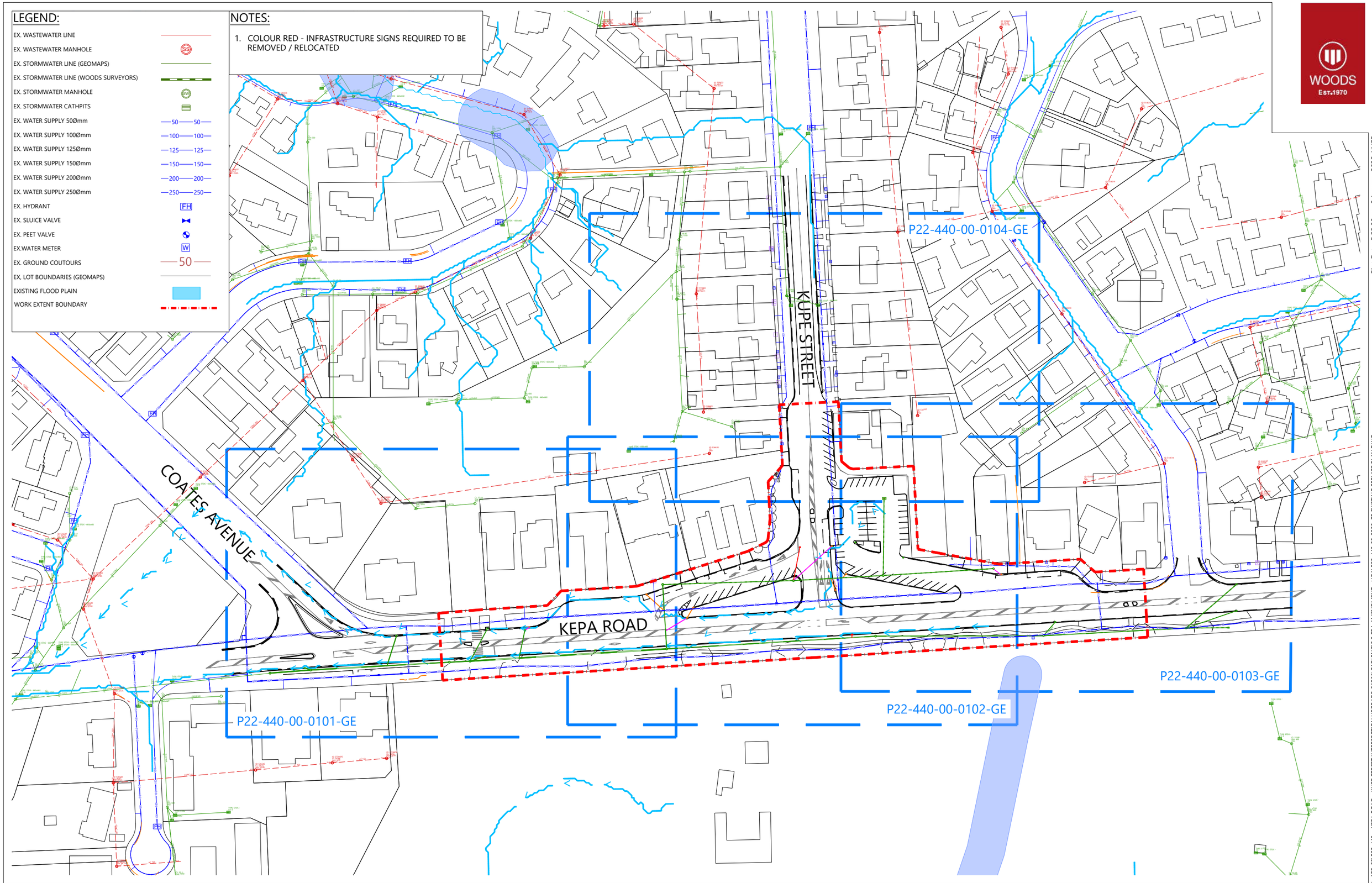
**FOR INFORMATION ONLY**

## LEGEND:

- EX. WASTEWATER LINE
- EX. WASTEWATER MANHOLE
- EX. STORMWATER LINE (GEOMAPS)
- EX. STORMWATER LINE (WOODS SURVEYORS)
- EX. STORMWATER MANHOLE
- EX. STORMWATER CATHPITS
- EX. WATER SUPPLY 50Ømm
- EX. WATER SUPPLY 100Ømm
- EX. WATER SUPPLY 125Ømm
- EX. WATER SUPPLY 150Ømm
- EX. WATER SUPPLY 200Ømm
- EX. WATER SUPPLY 250Ømm
- EX. HYDRANT
- EX. SLUICE VALVE
- EX. PEET VALVE
- EX.WATER METER
- EX. GROUND COUTOURS
- EX, LOT BOUNDARIES (GEOMAPS)
- EXISTING FLOOD PLAIN
- WORK EXTENT BOUNDARY

## NOTES:

1. COLOUR RED - INFRASTRUCTURE SIGNS REQUIRED TO BE REMOVED / RELOCATED




WOODS Est.1970

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 17/11/2023 | DESIGNED | YF |
| | | | | DRAWN | YF/KL |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

EXISTING SERVICE PLAN - SHEET 1 OF 5

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:1500 @ A3 | 1 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-0200-GE | |

Plot Date: 5:52:08 pm,8 January 2025, YUEF

File: C:\22DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-0200-GE EXISTING SERVICE PLAN.DWG

**FOR INFORMATION ONLY**

## LEGEND:

- EX. WASTEWATER LINE
- EX. WASTEWATER MANHOLE
- EX. STORMWATER LINE (GEOMAPS)
- EX. STORMWATER LINE (WOODS SURVEYORS)
- EX. STORMWATER MANHOLE
- EX. STORMWATER CATHPITS
- EX. WATER SUPPLY 50Ømm
- EX. WATER SUPPLY 100Ømm
- EX. WATER SUPPLY 125Ømm
- EX. WATER SUPPLY 150Ømm
- EX. WATER SUPPLY 200Ømm
- EX. WATER SUPPLY 250Ømm
- EX. HYDRANT
- EX. SLUICE VALVE
- EX. PEET VALVE
- EX.WATER METER
- EX. GROUND COUTOURS
- EX. LOT BOUNDARIES (GEOMAPS)
- EXISTING FLOOD PLAIN
- WORK EXTENT BOUNDARY

## NOTES:

1. COLOUR RED - INFRASTRUCTURE SIGNS REQUIRED TO BE REMOVED / RELOCATED

Lot 1 DP 204292
2058m²
93800 NA132D/920

Lot 2 DP 204292
1903m²
93366 NA132D/921

Part Section 724 TN OF Orakei
10707m²
NA132D/922 NA22C/1034

Lot 149 DP 37691
1614m²
NA1014/221

Lot 148 DP 41054
1341m²
1101067 NA67B/706

Part Lot 147 DP 41054
1234m²

Section 8 Block IX Rangitoto SD
260m²
NA268/400 NA464/33 NA674/799

Lot 2 DP 180110
1233m²

Lot 3 DP 180110
1265m²

Lot 4 DP 180110

Section 2 SO 445650
268259m²
607968

COATES AVENUE

KEPA ROAD

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 17/11/2023 | DESIGNED | YF |
| | | | | DRAWN | ZW |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

EXISTING SERVICE PLAN - SHEET 2 OF 5

| STATUS | ISSUED FOR EPA | REV |
|---|---|---|
| SCALE | 1:500 @ A3 | 1 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-0201-GE | |



Plot Date: 5:52:08 pm,8 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-0200-GE EXISTING SERVICE PLAN.DWG

**FOR INFORMATION ONLY**

## LEGEND:

- EX. WASTEWATER LINE
- EX. WASTEWATER MANHOLE
- EX. STORMWATER LINE (GEOMAPS)
- EX. STORMWATER LINE (WOODS SURVEYORS)
- EX. STORMWATER MANHOLE
- EX. STORMWATER CATHPITS
- EX. WATER SUPPLY 50Ømm
- EX. WATER SUPPLY 100Ømm
- EX. WATER SUPPLY 125Ømm
- EX. WATER SUPPLY 150Ømm
- EX. WATER SUPPLY 200Ømm
- EX. WATER SUPPLY 250Ømm
- EX. HYDRANT
- EX. SLUICE VALVE
- EX. PEET VALVE
- EX.WATER METER
- EX. GROUND COUTOURS
- EX. LOT BOUNDARIES (GEOMAPS)
- EXISTING FLOOD PLAIN
- WORK EXTENT BOUNDARY

## NOTES:

1. COLOUR RED - INFRASTRUCTURE SIGNS REQUIRED TO BE REMOVED / RELOCATED

Section 19 Block IX Rangitoto SD
1818m²
NA72A/341

art Lot 147 DP 41054
1234m²

Lot 1 DP 42218
458m²

NA24B/302

Lot 165 DP 45557
1899m²
NA85A/935

Lot 166 DP 40886
923m²
NA33A/496

KUPE STREET

KEPA ROAD

Section 2 SO 445650
268259m²
607968

SCALEBAR (m)
0 0.02 0.04 0.1

SCALE | 1:2 @A3 | 1:1 @A1|

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 17/11/2023 | DESIGNED | YF |
| | | | | DRAWN | YF/KL |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

EXISTING SERVICE PLAN - SHEET 3 OF 5

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 1 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-0202-GE | |

Plot Date: 5:52:09 pm,8 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-0200-GE EXISTING SERVICE PLAN.DWG

**FOR INFORMATION ONLY**

## NOTES:

1. COLOUR RED - INFRASTRUCTURE SIGNS REQUIRED TO BE REMOVED / RELOCATED

## LEGEND:

- EX. WASTEWATER LINE
- EX. WASTEWATER MANHOLE
- EX. STORMWATER LINE (GEOMAPS)
- EX. STORMWATER LINE (WOODS SURVEYORS)
- EX. STORMWATER MANHOLE
- EX. STORMWATER CATHPITS
- EX. WATER SUPPLY 50Ømm
- EX. WATER SUPPLY 100Ømm
- EX. WATER SUPPLY 125Ømm
- EX. WATER SUPPLY 150Ømm
- EX. WATER SUPPLY 200Ømm
- EX. WATER SUPPLY 250Ømm
- EX. HYDRANT
- EX. SLUICE VALVE
- EX. PEET VALVE
- EX.WATER METER
- EX. GROUND COUTOURS
- EX, LOT BOUNDARIES (GEOMAPS)
- EXISTING FLOOD PLAIN
- WORK EXTENT BOUNDARY

Lot 1 DP 42218
458m²

Lot 2 DP 42218
228m²
NA24B/302

Lot 165 DP 45557
1899m²
NA85A/935

Lot 166 DP 40886
923m²
NA33A/496

Section 788 TN OF Orakei
794m²
NA58D/922

Section 744 TN OF Orakei
673m²
NA1679/85

Section 745 TN OF Orakei
718m²
NA19D/1477

Lot 7 DP 183649
544m²
NA114D/210

Section 2 SO 445650
268259m²
607968

KEPA ROAD

ID: 532557
CL:
INV:

CL:
DIA: 600
INV:

ID: 514614
CL:
INV:

ID: 532558
CL:
INV:

ID: 532550
CL: 52.04
INV:

ID: 532552
CL: 54.2
INV: 52.87

AC 150

150mmØ

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 17/11/2023 | DESIGNED | YF |
| | | | | DRAWN | YF |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

EXISTING SERVICE PLAN - SHEET 4 OF 5

N

| | |
|---|---|
| STATUS | ISSUED FOR EPA |
| SCALE | 1:500 @ A3 |
| COUNCIL | AUCKLAND COUNCIL |
| DWG NO | P22-440-01-0203-GE |
| REV | 1 |

Plot Date: 5:52:09 pm,8 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-0200-GE EXISTING SERVICE PLAN.DWG

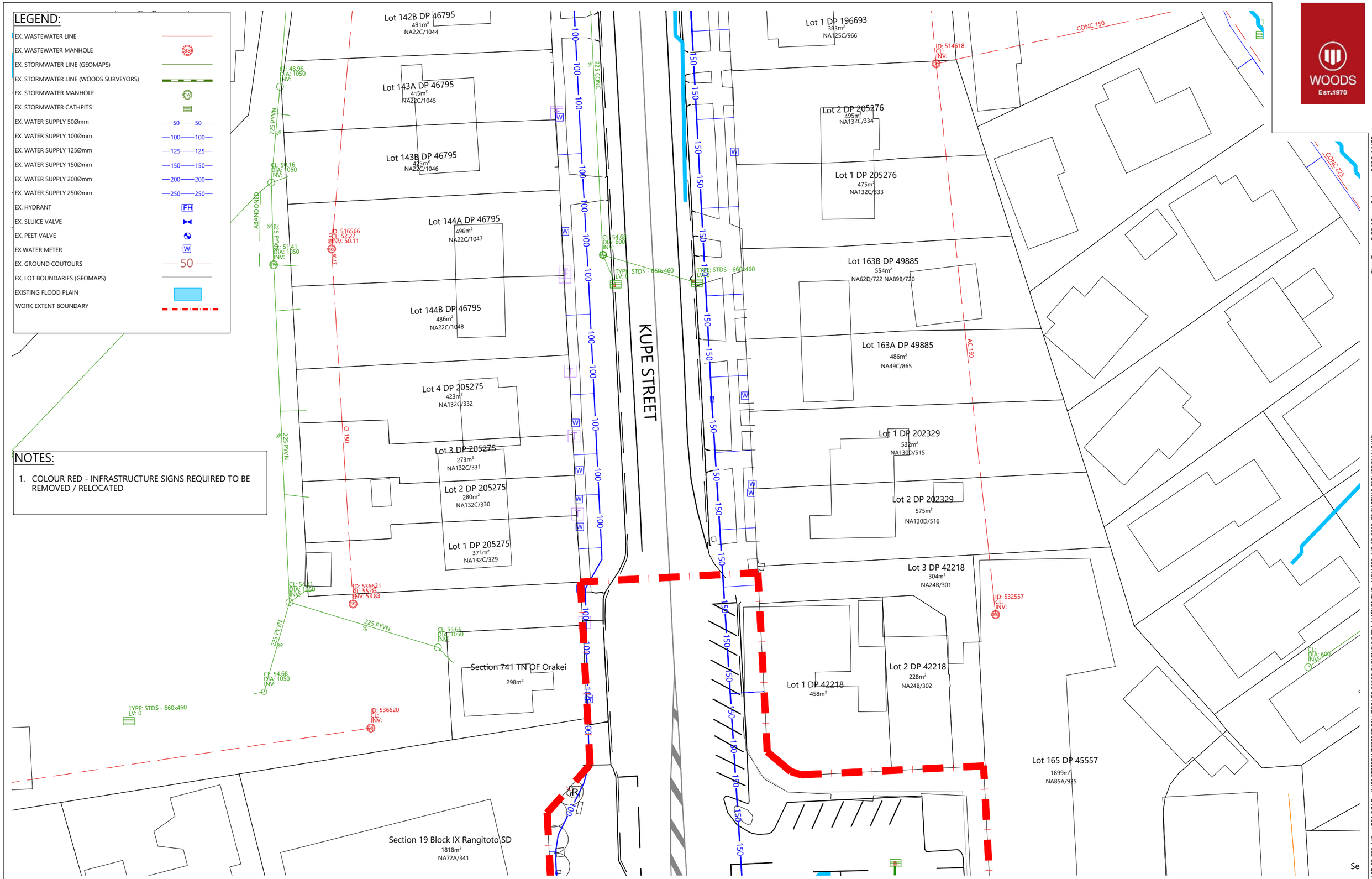
**FOR INFORMATION ONLY**

## LEGEND:

- EX. WASTEWATER LINE
- EX. WASTEWATER MANHOLE
- EX. STORMWATER LINE (GEOMAPS)
- EX. STORMWATER LINE (WOODS SURVEYORS)
- EX. STORMWATER MANHOLE
- EX. STORMWATER CATHPITS
- EX. WATER SUPPLY 50Ømm
- EX. WATER SUPPLY 100Ømm
- EX. WATER SUPPLY 125Ømm
- EX. WATER SUPPLY 150Ømm
- EX. WATER SUPPLY 200Ømm
- EX. WATER SUPPLY 250Ømm
- EX. HYDRANT
- EX. SLUICE VALVE
- EX. PEET VALVE
- EX.WATER METER
- EX. GROUND COUTOURS
- EX, LOT BOUNDARIES (GEOMAPS)
- EXISTING FLOOD PLAIN
- WORK EXTENT BOUNDARY

## NOTES:

1. COLOUR RED - INFRASTRUCTURE SIGNS REQUIRED TO BE REMOVED / RELOCATED




| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS | KEPA RD / KUPE ST ŌRĀKEI AUCKLAND 1071 |
|---|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 17/11/2023 | DESIGNED | YF | |
| | | | | DRAWN | YF | |
| | | | | CHECKED | BP | |
| | | | | APPROVED | BF | WOODS.CO.NZ |

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

EXISTING SERVICE PLAN - SHEET 5 OF 5

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 1 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-0204-GE | |

Plot Date: 5:52:10 pm,8 January 2025, YUEF

File: C:\12DSDATA\WP AKL APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-0200-GE EXISTING SERVICE PLAN.DWG

FOR INFORMATION ONLY

## NOTES

1. UNDERFILL DRAINAGE IS TO BE INSTALLED AT THE DIRECTION OF THE ENGINEER. IF THE CONTRACTOR ENCOUNTERS SPRINGS OR OTHER SOURCES OF WATER HE IS TO NOTIFY THE ENGINEER.
2. ALL UNSUITABLE MATERIAL AS DEFINED IN THE SPECIFICATION IS TO BE REMOVED AND THE STRIPPED AREAS INSPECTED BY THE ENGINEER BEFORE COMMENCES.
3. EARTHWORKS ARE NOT TO BE EXTENDED INTO ADJOINING SITES UNLESS THE ENGINEER HAS ISSUED SPECIFIC INSTRUCTIONS.
4. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND PROTECTING EXISTING SERVICES AND DRAINAGE ON SITE.
5. THE CONTRACTOR SHALL CLARIFY THE AREAS AND EXTENT OF CLEARING WITH THE ENGINEER BEFORE COMMENCEMENT AND CONFIRM THAT ALL NECESSARY CONSENTS ARE IN PLACE.

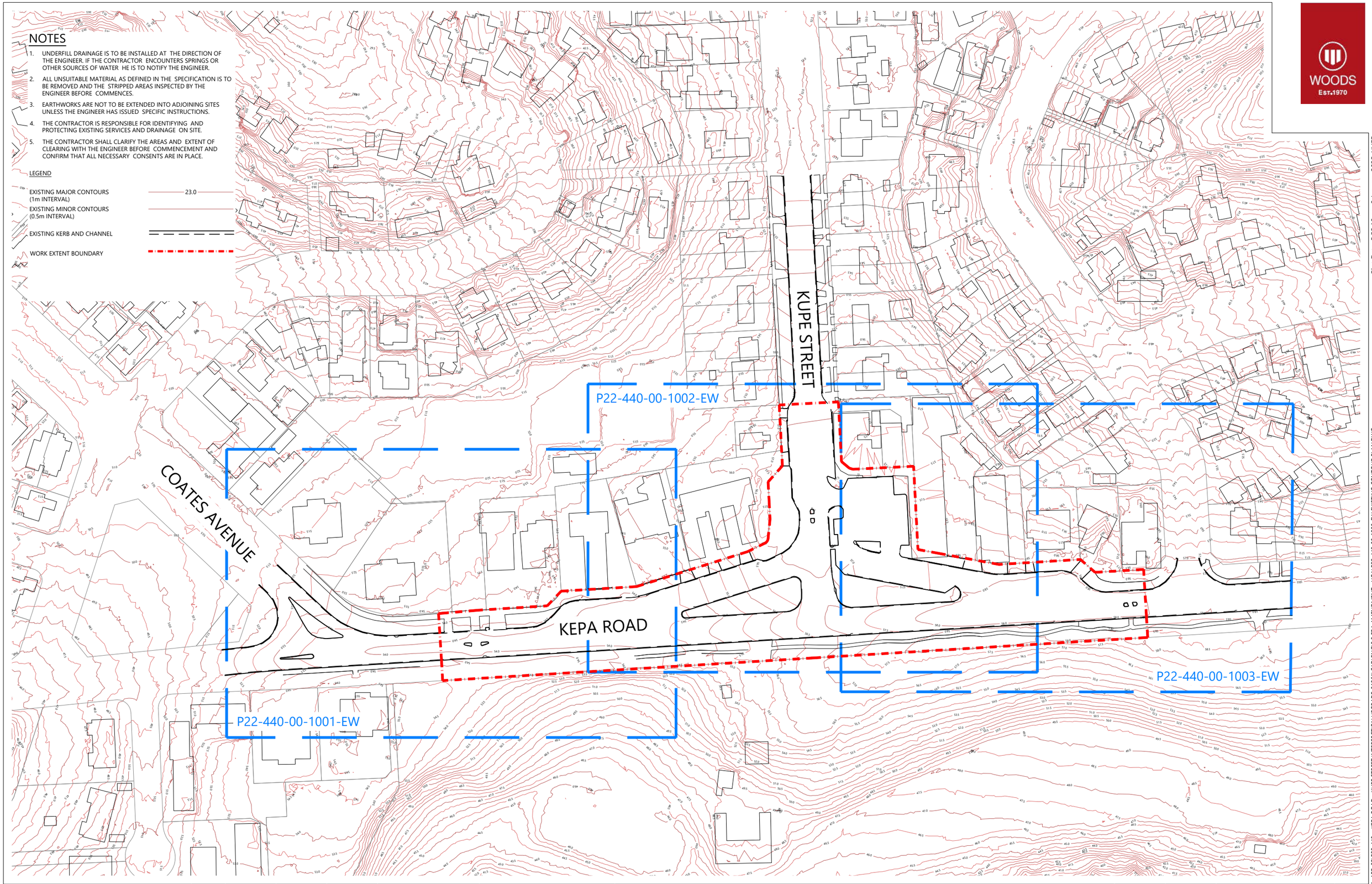
LEGEND

EXISTING MAJOR CONTOURS (1m INTERVAL) — 23.0 —

EXISTING MINOR CONTOURS (0.5m INTERVAL)

EXISTING KERB AND CHANNEL

WORK EXTENT BOUNDARY




| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS | KEPA RD / KUPE ST ŌRĀKEI AUCKLAND 1071 |
|---|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF | |
| | | | | DRAWN | YF/KL | |
| | | | | CHECKED | BP | |
| | | | | APPROVED | BF | WOODS.CO.NZ |

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

EXISTING CONTOURS PLAN - SHEET 1 OF 4

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:1500 @ A3 | 1 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-1000-EW | |

Plot Date: 5:52:10 pm,8 January 2025, YUEF

File C:\12DSDATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_212611\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-1000-EW EXISTING CONTOUR PLAN.DWG

**FOR INFORMATION ONLY**

## NOTES

1. UNDERFILL DRAINAGE IS TO BE INSTALLED AT THE DIRECTION OF THE ENGINEER. IF THE CONTRACTOR ENCOUNTERS SPRINGS OR OTHER SOURCES OF WATER HE IS TO NOTIFY THE ENGINEER.
2. ALL UNSUITABLE MATERIAL AS DEFINED IN THE SPECIFICATION IS TO BE REMOVED AND THE STRIPPED AREAS INSPECTED BY THE ENGINEER BEFORE COMMENCES.
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5. THE CONTRACTOR SHALL CLARIFY THE AREAS AND EXTENT OF CLEARING WITH THE ENGINEER BEFORE COMMENCEMENT AND CONFIRM THAT ALL NECESSARY CONSENTS ARE IN PLACE.

LEGEND

EXISTING MAJOR CONTOURS (1m INTERVAL) — 23.0

EXISTING MINOR CONTOURS (0.5m INTERVAL)

EXISTING KERB AND CHANNEL

WORK EXTENT BOUNDARY

Lot 1 DP 204292
2058m²
93800 NA132D/920

Lot 2 DP 204292
1903m²
93366 NA132D/921

Part Section 724 TN OF Orakei
10707m²
NA132D/922 NA22C/1034

Lot 149 DP 37691
1614m²
NA1014/221

Lot 148 DP 41054
1341m²
1101067 NA67B/706

Part Lot 147 DP 41054
1234m²

Section 8 Block IX Rangitoto SD
260m²
NA368/400 NA66J/33 NA97A/988

Lot 2 DP 180110
1233m²

Lot 3 DP 180110
1265m²

Lot 4 DP 180110

Section 2 SO 445650
268259m²
607968

COATES AVENUE

KEPA ROAD

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| | | | | DRAWN | YF |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

EXISTING CONTOURS PLAN - SHEET 2 OF 4

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 1 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-1001-EW | |

Plot Date: 5:52:11 pm,8 January 2025, YUEF

File: C:\12DSDATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_212611\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-1000-EW EXISTING CONTOUR PLAN.DWG

**FOR INFORMATION ONLY**

## NOTES

1. UNDERFILL DRAINAGE IS TO BE INSTALLED AT THE DIRECTION OF THE ENGINEER. IF THE CONTRACTOR ENCOUNTERS SPRINGS OR OTHER SOURCES OF WATER HE IS TO NOTIFY THE ENGINEER.
2. ALL UNSUITABLE MATERIAL AS DEFINED IN THE SPECIFICATION IS TO BE REMOVED AND THE STRIPPED AREAS INSPECTED BY THE ENGINEER BEFORE COMMENCES.
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5. THE CONTRACTOR SHALL CLARIFY THE AREAS AND EXTENT OF CLEARING WITH THE ENGINEER BEFORE COMMENCEMENT AND CONFIRM THAT ALL NECESSARY CONSENTS ARE IN PLACE.

LEGEND

EXISTING MAJOR CONTOURS (1m INTERVAL) — 23.0

EXISTING MINOR CONTOURS (0.5m INTERVAL)

EXISTING KERB AND CHANNEL

WORK EXTENT BOUNDARY

Section 741 TN OF Orakei
298m²

Lot 1 DP 42218
458m²

Lot 2 DP 42218
228m²
NA24B/302

304m²
NA24B/301

Lot 165 DP 45557
1899m²
NA85A/915

Section 19 Block IX Rangitoto SD
1818m²
NA72A/341

Part Lot 147 DP 41054
1234m²

Lot 148 DP 41054
1341m²
1101067 NA67B/706

Lot 166 DP 40886
923m²
NA33A/496

Section 2 SO 445650
268259m²

KUPE STREET

KEPA ROAD

SCALE (m) 0 0.02 0.04 0.1

SCALE | 1:2 @A3 | 1:1 @A1|

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| | | | | DRAWN | YF/KL |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

EXISTING CONTOURS PLAN - SHEET 3 OF 4

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 1 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-1002-EW | |

Plot Date: 5:52:11 pm,8 January 2025, YUEF

File: C:\22DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-1000-EW EXISTING CONTOUR PLAN.DWG

**FOR INFORMATION ONLY**

## NOTES

1. UNDERFILL DRAINAGE IS TO BE INSTALLED AT THE DIRECTION OF THE ENGINEER. IF THE CONTRACTOR ENCOUNTERS SPRINGS OR OTHER SOURCES OF WATER HE IS TO NOTIFY THE ENGINEER.
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5. THE CONTRACTOR SHALL CLARIFY THE AREAS AND EXTENT OF CLEARING WITH THE ENGINEER BEFORE COMMENCEMENT AND CONFIRM THAT ALL NECESSARY CONSENTS ARE IN PLACE.

LEGEND

EXISTING MAJOR CONTOURS (1m INTERVAL) — 23.0

EXISTING MINOR CONTOURS (0.5m INTERVAL)

EXISTING KERB AND CHANNEL

WORK EXTENT BOUNDARY

Lot 165 DP 45557
1899m²
NA85A/935

Section 788 TN OF Orakei
794m²
NA58D/922

Lot 166 DP 40886
923m²
NA33A/496

Section 744 TN OF Orakei
673m²
NA1679/88

Section 745 TN OF Orakei
718m²
NA19D/1477

Lot 7 DP 183649
544m²
NA114D/210

Section 2 SO 445650
268259m²
607968

KEPA ROAD

WOODS
Est.1970

Plot Date: 5:52:11 pm,8 January 2025, YUEF

File C:\12DSDATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-1000-EW EXISTING CONTOUR PLAN.DWG

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| | | | | DRAWN | YF |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

EXISTING CONTOURS PLAN - SHEET 4 OF 4

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 1 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-1003-EW | |

## NOTES

1. UNDERFILL DRAINAGE IS TO BE INSTALLED AT THE DIRECTION OF THE ENGINEER. IF THE CONTRACTOR ENCOUNTERS SPRINGS OR OTHER SOURCES OF WATER HE IS TO NOTIFY THE ENGINEER.
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LEGEND

- PROPOSED MAJOR CONTOURS (1m INTERVAL) — 23.0 —
- PROPOSED MINOR CONTOURS (0.1m INTERVAL)
- EXISTING KERB AND CHANNEL
- SITE BOUNDARY
- EXISTING ROAD REMAIN
- PAVEMENT TO RESURFACED (TBC)

Auckland Council

**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

WOODS Est.1970

KUPE STREET

RETAIL SHOPS

KURAHAUPO STREET

P22-440-00-1102-EW

COATES AVENUE

Z SERVICE STATION

KEPA ROAD

P22-440-00-1103-EW

P22-440-00-1101-EW

POUREWA COMMUNITY HUB

Plot Date: 5:54:55 pm,8 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-1100-EW PROPOSED CONTOUR PLAN.DWG

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | DRAWN | YF/KL |
| 3 | ISSUED FOR EPA AMENDMENT | YF | 30/10/2024 | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

PROPOSED CONTOURS PLAN - SHEET 1 OF 4

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:1500 @ A3 | 3 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-1100-EW | |

**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

WOODS Est.1970

## NOTES

1. UNDERFILL DRAINAGE IS TO BE INSTALLED AT THE DIRECTION OF THE ENGINEER. IF THE CONTRACTOR ENCOUNTERS SPRINGS OR OTHER SOURCES OF WATER HE IS TO NOTIFY THE ENGINEER.
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LEGEND

PROPOSED MAJOR CONTOURS (1m INTERVAL) — 23.0 —

PROPOSED MINOR CONTOURS (0.1m INTERVAL)

EXISTING KERB AND CHANNEL

SITE BOUNDARY

EXISTING ROAD REMAIN

PAVEMENT TO RESURFACED (TBC)

Lot 1 DP 204292
2058m²
93800 NA132D/920

Lot 2 DP 204292
1903m²
93366 NA132D/921

Part Section 724 TN OF Orakei
10707m²
NA132D/922 NA22C/1034

Lot 149 DP 37691
1614m²
NA1014/221

Z SERVICE STATION

Lot 148 DP 41054
1341m²
1101067 NA67B/706

Part Lot 147 DP 41054
1234m²

COATES AVENUE

Section 8 Block IX Rangitoto SD
260m²
NA268/400 NA640/33 NA974/199

KEPA ROAD

54.0

Section 2 SO 445650
268259m²
607968

Lot 4 DP 180110

Lot 3 DP 180110
1265m²

Lot 2 DP 180110
1233m²

PAVEMENT TO BE RESURFACED. DETAILS TO BE CONFIRMED BASED ON THE RESULTS OF THE FWD BACK-ANALYSIS OF THE UNDERLYING PAVEMENT

EXISTING PAVEMENT AND KERB ALONG SOUTHERN SIDE OF KEPA ROAD TO REMAIN

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | DRAWN | YF |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

PROPOSED CONTOURS PLAN - SHEET 2 OF 4

N

| | |
|---|---|
| STATUS | ISSUED FOR EPA |
| SCALE | 1:500 @ A3 |
| COUNCIL | AUCKLAND COUNCIL |
| DWG NO | P22-440-01-1101-EW |
| REV | 2 |

Plot Date: 5:54:55 pm,8 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-1100-EW PROPOSED CONTOUR PLAN.DWG

## NOTES

1. UNDERFILL DRAINAGE IS TO BE INSTALLED AT THE DIRECTION OF THE ENGINEER. IF THE CONTRACTOR ENCOUNTERS SPRINGS OR OTHER SOURCES OF WATER HE IS TO NOTIFY THE ENGINEER.
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4. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING AND PROTECTING EXISTING SERVICES AND DRAINAGE ON SITE.
5. THE CONTRACTOR SHALL CLARIFY THE AREAS AND EXTENT OF CLEARING WITH THE ENGINEER BEFORE COMMENCEMENT AND CONFIRM THAT ALL NECESSARY CONSENTS ARE IN PLACE.

LEGEND

PROPOSED MAJOR CONTOURS (1m INTERVAL) — 23.0 —

PROPOSED MINOR CONTOURS (0.1m INTERVAL)

EXISTING KERB AND CHANNEL

SITE BOUNDARY

EXISTING ROAD REMAIN

PAVEMENT TO RESURFACED (TBC)

Auckland Council

**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

WOODS Est.1970

Section 741 TN OF Orakei
298m²

Lot 1 DP 42218
458m²

Lot 2 DP 42218
228m²
NA24B/302

304m²
NA24B/301

RETAIL SHOPS

Lot 165 DP 45557
1899m²
NA85A/935

Lot 166 DP 40886
923m²
NA33A/496

Section 19 Block IX Rangitoto SD
1818m²
NA72A/341

Part Lot 147 DP 41054
1234m²

Z SERVICE STATION

Lot 148 DP 41054
1341m²
1101067 NA67B/706

KUPE STREET

KEPA ROAD

PAVEMENT TO BE RESURFACED. DETAILS TO BE CONFIRMED BASED ON THE RESULTS OF THE FWD BACK-ANALYSIS OF THE UNDERLYING PAVEMENT

EXISTING PAVEMENT AND KERB ALONG SOUTHERN SIDE OF KEPA ROAD TO REMAIN

Section 2 SO 445650
268259m²

SCALEBAR (m) 0 0.02 0.04 0.1

SCALE | 1:2 @A3 | 1:1 @A1|

Plot Date: 5:54:56 pm,8 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-1100-EW PROPOSED CONTOUR PLAN.DWG

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | DRAWN | YF/KL |
| 3 | ISSUED FOR EPA AMENDMENT | YF | 30/10/2024 | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

PROPOSED CONTOURS PLAN - SHEET 3 OF 4

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 3 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-1102-EW | |

**ENG60426682 AMD 2**
Approved Engineering Plan
10/01/2025

## NOTES

1. UNDERFILL DRAINAGE IS TO BE INSTALLED AT THE DIRECTION OF THE ENGINEER. IF THE CONTRACTOR ENCOUNTERS SPRINGS OR OTHER SOURCES OF WATER HE IS TO NOTIFY THE ENGINEER.
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5. THE CONTRACTOR SHALL CLARIFY THE AREAS AND EXTENT OF CLEARING WITH THE ENGINEER BEFORE COMMENCEMENT AND CONFIRM THAT ALL NECESSARY CONSENTS ARE IN PLACE.

LEGEND

- PROPOSED MAJOR CONTOURS (1m INTERVAL) — 23.0
- PROPOSED MINOR CONTOURS (0.1m INTERVAL)
- EXISTING KERB AND CHANNEL
- SITE BOUNDARY
- EXISTING ROAD REMAIN
- PAVEMENT TO RESURFACED (TBC)

Lot 165 DP 45557
1899m²
NA85A/935

Lot 166 DP 40886
923m²
NA33A/496

Section 788 TN OF Orakei
794m²
NA58D/922

Section 744 TN OF Orakei
673m²
NA1679/85

Section 745 TN OF Orakei
718m²
NA19D/1477

Lot 7 DP 183649
544m²
NA114D/210

KEPA ROAD

PAVEMENT TO BE RESURFACED. DETAILS TO BE CONFIRMED BASED ON THE RESULTS OF THE FWD BACK-ANALYSIS OF THE UNDERLYING PAVEMENT

EXISTING PAVEMENT AND KERB ALONG SOUTHERN SIDE OF KEPA ROAD TO REMAIN

Section 2 SO 445650
268259m²
607968

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | DRAWN | YF |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

PROPOSED CONTOURS PLAN - SHEET 4 OF 4

| | |
|---|---|
| STATUS | ISSUED FOR EPA |
| SCALE | 1:500 @ A3 |
| COUNCIL | AUCKLAND COUNCIL |
| DWG NO | P22-440-01-1103-EW |
| REV | 2 |

Plot Date: 5:54:56 pm,8 January 2025, YUEF

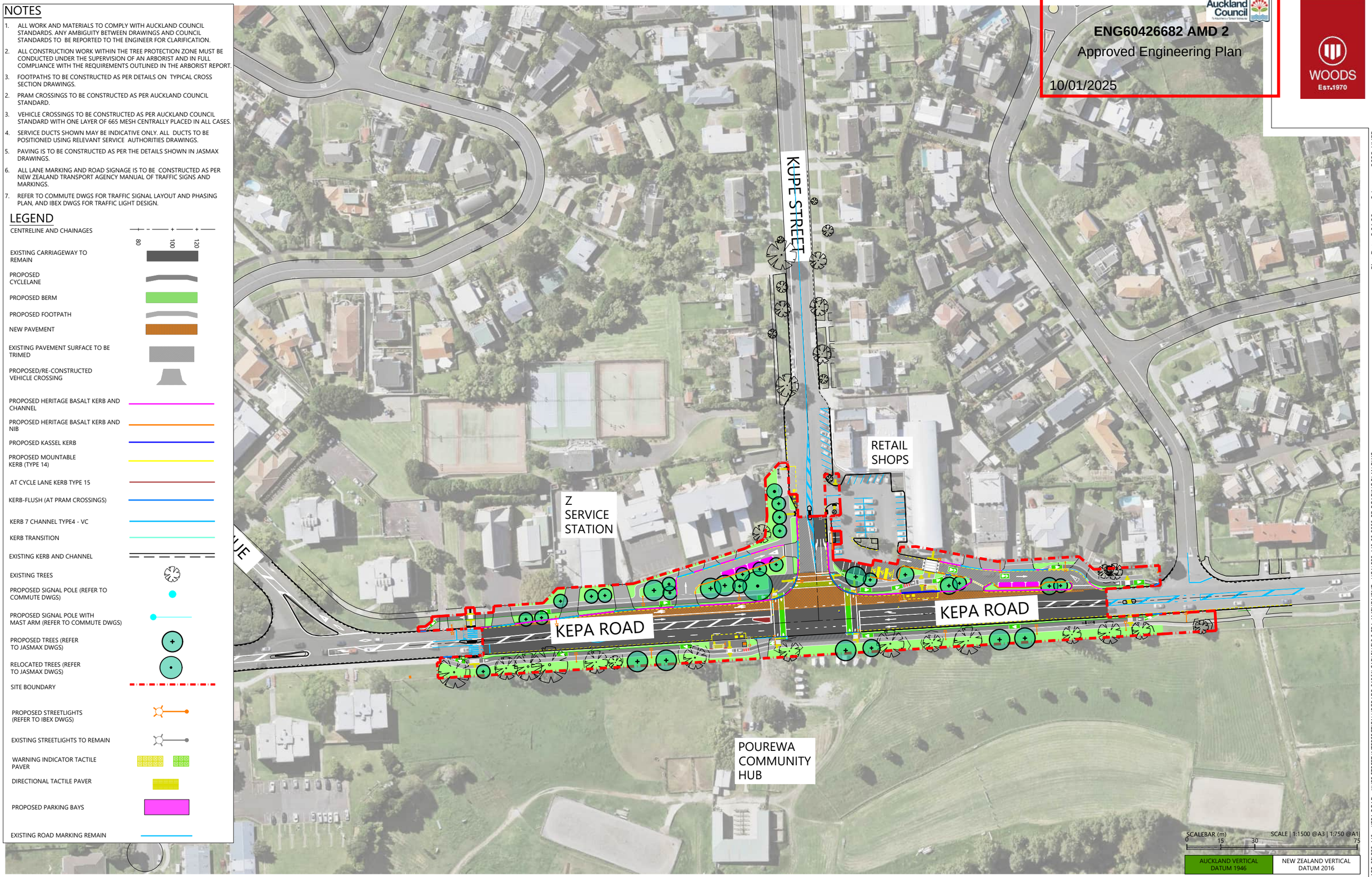
File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-1100-EW PROPOSED CONTOUR PLAN.DWG

## NOTES

1. ALL WORK AND MATERIALS TO COMPLY WITH AUCKLAND COUNCIL STANDARDS. ANY AMBIGUITY BETWEEN DRAWINGS AND COUNCIL STANDARDS TO BE REPORTED TO THE ENGINEER FOR CLARIFICATION.
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7. REFER TO COMMUTE DWGS FOR TRAFFIC SIGNAL LAYOUT AND PHASING PLAN, AND IBEX DWGS FOR TRAFFIC LIGHT DESIGN.

## LEGEND

- CENTRELINE AND CHAINAGES (80, 100, 120)
- EXISTING CARRIAGEWAY TO REMAIN
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- NEW PAVEMENT
- EXISTING PAVEMENT SURFACE TO BE TRIMED
- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
- PROPOSED HERITAGE BASALT KERB AND CHANNEL
- PROPOSED HERITAGE BASALT KERB AND NIB
- PROPOSED KASSEL KERB
- PROPOSED MOUNTABLE KERB (TYPE 14)
- AT CYCLE LANE KERB TYPE 15
- KERB-FLUSH (AT PRAM CROSSINGS)
- KERB 7 CHANNEL TYPE4 - VC
- KERB TRANSITION
- EXISTING KERB AND CHANNEL
- EXISTING TREES
- PROPOSED SIGNAL POLE (REFER TO COMMUTE DWGS)
- PROPOSED SIGNAL POLE WITH MAST ARM (REFER TO COMMUTE DWGS)
- PROPOSED TREES (REFER TO JASMAX DWGS)
- RELOCATED TREES (REFER TO JASMAX DWGS)
- SITE BOUNDARY
- PROPOSED STREETLIGHTS (REFER TO IBEX DWGS)
- EXISTING STREETLIGHTS TO REMAIN
- WARNING INDICATOR TACTILE PAVER
- DIRECTIONAL TACTILE PAVER
- PROPOSED PARKING BAYS
- EXISTING ROAD MARKING REMAIN




**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

Auckland Council

WOODS Est.1970

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 4 | ISSUED FOR RFI | YF | 26/06/2024 | DESIGNED | YF |
| 5 | ISSUED FOR RFI | YF | 13/09/2024 | DRAWN | KL |
| 6 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | CHECKED | BP |
| 7 | ISSUED FOR EPA AMENDMENT | YF | 29/10/2024 | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

PROPOSED ROADING LAYOUT PLAN - SHEET 1 OF 6

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:1500 @ A3 | 7 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2000-RD | |



Plot Date: 2:01:39 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2000-RD ROADING PLAN.DWG

Auckland Council

**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

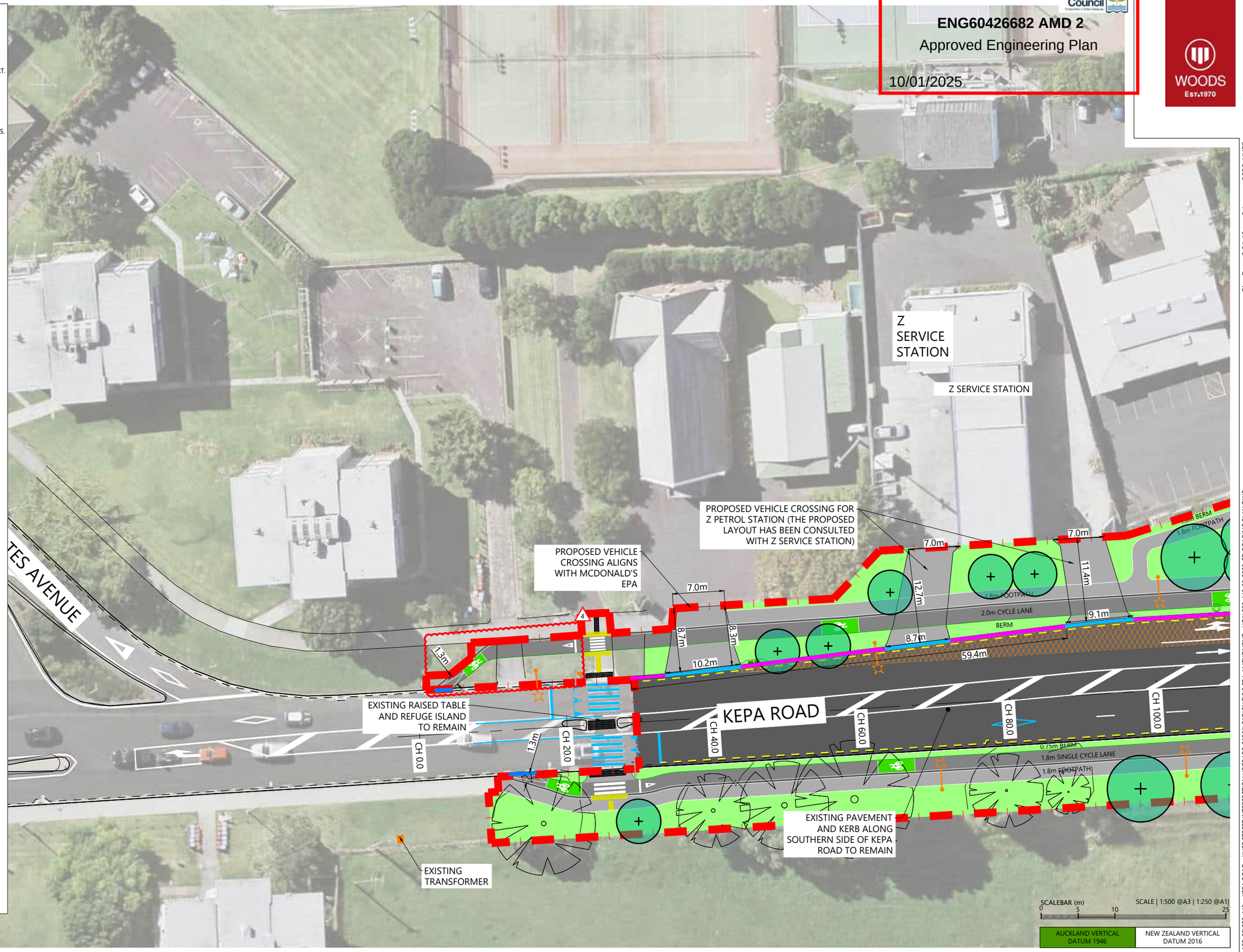
WOODS Est.1970

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## LEGEND

- CENTRELINE AND CHAINAGES (80, 100, 120)
- EXISTING CARRIAGEWAY TO REMAIN
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- NEW PAVEMENT
- EXISTING PAVEMENT SURFACE TO BE TRIMED
- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
- PROPOSED HERITAGE BASALT KERB AND CHANNEL
- PROPOSED HERITAGE BASALT KERB AND NIB
- PROPOSED KASSEL KERB
- PROPOSED MOUNTABLE KERB (TYPE 14)
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- KERB-FLUSH (AT PRAM CROSSINGS)
- KERB 7 CHANNEL TYPE4 - VC
- KERB TRANSITION
- EXISTING KERB AND CHANNEL
- EXISTING TREES
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- SITE BOUNDARY
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- EXISTING STREETLIGHTS TO REMAIN
- WARNING INDICATOR TACTILE PAVER
- DIRECTIONAL TACTILE PAVER
- PROPOSED PARKING BAYS
- EXISTING ROAD MARKING REMAIN




| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 24/04/2024 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| 3 | ISSUED FOR RFI | YF | 17/05/2024 | CHECKED | BP |
| 4 | ISSUED FOR RFI | YF | 28/05/2024 | APPROVED | BF |

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AUCKLAND 1071

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

PROPOSED ROADING LAYOUT PLAN - SHEET 2 OF 6

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 4 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2001-RD | |

Plot Date: 2:01:40 pm,9 January 2025, YUEF

File: C:\22DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2000-RD ROADING PLAN.DWG

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- PROPOSED BERM
- PROPOSED FOOTPATH
- NEW PAVEMENT
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- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
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- SITE BOUNDARY
- PROPOSED STREETLIGHTS (REFER TO IBEX DWGS)
- EXISTING STREETLIGHTS TO REMAIN
- WARNING INDICATOR TACTILE PAVER
- DIRECTIONAL TACTILE PAVER
- PROPOSED PARKING BAYS
- EXISTING ROAD MARKING REMAIN

PROPOSED NEW BUS SHELTER FOR BUS STOP #7883

CH 60.0

EXISTING REFUGE ISLAND TO REMAIN

EXISTING KERB AND 2m WIDE FOOTPATH TO REMAIN.

KERBS BEHIND THE BUS STOP TO BE REMOVED TO ALLOW TWO ADDITIONAL PARKING SPACES

UNIVERSITY OF AUCKLAND SITE

EXISTING BUS STOP #7878 TO BE REMOVED AND EXISTING BUS SHELTER TO BE RE-USED FOR BUS STOP #7859

PROPOSED ACCESSIBLE PARKINGS

THE GRADIENT OF PRAM RAMP SHALL NOT EXCEED A GRADIENT 5%

CH 40.0

EXISTING GAP TO BE REMOVED AS SUGGESTED BY AT. THE PROPOSED FOOTPATH WITH NEW KERBS TO BE EXTENDED TO TIE IN TO EXISTING.

PROPOSED LOCATION FOR BUS STOP #7859. DETAILS REFER TO WOODS DWGS 2100-RD

RAKEI OMMUNITY ENTRE

HERITAGE BASALT KERB AND CHANNEL

PROPOSED PARALLEL PARKING BAYS

EXISTING VEHICLE CROSSINGS TO BE REINSTATED AS PER AT TDM VX0202

4.1m 2.9m 7.0m 1.0m BERM 1.8m FOOTPATH

4.6m 3.0m 7.8m

3.0m FOOTPATH

2.0m FOOTPATH

PROPOSED ONE-WAY OPERATION SERVICE LANE

3.9m 3.0m 7.1m

1.8m FOOTPATH

HERITAGE BASALT KERB AND NIB

CH 20.0

PROPOSED SHARROW ROAD MARKINGS FOR CYCLE USERS

1.8m FOOTPATH 2.0m CYCLE LANE 1.0m BERM

NEW VEHICLE CROSSING(LEFT-IN, ENTRY ONLY)

1.8m FOOTPATH 2.0m CYCLE LANE 1.0m BERM

61.3m

3.5m 3.2m 3.0m 3.2m 2.8m

EXISTING TRANSFORMER AND CELL TOWER TO REMAIN

PROPOSED TRAFFIC ISLAND AS PER AT TDM IS0001

KEPA ROAD

CH 0.0

CH 100.0 CH 120.0 CH 140.0 CH 160.0 CH 180.0 CH 200.0 CH 220.0 CH 240.0 CH 260.0

3.5m 3.2m 3.0m 3.2m 3.1m

4.6m

0.75m BERM 1.8m SINGLE CYCLE LANE 1.8m FOOTPATH

PROPOSED 1.8m CYCLE LANE AND 1.8m FOOTPATH

EXISTING PAVEMENT AND KERB ALONG SOUTHERN SIDE OF KEPA ROAD TO REMAIN

PROPOSED TACTILE

EXISTING TREE TO REMAIN

RELOCATED BUS STOP#7850 AND BUS SHELTER. DETAILS REFER TO WOODS DWGS 2100-RD

EXISTING VEHICLE CROSSING TO REMAIN WITH PROPOSED 900mm RAMPS AT BOTH SIDES

EXISTING PAVEMENT AND KERB ALONG UTHERN SIDE OF KEPA ROAD TO REMAIN

**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

SCALEBAR (m) 0 5 10 25

SCALE | 1:500 @A3 | 1:250 @A1|

AUCKLAND VERTICAL DATUM 1946 | NEW ZEALAND VERTICAL DATUM 2016

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 6 | ISSUED FOR RFI | YF | 26/06/2024 | DESIGNED | YF |
| 7 | ISSUED FOR RFI | YF | 13/09/2024 | DRAWN | KL |
| 8 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | CHECKED | BP |
| 9 | ISSUED FOR EPA AMENDMENT | YF | 29/10/2024 | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

PROPOSED ROADING LAYOUT PLAN - SHEET 3 OF 6

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 9 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2002-RD | |

Plot Date: 2:01:41 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2000-RD ROADING PLAN.DWG

Auckland Council

**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

WOODS Est.1970

RETAIL SHOPS

UNIVERSITY OF AUCKLAND SITE

KEPA ROAD

PROPOSED TWO MOBILITY PARKING & EXISTING MOBILITY PARKING TO REMAIN

PROPOSED RAISED TABLE AS PER AT TDM TC0003. DETAILS REFER TO WOODS DWG 2806-DR

SHARED LANE PAVEMENT TO BE RE-INSTATED. DETAILS REFER TO WOODS DWGS 2804-RD

EXISTING VEHICLE CROSSING TO BE MODIFIED TO ACCOMMODATE VEHICLE MOVEMENT

EXISTING VEHICLE CROSSING TO BE MODIFIED TO ACCOMMODATE VEHICLE MOVEMENT

EXISTING BUS STOP #7859 TO BE RELOCATED FURTHER SOUTH-WEST. BUS SHELTER FROM BUS STOP #7878 TO BE RE-USED AT THIS LOCATION. DETAILS REFER TO WOODS FWG 2100-RD

EXISTING VEHICLE CROSSING TO BE MODIFIED TO ACCOMMODATE VEHICLE MOVEMENT

NEW MOUNTABLE KERB (TYPE-14)

PROPOSED 1.8m FOOTPATH

EXISTING TRANSFORMER

EXISTING PAVEMENT AND KERB ALONG SOUTHERN SIDE OF KEPA ROAD TO REMAIN

HERITAGE BASALT KERB AND CHANNEL

KASSEL KERB

HERITAGE BASALT KERB AND CHANNEL

RUBBER SPEED HUMP

NEW VEHICLE CROSSING(LEFT-IN, ENTRY ONLY)

HERITAGE BASALT KERB AND NIB

HERITAGE BASALT KERB AND CHANNEL

PROPOSED 1.8m CYCLE LANE AND 1.8m FOOTPATH

EXISTING BUS STOP#7850 AND BUS SHELTER TO BE RELOCATED TO WESTERN SIDE OF INTERSECTION. DETAILS REFER TO WOODS DWG 2100-RD

EXISTING PAVEMENT AND KERB ALONG SOUTHERN SIDE OF KEPA ROAD TO REMAIN

ONE OPERATION SHARED LANE

PARKING BAYS

BUS STOP

CH 200.0 CH 220.0 CH 240.0 CH 260.0 CH 280.0 CH 300.0 CH 320.0

4.6m 4.5m 4.5m 10.4m 11.6m 14.6m 6.2m 6.0m 8.9m 1.3m

3.5m 1.1m 5.0m 4.6m 4.5m 3.9m 2.4m 1.8m FOOTPATH BERM 5.4m 2.1m 1.5m 1.8m FOOTPATH 2.0m CYCLE LANE BERM 1.3m

1.8m FOOTPATH 2.0m CYCLE LANE 1.0m BERM

0.75m BERM 1.8m SINGLE CYCLE LANE 1.8m FOOTPATH

1.8m 1.8m

SCALEBAR (m) 0 5 10 25

SCALE | 1:500 @A3 | 1:250 @A1|

AUCKLAND VERTICAL DATUM 1946 | NEW ZEALAND VERTICAL DATUM 2016

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| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 4 | ISSUED FOR RFI | YF | 28/05/2024 | DESIGNED | YF |
| 5 | ISSUED FOR RFI | YF | 12/06/2024 | DRAWN | KL |
| 6 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | CHECKED | BP |
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NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

PROPOSED ROADING LAYOUT PLAN - SHEET 4 OF 6

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 7 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2003-RD | |



Plot Date: 2014:41 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2000-RD ROADING PLAN.DWG

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- EXISTING ROAD MARKING REMAIN




WOODS Est.1970

Auckland Council

**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
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| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

PROPOSED ROADING LAYOUT PLAN - SHEET 5 OF 6

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 3 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2004-RD | |



Plot Date: 2:01:42 pm,9 January 2025, YUEF

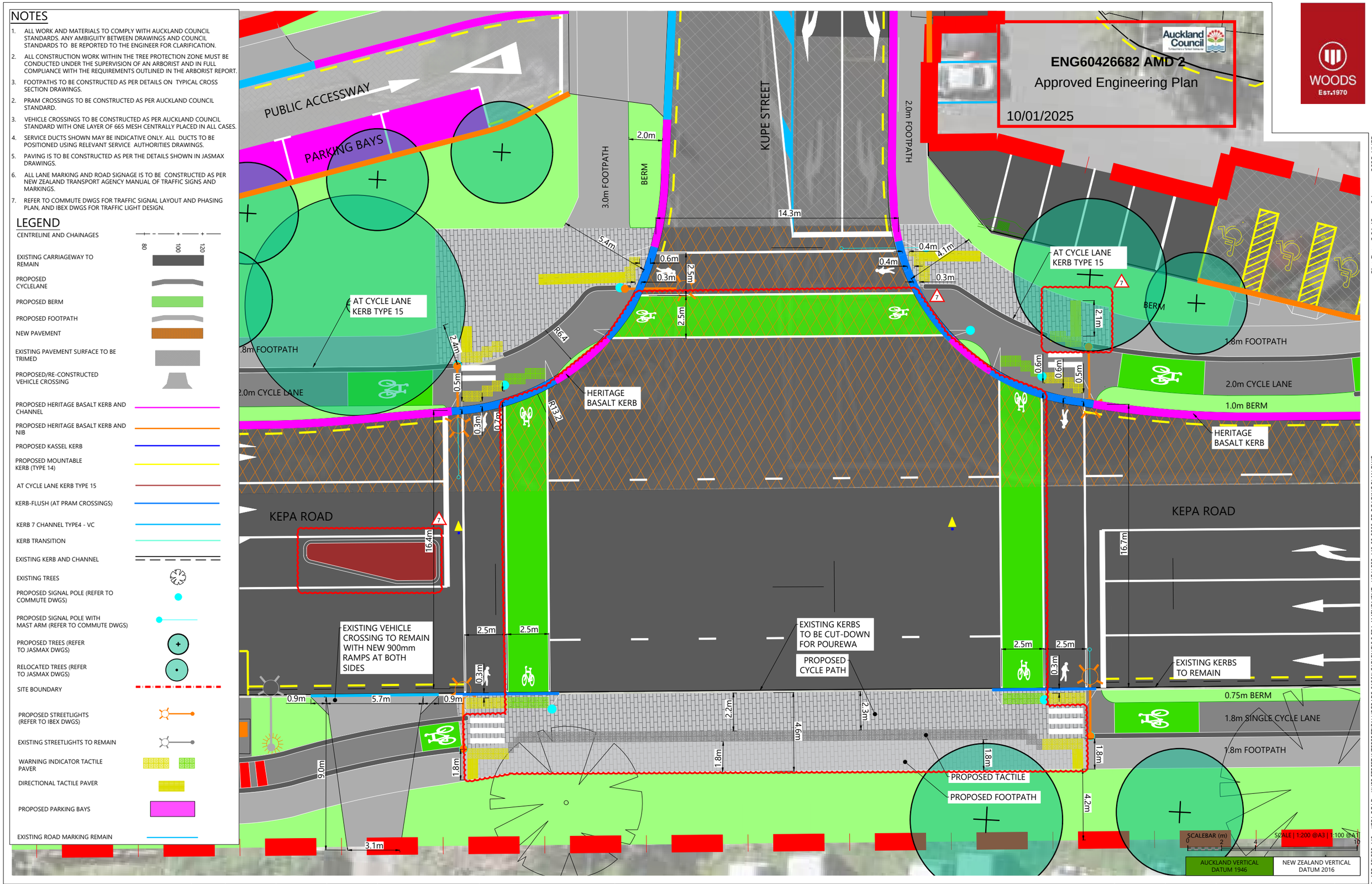
File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2000-RD ROADING PLAN.DWG

## NOTES

1. ALL WORK AND MATERIALS TO COMPLY WITH AUCKLAND COUNCIL STANDARDS. ANY AMBIGUITY BETWEEN DRAWINGS AND COUNCIL STANDARDS TO BE REPORTED TO THE ENGINEER FOR CLARIFICATION.
2. ALL CONSTRUCTION WORK WITHIN THE TREE PROTECTION ZONE MUST BE CONDUCTED UNDER THE SUPERVISION OF AN ARBORIST AND IN FULL COMPLIANCE WITH THE REQUIREMENTS OUTLINED IN THE ARBORIST REPORT.
3. FOOTPATHS TO BE CONSTRUCTED AS PER DETAILS ON TYPICAL CROSS SECTION DRAWINGS.
2. PRAM CROSSINGS TO BE CONSTRUCTED AS PER AUCKLAND COUNCIL STANDARD.
3. VEHICLE CROSSINGS TO BE CONSTRUCTED AS PER AUCKLAND COUNCIL STANDARD WITH ONE LAYER OF 665 MESH CENTRALLY PLACED IN ALL CASES.
4. SERVICE DUCTS SHOWN MAY BE INDICATIVE ONLY. ALL DUCTS TO BE POSITIONED USING RELEVANT SERVICE AUTHORITIES DRAWINGS.
5. PAVING IS TO BE CONSTRUCTED AS PER THE DETAILS SHOWN IN JASMAX DRAWINGS.
6. ALL LANE MARKING AND ROAD SIGNAGE IS TO BE CONSTRUCTED AS PER NEW ZEALAND TRANSPORT AGENCY MANUAL OF TRAFFIC SIGNS AND MARKINGS.
7. REFER TO COMMUTE DWGS FOR TRAFFIC SIGNAL LAYOUT AND PHASING PLAN, AND IBEX DWGS FOR TRAFFIC LIGHT DESIGN.

## LEGEND

- CENTRELINE AND CHAINAGES (80, 100, 120)
- EXISTING CARRIAGEWAY TO REMAIN
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- NEW PAVEMENT
- EXISTING PAVEMENT SURFACE TO BE TRIMED
- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
- PROPOSED HERITAGE BASALT KERB AND CHANNEL
- PROPOSED HERITAGE BASALT KERB AND NIB
- PROPOSED KASSEL KERB
- PROPOSED MOUNTABLE KERB (TYPE 14)
- AT CYCLE LANE KERB TYPE 15
- KERB-FLUSH (AT PRAM CROSSINGS)
- KERB 7 CHANNEL TYPE4 - VC
- KERB TRANSITION
- EXISTING KERB AND CHANNEL
- EXISTING TREES
- PROPOSED SIGNAL POLE (REFER TO COMMUTE DWGS)
- PROPOSED SIGNAL POLE WITH MAST ARM (REFER TO COMMUTE DWGS)
- PROPOSED TREES (REFER TO JASMAX DWGS)
- RELOCATED TREES (REFER TO JASMAX DWGS)
- SITE BOUNDARY
- PROPOSED STREETLIGHTS (REFER TO IBEX DWGS)
- EXISTING STREETLIGHTS TO REMAIN
- WARNING INDICATOR TACTILE PAVER
- DIRECTIONAL TACTILE PAVER
- PROPOSED PARKING BAYS
- EXISTING ROAD MARKING REMAIN




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**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

WOODS Est.1970

Plot Date: 2:01:42 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2000-RD ROADING PLAN.DWG

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 4 | ISSUED FOR EPA | YF | 12/06/2024 | DESIGNED | YF |
| 5 | ISSUED FOR RFI | YF | 26/06/2024 | DRAWN | YF/KL |
| 6 | ISSUED FOR RFI | YF | 13/09/2024 | CHECKED | BP |
| 7 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

PROPOSED ROADING LAYOUT PLAN - SHEET 6 OF 6

N

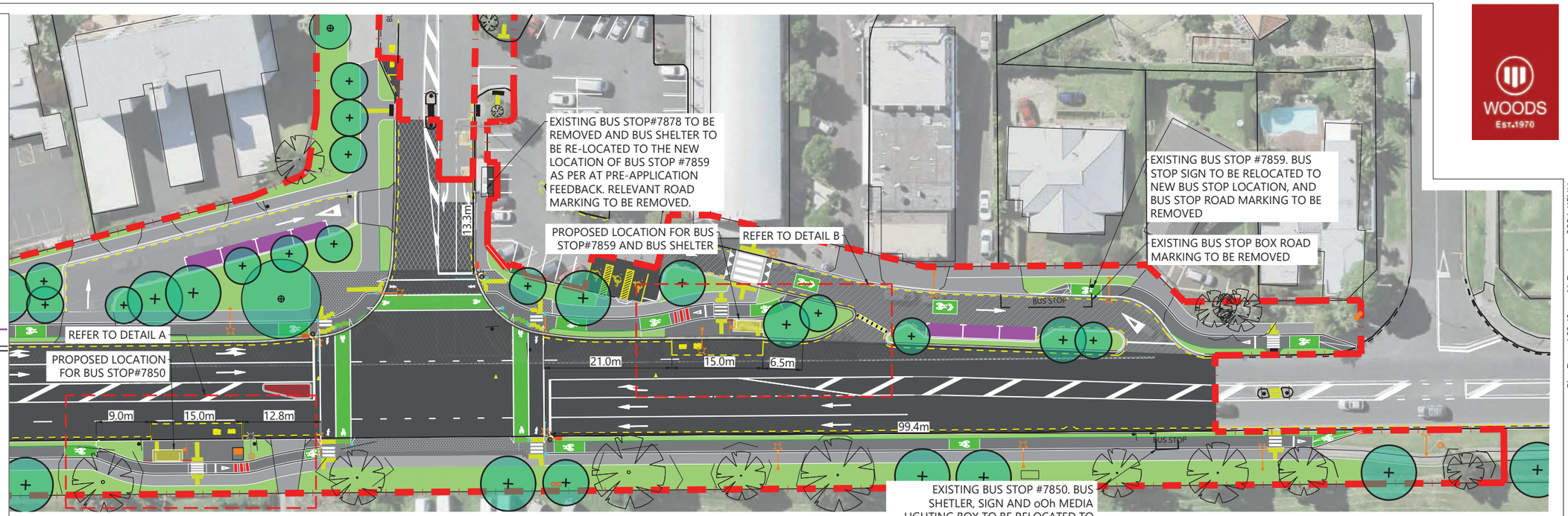
| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:200 @ A3 | 7 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2005-RD | |

## NOTES

1. ALL WORK AND MATERIALS TO COMPLY WITH AUCKLAND COUNCIL STANDARDS.
2. ALL CONSTRUCTION WORK WITHIN THE TREE PROTECTION ZONE MUST BE CONDUCTED UNDER THE SUPERVISION OF AN ARBORIST AND IN FULL COMPLIANCE WITH THE REQUIREMENTS OUTLINED IN THE ARBORIST REPORT.

## LEGEND

- EXISTING CARRIAGEWAY
- NEW ROAD WIDEN
- NEW CYCLELANE
- NEW BERM
- NEW FOOTPATH
- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
- NEW RAISED INTERSECTION
- NEW KERB AND CHANNEL
- EXISTING KERB AND CHANNEL
- PROJECT BOUNDARY
- BOUNDARIES
- EXISTING BUS STOP SIGN
- PROPOSED BUS STOP SIGN
- PROPOSED BUS SHELTER
- EXISTING BUS STOP MARKING/SHELTER TO BE REMOVED
- EPA APPROVAL BOUNDARY
- WORK EXTENT BOUNDARY




N

## KEPA/KUPE INTERSECTION LAYOUT

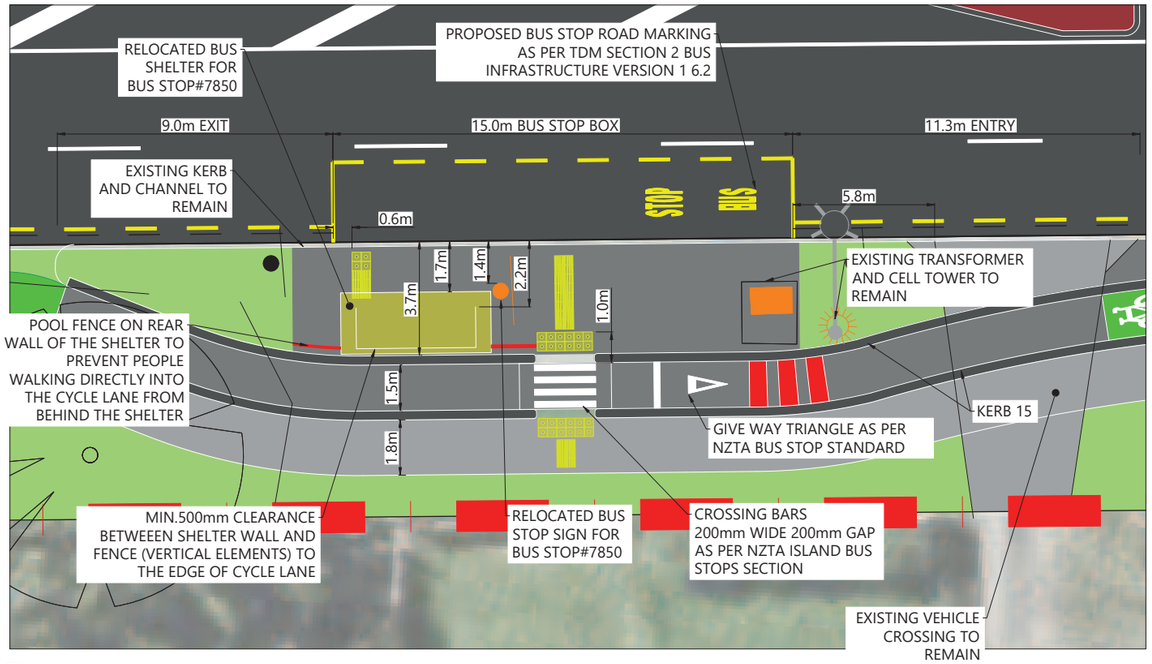
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Auckland Council

**ENG60426682 AMD 2**

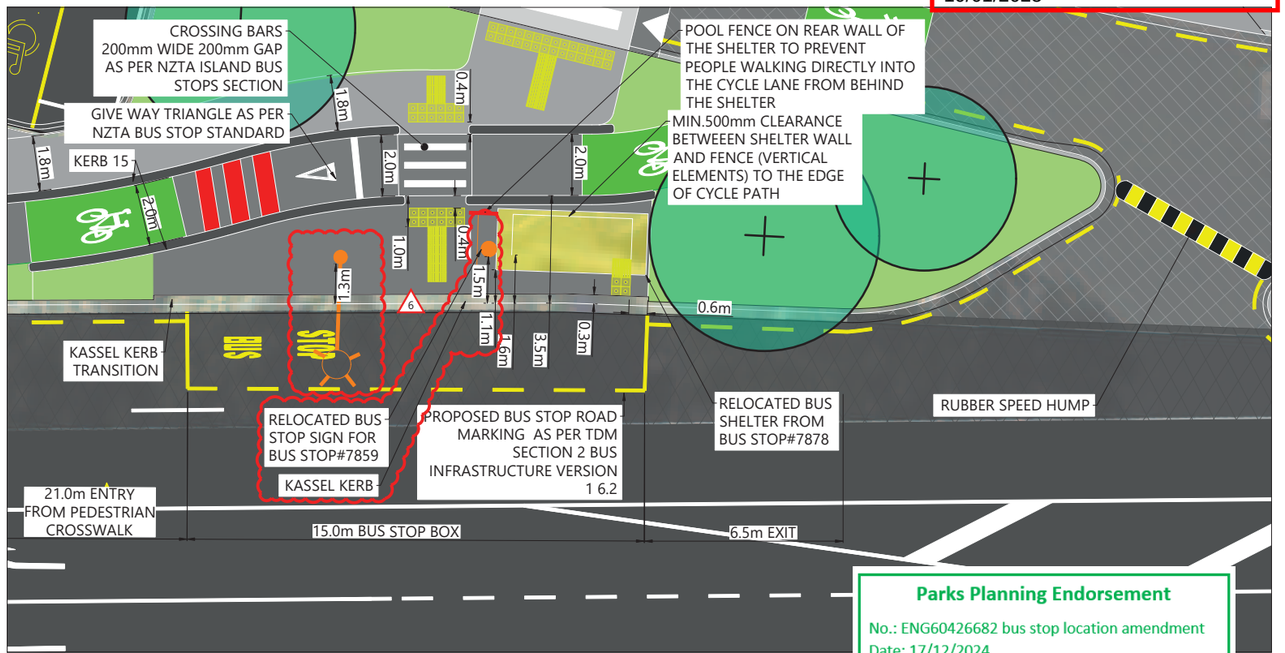
Approved Engineering Plan

10/01/2025




A — PROPOSED FULL WIDTH ISLAND FOR BUS STOP #7850

SCALEBAR (m) 0 2 4 10 — SCALE | 1:200 @A3 | 1:100 @A1|




B — PROPOSED ISLAND FOR BUS STOP #7859

SCALEBAR (m) 0 2 4 10 — SCALE | 1:200 @A3 | 1:100 @A1|

**Parks Planning Endorsement**

No.: ENG60426682 bus stop location amendment
Date: 17/12/2024
Name: Margaret Lenehan
Note: This endorsement does not constitute a formal approval of the application for Engineering Plan approval.

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 3 | ISSUED FOR RFI | YF | 17/06/2024 | DESIGNED | YF |
| 4 | ISSUED FOR RFI | YF | 13/09/2024 | DRAWN | KL |
| 5 | ISSUED FOR UOA DESIGN AMENDMENT | YF | 29/10/2024 | CHECKED | BP |
| 6 | ISSUED FOR RFI | YF | 12/12/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

BUS STOP PLAN

N

| | |
|---|---|
| STATUS | ISSUED FOR EPA |
| SCALE | AS SHOWN |
| COUNCIL | AUCKLAND COUNCIL |
| DWG NO | P22-440-01-2100-RD |

REV 6

Plot Date: 4:00:40 pm,11 December 2024, KENLI

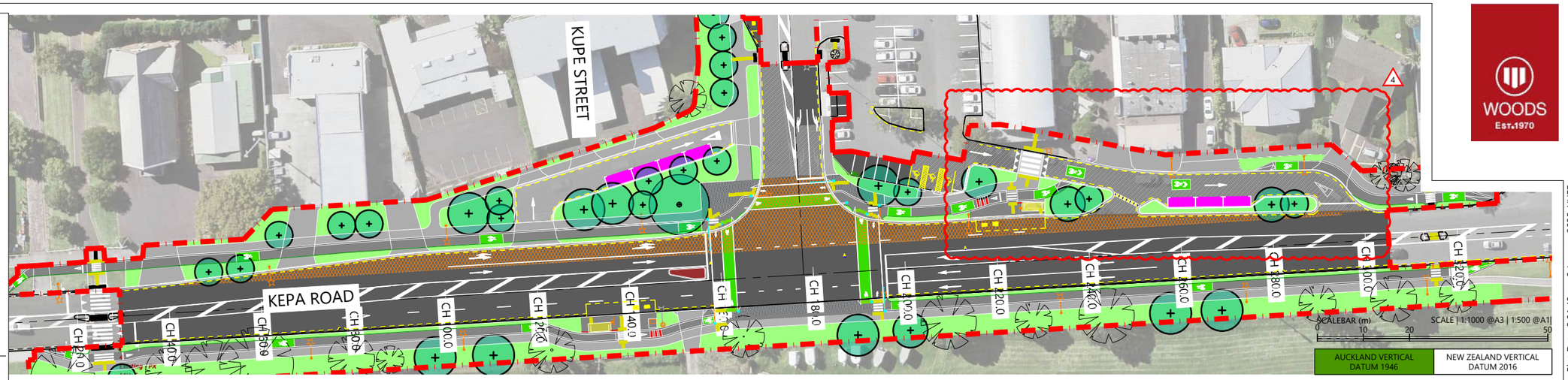
File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2100-RD BUS STOP RELOCATION.DWG

## NOTES

1. ALL WORK AND MATERIALS TO COMPLY WITH AUCKLAND COUNCIL STANDARDS. ANY AMBIGUITY BETWEEN DRAWINGS AND COUNCIL STANDARDS TO BE REPORTED TO THE ENGINEER FOR CLARIFICATION.
2. KERB & CHANNEL TO BE SLIPFORM VERTICAL FOR 7.8m & 10.8m WIDE CARRIAGEWAYS & SLIPFORM MOUNTABLE FOR 5.4m CARRIAGEWAYS.
3. ALL CESSPITS TO BE 675mm X 450mm.
4. FOOTPATHS TO BE CONSTRUCTED AS PER DETAILS ON TYPICAL CROSS SECTION DRAWINGS.
5. PRAM CROSSINGS TO BE CONSTRUCTED AS PER AUCKLAND COUNCIL STANDARD.
6. VEHICLE CROSSINGS TO BE CONSTRUCTED AS PER AUCKLAND COUNCIL STANDARD WITH ONE LAYER OF 665 MESH CENTRALLY PLACED IN ALL CASES.
7. SERVICE DUCTS SHOWN MAY BE INDICATIVE ONLY. ALL DUCTS TO BE POSITIONED USING RELEVANT SERVICE AUTHORITIES DRAWINGS.
8. PAVING IS TO BE CONSTRUCTED AS PER THE DETAILS SHOWN IN JASMAX DRAWINGS.
9. ALL LANE MARKING AND ROAD SIGNAGE IS TO BE CONSTRUCTED AS PER NEW ZEALAND TRANSPORT AGENCY MANUAL OF TRAFFIC SIGNS AND MARKINGS.

## LEGEND

- CENTRELINE AND CHAINAGES (80, 100, 120)
- EXISTING CARRIAGEWAY TO REMAIN
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- NEW PAVEMENT
- EXISTING PAVEMENT SURFACE TO BE TRIMED
- PROPOSED RAISED TABLE
- EPA APPROVAL BOUNDARY
- SINGLE CATCHPIT



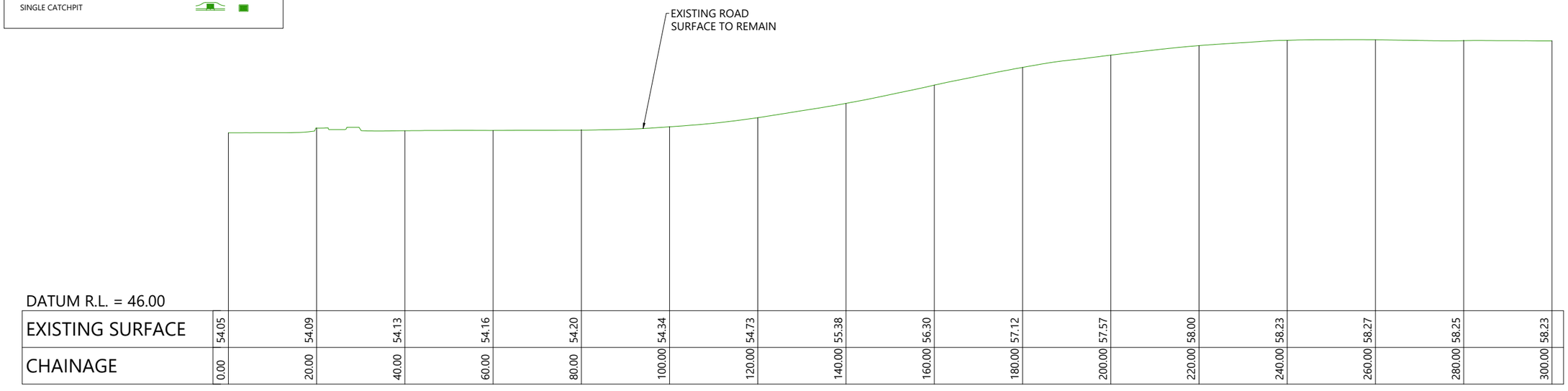

WOODS Est.1970

Auckland Council

**ENG60426682 AMD 2**

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10/01/2025




DATUM R.L. = 46.00

| CHAINAGE | EXISTING SURFACE |
|---|---|
| 0.00 | 54.05 |
| 20.00 | 54.09 |
| 40.00 | 54.13 |
| 60.00 | 54.16 |
| 80.00 | 54.20 |
| 100.00 | 54.34 |
| 120.00 | 54.73 |
| 140.00 | 55.38 |
| 160.00 | 56.30 |
| 180.00 | 57.12 |
| 200.00 | 57.57 |
| 220.00 | 58.00 |
| 240.00 | 58.23 |
| 260.00 | 58.27 |
| 280.00 | 58.25 |
| 300.00 | 58.23 |

ROAD CONTROL CL KEPA RD LONGITUDINAL SECTION

HORZ 1:1000 VERT 1:200

SCALEBAR (m) HOR. 0 10 20 50 VERT. 2 4 10
SCALE | 1:1000 @A3 | 1:500 @A1|
SCALE | 1:200 @A3 | 1:100 @A1|

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 19/04/2024 | DRAWN | YF/KL |
| 3 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | CHECKED | BP |
| 4 | ISSUED FOR AT RFI | YF | 16/12/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

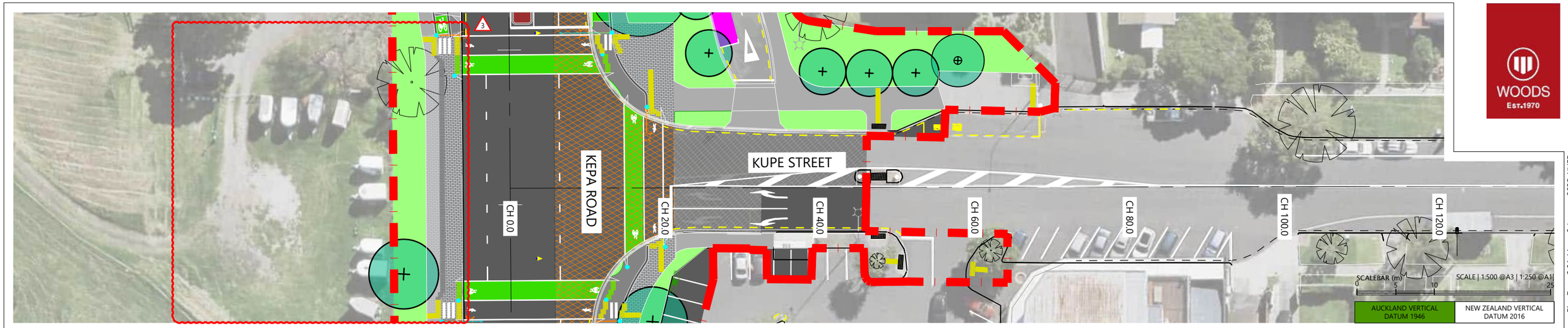
ROADING LONGSECTION - KEPA ROAD

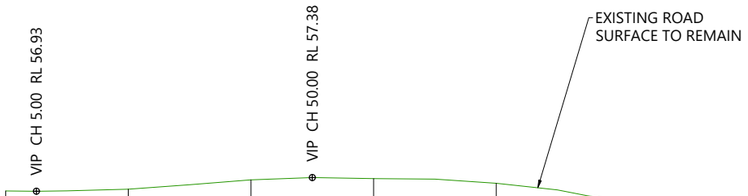
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| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | AS SHOWN | 4 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2500-RD | |

Plot Date: 2:01:43 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2500-RD ROADING LONGSECTION.DWG




Horizontal Curve Length (m)

Vertical Geometry K value/Grade (%)
Vertical Grade/ Curve Length (m)

DATUM R.L. = 44.00

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| EXISTING SURFACE | 56.94 | 57.00 | 57.30 | 57.35 | 57.19 | 56.59 | 55.64 |
| CUT / FILL DEPTH | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| CL DESIGN LEVELS | 56.94 | 57.00 | 57.30 | 57.35 | 57.19 | 56.59 | 55.64 |
| CHAINAGE | 0.00 | 20.00 | 40.00 | 60.00 | 80.00 | 100.00 | 120.00 |

ROAD CONTROL CL KUPE ST LONGITUDINAL SECTION

HORZ 1:1000 VERT 1:200

SCALEBAR (m)
HOR. 0 10 20 50
VERT. 2 4 10
SCALE | 1:1000 @A3 | 1:500 @A1|
SCALE | 1:200 @A3 | 1:100 @A1|

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**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

## NOTES

1. ALL WORK AND MATERIALS TO COMPLY WITH AUCKLAND COUNCIL STANDARDS. ANY AMBIGUITY BETWEEN DRAWINGS AND COUNCIL STANDARDS TO BE REPORTED TO THE ENGINEER FOR CLARIFICATION.
2. KERB & CHANNEL TO BE SLIPFORM VERTICAL FOR 7.8m & 10.8m WIDE CARRIAGEWAYS & SLIPFORM MOUNTABLE FOR 5.4m CARRIAGEWAYS.
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5. PRAM CROSSINGS TO BE CONSTRUCTED AS PER AUCKLAND COUNCIL STANDARD.
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8. PAVING IS TO BE CONSTRUCTED AS PER THE DETAILS SHOWN IN JASMAX DRAWINGS.
9. ALL LANE MARKING AND ROAD SIGNAGE IS TO BE CONSTRUCTED AS PER NEW ZEALAND TRANSPORT AGENCY MANUAL OF TRAFFIC SIGNS AND MARKINGS.

## LEGEND

- CENTRELINE AND CHAINAGES (80, 100, 120)
- EXISTING CARRIAGEWAY TO REMAIN
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- NEW PAVEMENT
- EXISTING PAVEMENT SURFACE TO BE TRIMED
- PROPOSED RAISED TABLE
- EPA APPROVAL BOUNDARY
- SINGLE CATCHPIT

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 19/04/2024 | DRAWN | YF/KL |
| 3 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | CHECKED | BP |
| | | | | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

ROADING LONGSECTION - KUPE STREET

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | AS SHOWN | 3 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2501-RD | |



Plot Date: 2:01:44 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2500-RD ROADING LONG SECTION.DWG

NOTES

1. ALL SIGNAGE ARE COMPLY WITH THE TERRITORIAL AUTHORITIES SPECIFICATION AND STANDARD AND TO NZ TRANSPORT AGENCY AND STANDARD AND TO NZ TRANSPORT AGENCY MANUAL OF TRAFFICE SIGNS TCD MANUAL PART4.
2. ANY AMBIGUITIES BETWEEN DRAWINGS AND THE STANDAEDS ARE TO BE REFORTED TO THE ENGINEER FOR CLARIFICATIONS.

## LEGEND

- EXISTING TRAFFIC SIGN TO BE REMOVED
- EXISTING TRAFFIC SIGN
- RELOCATED TRAFFIC SIGN
- PROP TRAFFIC SIGN
- SHARED PATH SIGN(RG-26D) — RG-26D MOUNTED HEIGHT 2.6m
- END SIGN(RG-26.2) — ENDS RG-26.2
- TRAFFIC SIGNAL AHEAD WARNING SIGN(W10-4)
- CYCLE RAMP USE SIGN(G9-62)
- LANE ENDS SIGN(W13-1L/R)
- BUS STOP SIGN(RP5-1)
- SPEED HUMP SIGN(W14-4) WITH ADVISORY SPEED SIGNAGE — 25
- OVERHEAD LANE USE(R4-3(L))
- TURNING TRAFFIC GIVE WAY SIGN SIGN(R2-9)
- BELISHA BEACON DISC (W16-3)
- PEDESTRIAN CROSSING/ZEBRA(W16-2)
- DISABLED PARKING SYMBOL (R6-55)
- SCHOOL ZONE SIGN (R1-6.1)
- EPA APPROVAL BOUNDARY

- NO ENTRY SIGN (RG-09)
- ONE WAY SIGN (R3-12)
- FLUORESCENT ORANGE FLAG
- SCHOOL PATROL STOP SIGN
- SPEED INDICTOR DEVICE
- GIVEWAY (RG-6)
- NO RIGHT TURN (R3-2)
- KEEP LEFT (RG-17)

KUPE STREET

P22-440-00-2702-RD

RETAIL SHOPS

Z SERVICE STATION

P22-440-00-2703-RD

P22-440-00-2701-RD

POUREWA COMMUNITY HUB

Auckland Council

**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

SCALEBAR (m) 0 15 30 75

SCALE | 1:1500 @A3 | 1:750 @A1

AUCKLAND VERTICAL DATUM 1946 | NEW ZEALAND VERTICAL DATUM 2016

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DESIGNED | YF |
| 3 | ISSUED FOR RFI | YF | 04/09/2024 | DRAWN | KL |
| 4 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | CHECKED | BP |
| 5 | ISSUED FOR UOA DESIGN AMENDMENT | YF | 30/10/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

ROAD SIGNAGE PLAN - SHEET 1 OF 4

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:1500 @ A3 | 5 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2700-RD | |

Plot Date: 2:01:45 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2700-RD ROAD SIGN.DWG

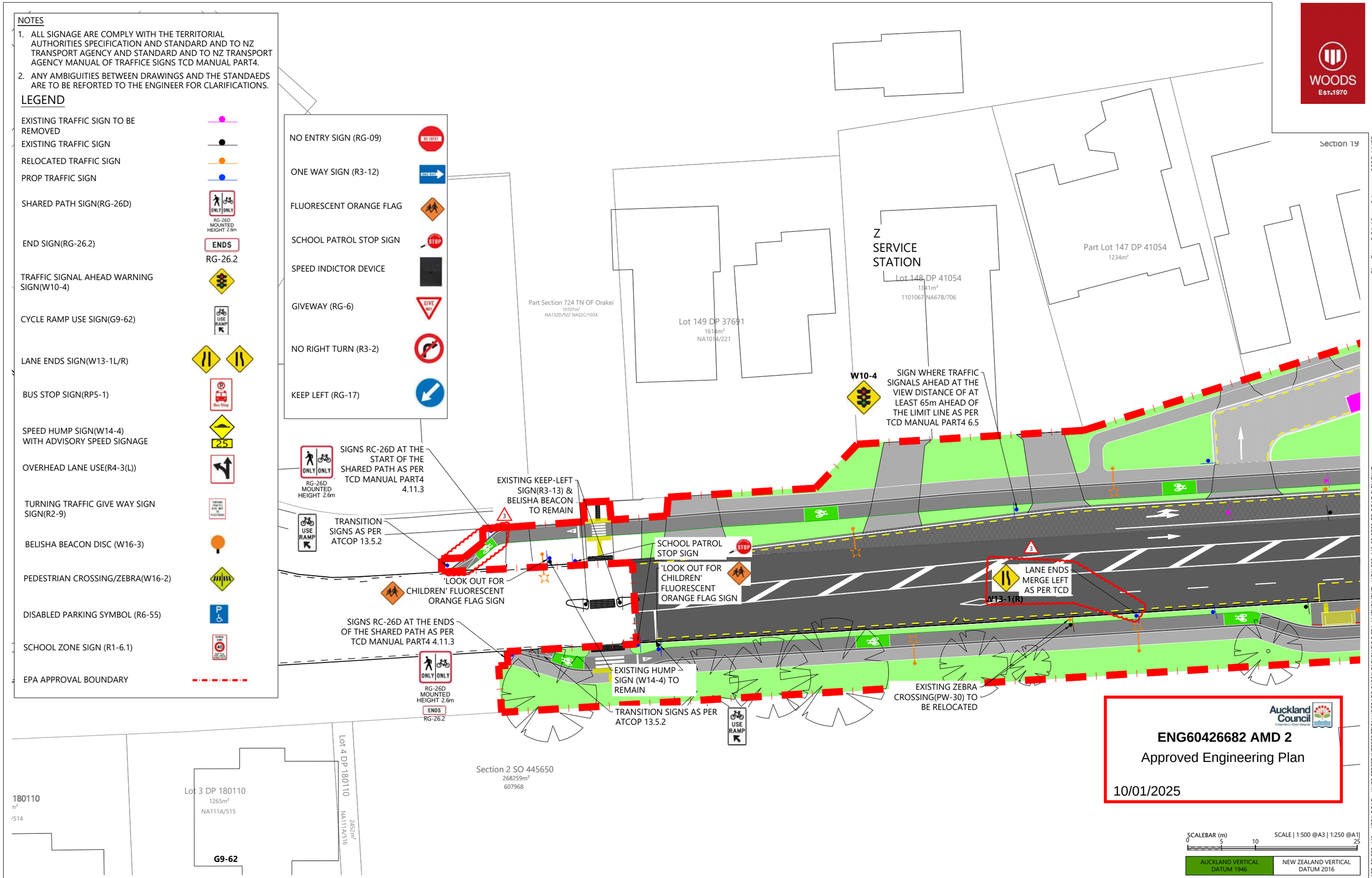
NOTES

1. ALL SIGNAGE ARE COMPLY WITH THE TERRITORIAL AUTHORITIES SPECIFICATION AND STANDARD AND TO NZ TRANSPORT AGENCY AND STANDARD AND TO NZ TRANSPORT AGENCY MANUAL OF TRAFFICE SIGNS TCD MANUAL PART4.
2. ANY AMBIGUITIES BETWEEN DRAWINGS AND THE STANDAEDS ARE TO BE REFORTED TO THE ENGINEER FOR CLARIFICATIONS.

## LEGEND

- EXISTING TRAFFIC SIGN TO BE REMOVED
- EXISTING TRAFFIC SIGN
- RELOCATED TRAFFIC SIGN
- PROP TRAFFIC SIGN
- SHARED PATH SIGN(RG-26D) — RG-26D MOUNTED HEIGHT 2.6m
- END SIGN(RG-26.2) — ENDS RG-26.2
- TRAFFIC SIGNAL AHEAD WARNING SIGN(W10-4)
- CYCLE RAMP USE SIGN(G9-62)
- LANE ENDS SIGN(W13-1L/R)
- BUS STOP SIGN(RP5-1)
- SPEED HUMP SIGN(W14-4) WITH ADVISORY SPEED SIGNAGE — 25
- OVERHEAD LANE USE(R4-3(L))
- TURNING TRAFFIC GIVE WAY SIGN SIGN(R2-9)
- BELISHA BEACON DISC (W16-3)
- PEDESTRIAN CROSSING/ZEBRA(W16-2)
- DISABLED PARKING SYMBOL (R6-55)
- SCHOOL ZONE SIGN (R1-6.1)
- EPA APPROVAL BOUNDARY

- NO ENTRY SIGN (RG-09)
- ONE WAY SIGN (R3-12)
- FLUORESCENT ORANGE FLAG
- SCHOOL PATROL STOP SIGN
- SPEED INDICTOR DEVICE
- GIVEWAY (RG-6)
- NO RIGHT TURN (R3-2)
- KEEP LEFT (RG-17)




**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

SCALEBAR (m) 0 5 10 25

SCALE | 1:500 @A3 | 1:250 @A1

AUCKLAND VERTICAL DATUM 1946 | NEW ZEALAND VERTICAL DATUM 2016

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| 3 | ISSUED FOR RFI | YF | 17/05/2024 | CHECKED | BP |
| | | | | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

ROAD SIGNAGE PLAN - SHEET 2 OF 4

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 3 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2701-RD | |

Plot Date: 20:46 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_2126\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2700-RD ROAD SIGN.DWG

NOTES

1. ALL SIGNAGE ARE COMPLY WITH THE TERRITORIAL AUTHORITIES SPECIFICATION AND STANDARD AND TO NZ TRANSPORT AGENCY AND STANDARD AND TO NZ TRANSPORT AGENCY MANUAL OF TRAFFICE SIGNS TCD MANUAL PART4.
2. ANY AMBIGUITIES BETWEEN DRAWINGS AND THE STANDAEDS ARE TO BE REFORTED TO THE ENGINEER FOR CLARIFICATIONS.

## LEGEND

- EXISTING TRAFFIC SIGN TO BE REMOVED
- EXISTING TRAFFIC SIGN
- RELOCATED TRAFFIC SIGN
- PROP TRAFFIC SIGN
- SHARED PATH SIGN(RG-26D) — RG-26D MOUNTED HEIGHT 2.6m
- END SIGN(RG-26.2) — ENDS RG-26.2
- TRAFFIC SIGNAL AHEAD WARNING SIGN(W10-4)
- CYCLE RAMP USE SIGN(G9-62)
- LANE ENDS SIGN(W13-1L/R)
- BUS STOP SIGN(RP5-1)
- SPEED HUMP SIGN(W14-4) WITH ADVISORY SPEED SIGNAGE — 25
- OVERHEAD LANE USE(R4-3(L))
- TURNING TRAFFIC GIVE WAY SIGN SIGN(R2-9)
- BELISHA BEACON DISC (W16-3)
- PEDESTRIAN CROSSING/ZEBRA(W16-2)
- DISABLED PARKING SYMBOL (R6-55)
- SCHOOL ZONE SIGN (R1-6.1)
- EPA APPROVAL BOUNDARY

- NO ENTRY SIGN (RG-09)
- ONE WAY SIGN (R3-12)
- FLUORESCENT ORANGE FLAG
- SCHOOL PATROL STOP SIGN
- SPEED INDICTOR DEVICE
- GIVEWAY (RG-6)
- NO RIGHT TURN (R3-2)
- KEEP LEFT (RG-17)

Section 741 TN OF Orakei
298m²

Lot 1 DP 42218
458m²

Lot 2 DP 42218
228m²
NA24B/302

RETAIL

Lot 165 DP 45557
1899m²
NA85A/935

Section 19 Block IX Rangitoto SD
1818m²
NA72A/341

Lot 166 DP 40886
923m²
NA33A/496

Section 2 SO 445650
268259m²
607968

KUPE STREET

EXISTING BUS STOP SIGN TO REMAIN

R6-30 W10-4 SIGN WHERE TRAFFIC SIGNALS AHEAD AS PER TCD MANUAL PART4 6.5

EXISTING KEEP-LEFT SIGN(R3-13) TO REMAIN

R3-4 NO ENTRY SIGN R3-4 AT THE ENDS OF THE EASTERN SLIP AS PER TCD MANUAL PART4 18.1

EXISTING GIVEWAY SIGN (RG6) TO BE RELOCATED — RG-6

EXISTING SCHOOL ZONE ENDS SIGN TO BE RELOCATED

EXISTING BUS STOP TO BE REMOVED

EXISTING GIVEWAY SIGN TO BE RELOCATED TO EXISTING OF ONE-WAY OPERATION SERVICE LANE AT EASTERN SIDE OF KEPA ROAD

ONE WAY OPERATION SIGN (R3-12) AS PER TCD MANUAL PART4 18.2 — R3-12

DISABLED PARKING SYMBOL (R6-55)

R2-9 SIGN PRIOR TO SIGNALISED INTERSECTION AS PER TCD MANUAL PART 4 6.5

EXISTING SCHOOL ZONE START SIGN TO BE REMOVED

R4-3 (L) OVERHEAD LAND USE ARROW AS PER TCD MANUAL PART 4 10.2.2 — R4-3 (L)

EXISTING GIVEWAY SIGN TO BE REMOVED

RG-17 KEEP LEFT SIGN AS PER TDM URBAN AND RURAL ROADWAY DESIGN 7.8 — RG-17

EXISTING STREET NAME SIGN TO BE RELOCATED

EXISTING SCHOOL ZONE ENDS SIGN TO BE RELOCATED

R3-2 NO RIGHT TURN SIGN WHERE AN RCA HAS PROHIBITED A RIGHT TURNING AS PER TCD MANUAL PART 4 18.1 — R3-2

R1 - 6.1 SCHOOL ZONE SIGN AS PER TCD MANUAL PART 13

W14-4 EXISTING PW-39 HUMP SIGN (W14-4) TO BE RELOCATED TO PEDESTRIAN CROSSING (ZEBRA) LOCATED AT EASTERN SERVICE LANE

EXISTING SCHOOL ZONE SIGN TO BE RELOCATED

RP5-1 RELOCATED BUS STOP SIGN RP5-1 AS PER TDM SECTION2- PUBLIC TRANSPORT-BUS INFRASTRUCTURE VERSION1 5.11

WOODS Est.1970

Auckland Council

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10/01/2025

SCALEBAR (m) 0 5 10 25

SCALE | 1:500 @A3 | 1:250 @A1|

AUCKLAND VERTICAL DATUM 1946 | NEW ZEALAND VERTICAL DATUM 2016

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 6 | ISSUED FOR RFI | YF | 26/06/2024 | DESIGNED | YF |
| 7 | ISSUED FOR RFI | YF | 13/09/2024 | DRAWN | KL |
| 8 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | CHECKED | BP |
| 9 | ISSUED FOR AT RFI | YF | 16/12/2024 | APPROVED | BF |

KEPA RD / KUPE ST
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AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

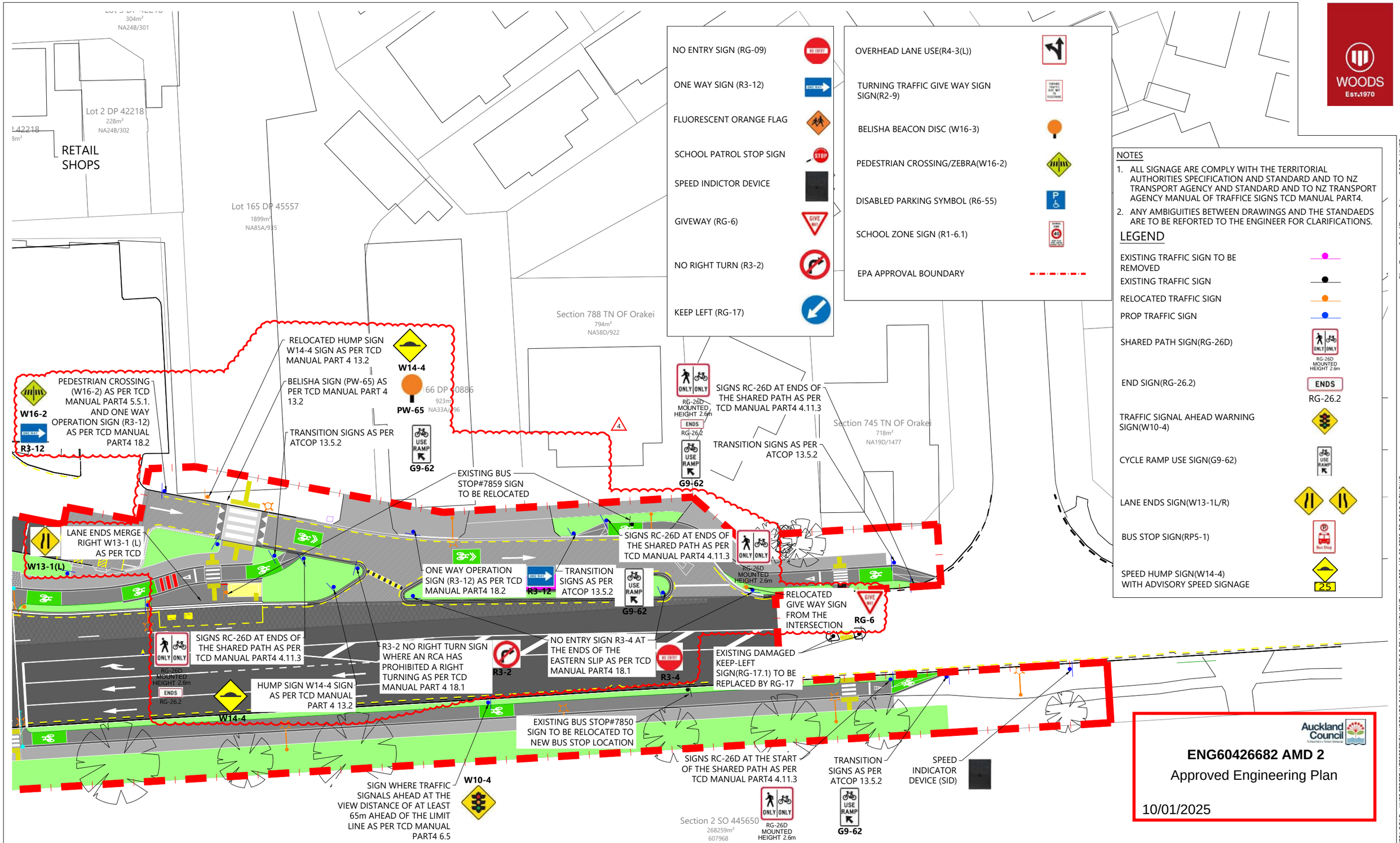
ROAD SIGNAGE PLAN - SHEET 3 OF 4

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 9 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2702-RD | |

Plot Date: 2:01:46 pm,9 January 2025, YUEF

File: C:\22DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2700-RD ROAD SIGN.DWG




NOTES

1. ALL SIGNAGE ARE COMPLY WITH THE TERRITORIAL AUTHORITIES SPECIFICATION AND STANDARD AND TO NZ TRANSPORT AGENCY AND STANDARD AND TO NZ TRANSPORT AGENCY MANUAL OF TRAFFICE SIGNS TCD MANUAL PART4.
2. ANY AMBIGUITIES BETWEEN DRAWINGS AND THE STANDAEDS ARE TO BE REFORTED TO THE ENGINEER FOR CLARIFICATIONS.

## LEGEND

- EXISTING TRAFFIC SIGN TO BE REMOVED
- EXISTING TRAFFIC SIGN
- RELOCATED TRAFFIC SIGN
- PROP TRAFFIC SIGN
- SHARED PATH SIGN(RG-26D) — RG-26D MOUNTED HEIGHT 2.6m
- END SIGN(RG-26.2) — ENDS RG-26.2
- TRAFFIC SIGNAL AHEAD WARNING SIGN(W10-4)
- CYCLE RAMP USE SIGN(G9-62)
- LANE ENDS SIGN(W13-1L/R)
- BUS STOP SIGN(RP5-1)
- SPEED HUMP SIGN(W14-4) WITH ADVISORY SPEED SIGNAGE — 25

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10/01/2025

SCALEBAR (m) 0 5 10 25

SCALE | 1:500 @A3 | 1:250 @A1|

AUCKLAND VERTICAL DATUM 1946 | NEW ZEALAND VERTICAL DATUM 2016

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| 3 | ISSUED FOR RFI | YF | 17/05/2024 | CHECKED | BP |
| 4 | ISSUED FOR UOA DESIGN AMENDMENT | YF | 30/10/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

ROAD SIGNAGE PLAN - SHEET 4 OF 4

| | |
|---|---|
| STATUS | ISSUED FOR EPA |
| SCALE | 1:500 @ A3 |
| COUNCIL | AUCKLAND COUNCIL |
| DWG NO | P22-440-01-2703-RD |
| REV | 4 |

Plot Date: 2:01:47 pm,9 January 2025, YUEF

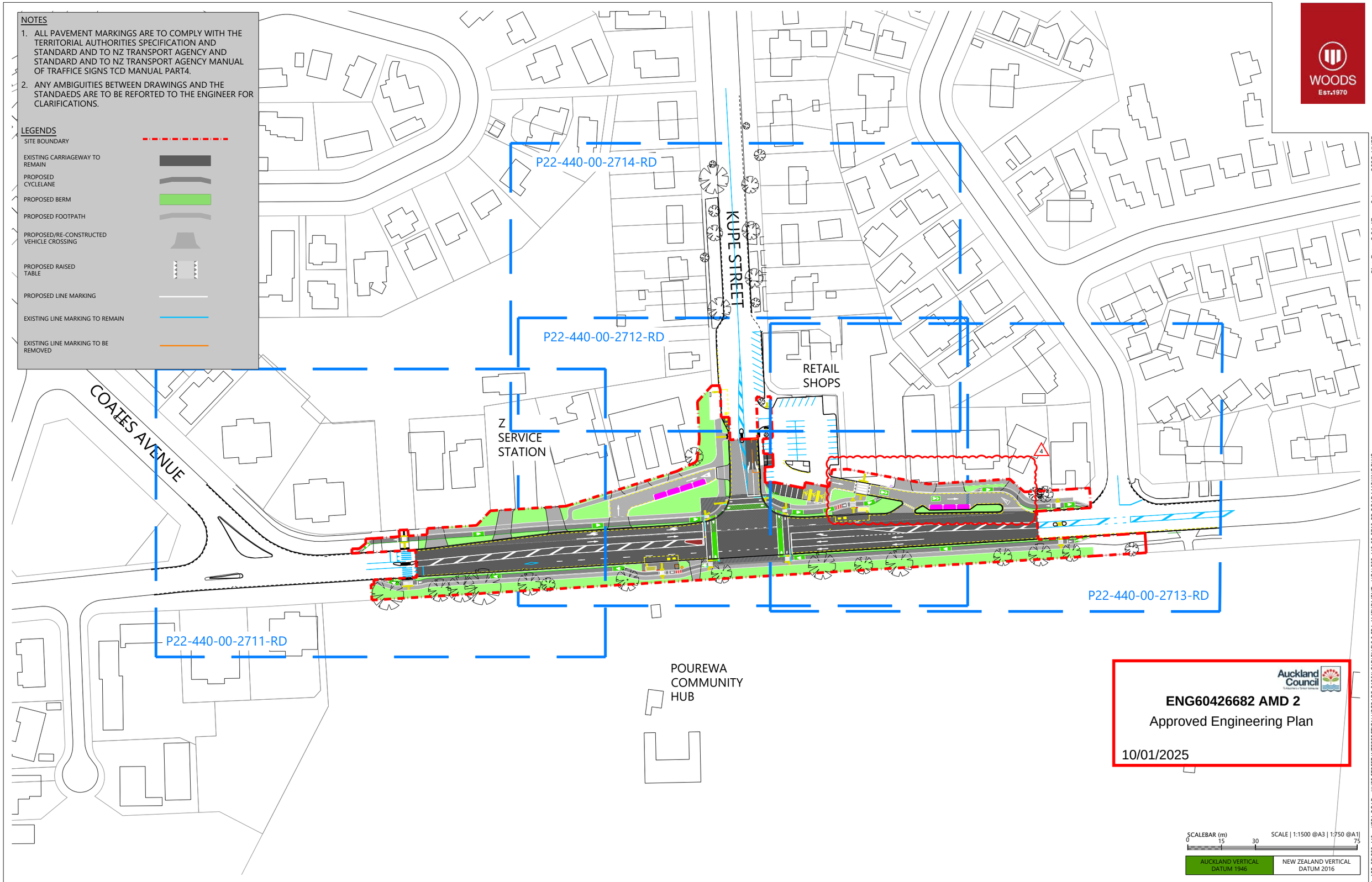
File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2700-RD ROAD SIGN.DWG

NOTES

1. ALL PAVEMENT MARKINGS ARE TO COMPLY WITH THE TERRITORIAL AUTHORITIES SPECIFICATION AND STANDARD AND TO NZ TRANSPORT AGENCY AND STANDARD AND TO NZ TRANSPORT AGENCY MANUAL OF TRAFFICE SIGNS TCD MANUAL PART4.
2. ANY AMBIGUITIES BETWEEN DRAWINGS AND THE STANDAEDS ARE TO BE REFORTED TO THE ENGINEER FOR CLARIFICATIONS.

LEGENDS

- SITE BOUNDARY
- EXISTING CARRIAGEWAY TO REMAIN
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
- PROPOSED RAISED TABLE
- PROPOSED LINE MARKING
- EXISTING LINE MARKING TO REMAIN
- EXISTING LINE MARKING TO BE REMOVED




WOODS Est.1970

Auckland Council

**ENG60426682 AMD 2**

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10/01/2025

SCALEBAR (m) 0 15 30 75

SCALE | 1:1500 @A3 | 1:750 @A1|

AUCKLAND VERTICAL DATUM 1946 | NEW ZEALAND VERTICAL DATUM 2016

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| 3 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | CHECKED | BP |
| 4 | ISSUED FOR UOA DESIGN AMENDMENT | YF | 30/10/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

ROAD MARKING PLAN - SHEET 1 OF 5

N

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|---|---|
| STATUS | ISSUED FOR EPA |
| SCALE | 1:1500 @ A3 |
| COUNCIL | AUCKLAND COUNCIL |
| DWG NO | P22-440-01-2710-RD |
| REV | 4 |

Plot Date: 20:47 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_2126\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2710-RD ROAD MARKING.DWG

**ENG60426682 AMD 2**

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10/01/2025

NOTES

1. ALL PAVEMENT MARKINGS ARE TO COMPLY WITH THE TERRITORIAL AUTHORITIES SPECIFICATION AND STANDARD AND TO NZ TRANSPORT AGENCY AND STANDARD AND TO NZ TRANSPORT AGENCY MANUAL OF TRAFFICE SIGNS TCD MANUAL PART4.
2. ANY AMBIGUITIES BETWEEN DRAWINGS AND THE STANDAEDS ARE TO BE REFORTED TO THE ENGINEER FOR CLARIFICATIONS.

LEGENDS

- SITE BOUNDARY
- EXISTING CARRIAGEWAY TO REMAIN
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
- PROPOSED RAISED TABLE
- PROPOSED LINE MARKING
- EXISTING LINE MARKING TO REMAIN
- EXISTING LINE MARKING TO BE REMOVED

Lot 1 DP 204292
2058m²
93800 NA132D/920

Lot 2 DP 204292
1903m²
93366 NA132D/921

Part Section 724 TN OF Orakei
10707m²
NA132D/922 NA22C/1034

Lot 149 DP 37691
1614m²
NA1014/221

Z SERVICE STATION

Lot 148 DP 41054
1341m²
1101067 NA67B/706

Part Lot 147 DP 41054
1234m²

COATES AVENUE

Section 8 Block IX Rangitoto SD
260m²
NA268/400 NA640/33 NA974/199

Lot 2 DP 180110
1233m²

Lot 3 DP 180110
1265m²

Lot 4 DP 180110

Section 2 SO 445650
268259m²
607968

4 200mm WIDE LIMITED LINE AS PER AUTHORITIES(AT) COMMENTS

GIVEWAY MARKING AS PER AUTHORITIES(AT) COMMENTS

CYCLE SYMBOL (1.8m X 1.1m) AND 5.0 m LONG CYCLE LANE MARKING AS PER ATCOP DRAWING SET CHAPTER 13

EXISTING ROAD MARKINGS, INCLUDING PEDESTRIAN, DRAGON TOOTH AND LIMITED LINES TO REMAIN

CYCLE SYMBOL (1.8m X 1.1m) AND 5.0 m LONG CYCLE LANE MARKING AS PER ATCOP DRAWING SET CHAPTER 13

GIVEWAY MARKING AS PER AUTHORITIES(AT) COMMENTS

200mm WIDE LIMITED LINE AS PER AUTHORITIES(AT) COMMENTS

NO-STOPPING LINE (0.1m WIDE,1.0m LONG 1.0m GAP) AS PER TCD MANUAL PART4 3.2.4

ADVANCE WARNING DIAMOND (100mm WIDTH,1m X 6m DIAMOND) AS PER TCD MANUAL PART5 PEDESTRIAN CROSSINGS SECTION TO REMAIN

SCALEBAR (m) 0 5 10 25

SCALE | 1:500 @A3 | 1:250 @A1|

AUCKLAND VERTICAL DATUM 1946 | NEW ZEALAND VERTICAL DATUM 2016

Plot Date: 2:01:48 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_2126\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2710-RD ROAD MARKING.DWG

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| 3 | ISSUED FOR RFI | YF | 17/05/2024 | CHECKED | BP |
| 4 | ISSUED FOR RFI | YF | 28/05/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

ROAD MARKING PLAN - SHEET 2 OF 5

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 4 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2711-RD | |

**ENG60426682 AMD 2**
Approved Engineering Plan
10/01/2025

Auckland Council

WOODS Est.1970

DRAFT

NOTES

1. ALL PAVEMENT MARKINGS ARE TO COMPLY WITH THE TERRITORIAL AUTHORITIES SPECIFICATION AND STANDARD AND TO NZ TRANSPORT AGENCY AND STANDARD AND TO NZ TRANSPORT AGENCY MANUAL OF TRAFFICE SIGNS TCD MANUAL PART4.
2. ANY AMBIGUITIES BETWEEN DRAWINGS AND THE STANDAEDS ARE TO BE REFORTED TO THE ENGINEER FOR CLARIFICATIONS.

LEGENDS

- SITE BOUNDARY
- EXISTING CARRIAGEWAY TO REMAIN
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
- PROPOSED RAISED TABLE
- PROPOSED LINE MARKING
- EXISTING LINE MARKING TO REMAIN
- EXISTING LINE MARKING TO BE REMOVED

Section 741 TN OF Orakei
298m²

Lot 1 DP 42218
458m²

Lot 2 DP 42218
228m²
NA24B/302

RETAIL SHOPS

Lot 165 DP 45557
1899m²
NA85A/935

Section 19 Block IX Rangitoto SD
1818m²
NA72A/341

Lot 147 DP 41054
1234m²

Lot 166 DP 40886
923m²
NA33A/496

KUPE STREET

16.5m

56.2m

15.0m

2.6m

PROPOSED 100mm WIDTH CONTINUOUS LINE MARKING FOR FLUSH MEDIUM

300mm WIDE CONTINUOUS LIMIT LINES (5.5m LONG) AS PER TCD MANUAL PART4 6.4.1

GIVE WAY TRIANGLE SYMBOL AS PER TCD MANUAL PART4 4.2.1

100mm WIDE WHITE PARLING LINES AS PER TCD MANUAL PART3

NO-STOPPING LINE (0.1m WIDE,1.0m LONG 1.0m GAP) AS PER TCD MANUAL PART4 3.2.4

ONE WAY DIRECTION ARROW AS PER TCD MANUAL PART 5

EXISTING LINE MARKINGS TO REMAIN
EXISTING BUS STOP BOX TO BE REMOVED

100mm WIDE WHITE PARKING LINE AS PER TCD MANUAL PART3

100mm WIDE CONTINUOUS LANE LINES AS PER TCD MANUAL PART4 6.4.4 & 6.8

300mm WIDE CONTINUOUS LIMIT LINES (6.0m LONG) AS PER TCD MANUAL PART4 6.4.1

100mm WIDE WHITE PARKING LINES AS PER TCD MANUAL PART3

300mm WIDE CONTINUOUS LIMIT LINES (10.1m LONG) AS PER TCD MANUAL PART4 6.4.1

CYCLE CROSSINGS TO BE GREEN AS PER ATCOP DRAWING SET CHAPTER 13

PROPOSED 600mm X 450mm SOLID YELLOW TRIANGULAR MARKINGS AND BLUE MARKER AS PER NZTA FIRE HYDRANTS SECTION

300mm WIDE CONTINUOUS LIMIT LINES (9.3m LONG) AS PER TCD MANUAL PART4 6.4.1

100mm WIDE CONTINUOUS LANE LINES AS PER TCD MANUAL PART4 6.4.4 & 6.8

LANE USE ARROWS AS PER TCD MANUAL PART4 SECTION 10.

100mm WIDE CROSSWALK LINE AS PER TCD MANUAL PART5 SIGNALISED PEDESTRIAN CROSSINGS

CYCLE SYMBOL (1.8m X 1.1m) AND 5.0 m LONG CYCLE LANE MARKING AS PER ATCOP DRAWING SET CHAPTER 13

BUS STOP ROAD MARKING REFER TO TDM SECTION 2 PUBLIC TRANSPORT-BUS INFRASTRUCTURE 6.4

200mm WIDE 200mm GAP CROSSING BARS AS PER NZTA FULL WIDTH ISLAND DESIGN STANDARD

CONTINUITY LINE (100mm WIDE,3m(MAX)GAP,1m STRIP) AS PER TCDM PART4 14.2.1

FLUSH MEDIAN. 100mm CONTINUOUS LINE WITH 600mm WIDTH DIAGONAL BAR AS PER NZTM FLUSH MEDIANS SECTION

100mm WIDE BUS STOP BOX (1m STRIPS AND 1m GAP NON-STOP LINE) AS PER TCD MANUAL PART4 6.4.10 & AT TDM PUBLIC TRANSPORT BUS INFRASTRUCTURE SECTION 6.2

ın 2 SO 445650
268259m²
607968

SCALEBAR (m) 0 5 10 25

SCALE | 1:500 @A3 | 1:250 @A1|

AUCKLAND VERTICAL DATUM 1946 | NEW ZEALAND VERTICAL DATUM 2016

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 3 | ISSUED FOR RFI | YF | 17/05/2024 | DESIGNED | YF |
| 4 | ISSUED FOR RFI | YF | 28/05/2024 | DRAWN | KL |
| 5 | ISSUED FOR RFI | YF | 13/09/2024 | CHECKED | BP |
| 6 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

ROAD MARKING PLAN - SHEET 3 OF 5

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 6 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2712-RD | |



Plot Date: 2:01:48 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2710-RD ROAD MARKING.DWG

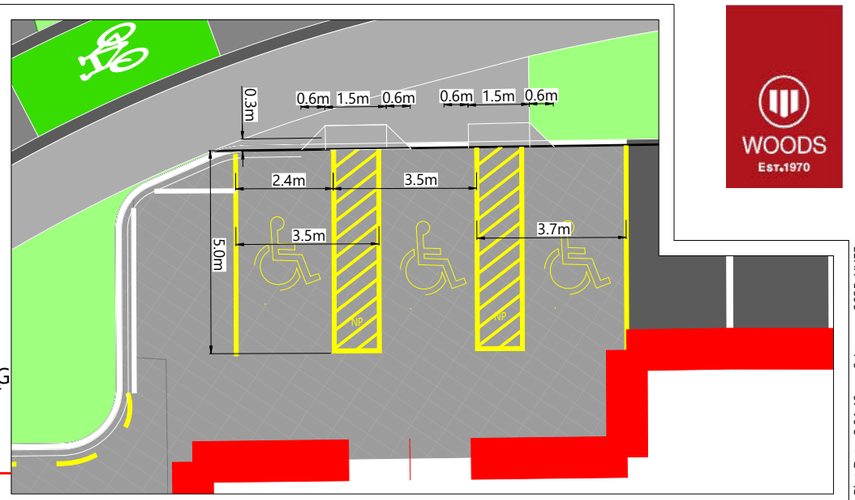
**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025




DIMENSION OF ROAD MARKING
NOT TO SCALE




DETAILS DESIGN OF DISABLE PARKING

SCALEBAR (m) 0 1.5 3.0 7.5 SCALE | 1:150 @A3 | 1:75 @A1

WOODS Est.1970

Lot 2 DP 42218 228m² NA24B/302

RETAIL SHOPS

Lot 165 DP 45557 1899m² NA85A/935

Section 788 TN OF Orakei 784m² NA58D/922

66 DP 40886 923m² A33A/496

Section 744 TN OF Orakei 673m² NA1679/85

Section 745 TN OF Orakei 718m² NA19D/1477

EXISTING PARKING LINE TO REMAIN

ONE WAY DIRECTION ARROW AS PER TCD MANUAL PART 5

DRAGON TOOTH AND SEPARATION AS PER ATCOP DRAWING SET CHAPTER 8

CROSSING BARS OVER RAISED TABLE 600mm WIDE 600mm GAP AS PER TCD MANUAL PART 5

CYCLE SYMBOL (1.8m X 1.1m) AND 5.0 m LONG CYCLE LANE MARKING AS PER ATCOP DRAWING SET CHAPTER 13

100mm WIDE NO-STOPPING LINES (1.0m LONG 1.0m GAP) AS PER TCD MANUAL PART4 3.2.4

SHARROW MARKING SYMBOLS AS PER NZTA SHARROW MARKINGS: BEST PRACTICE GUIDANCE NOTE (2016)

100mm WIDE WHITE PARKING LINES AS PER TCD MANUAL PART3

ONE WAY DIRECTION ARROW AS PER TCD MANUAL PART 5

CYCLE SYMBOL (1.8m X 1.1m) AND 5.0 m LONG CYCLE LANE MARKING AS PER ATCOP DRAWING SET CHAPTER 13

GIVE WAY TRIANGLE SYMBOL AS PER TCD MANUAL PART4 4.2.1

DISABLED PARKING SYMBOL REFER TO TCD 2004-SCHEDUELS 2 MARKINGS

BUS STOP ROAD MARKING REFER TO TDM SECTION2 PUBLIC TRANSPORT-BUS INFRASTRUCTURE 6.4

100mm WIDE BUS STOP BOX (1m STRIPS AND 1m GAP NON-STOP LINE) AS PER TCD MANUAL PART4 6.4.10 & AT TDM PUBLIC TRANSPORT BUS INFRASTRUCTURE SECTION 6.2

300mm WIDE CONTINUOUS LIMIT LINES (5.5m LONG) AS PER TCD MANUAL PART4 6.4.1

23.3m

26.7m

58.6m

100mm WIDE NO-STOPPING LINES (1.0m LONG 1.0m GAP) AS PER TCD MANUAL PART4 3.2.4

CONTINUOUS LANE LINES (100mm WIDE, THE LENGTH OF IT IS DEPENDENT ON LENGTH OF TURN LANE) AS PER TCD MANUAL PART4 6.4.4 & 6.8

FLUSH MEDIAN. 100mm CONTINUOUS LINE WITH 600mm WIDTH DIAGONAL BAR AS PER NZTM FLUSH MEDIANS SECTION

200mm WIDE LIMITED LINE AS PER AUTHORITIES(AT) COMMENTS GIVEWAY MARKING AS PER AUTHORITIES(AT) COMMENTS

CYCLE SYMBOL (1.8m X 1.1m) AND 5.0 m LONG CYCLE LANE MARKING AS PER ATCOP DRAWING SET CHAPTER 13

Section 2 SO 445650 268259m² 607968

NOTES

1. ALL PAVEMENT MARKINGS ARE TO COMPLY WITH THE TERRITORIAL AUTHORITIES SPECIFICATION AND STANDARD AND TO NZ TRANSPORT AGENCY AND STANDARD AND TO NZ TRANSPORT AGENCY MANUAL OF TRAFFICE SIGNS TCD MANUAL PART4.
2. ANY AMBIGUITIES BETWEEN DRAWINGS AND THE STANDAEDS ARE TO BE REFORTED TO THE ENGINEER FOR CLARIFICATIONS.

LEGENDS

- SITE BOUNDARY
- EXISTING CARRIAGEWAY TO REMAIN
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
- PROPOSED RAISED TABLE
- PROPOSED LINE MARKING
- EXISTING LINE MARKING TO REMAIN
- EXISTING LINE MARKING TO BE REMOVED

SCALEBAR (m) 0 5 10 25 SCALE | 1:500 @A3 | 1:250 @A1

AUCKLAND VERTICAL DATUM 1946 | NEW ZEALAND VERTICAL DATUM 2016

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 2 | ISSUED FOR RFI | YF | 24/04/2023 | DESIGNED | YF |
| 3 | ISSUED FOR RFI | YF | 17/05/2024 | DRAWN | KL |
| 4 | ISSUED FOR RFI | YF | 28/05/2024 | CHECKED | BP |
| 5 | ISSUED FOR UOA DESIGN AMENDMENT | YF | 30/10/2024 | APPROVED | BF |

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WOODS.CO.NZ

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

ROAD MARKING PLAN - SHEET 4 OF 5

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 5 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2713-RD | |

Plot Date: 2:01:49 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_2126\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2710-RD ROAD MARKING.DWG

NOTES

1. ALL PAVEMENT MARKINGS ARE TO COMPLY WITH THE TERRITORIAL AUTHORITIES SPECIFICATION AND STANDARD AND TO NZ TRANSPORT AGENCY AND STANDARD AND TO NZ TRANSPORT AGENCY MANUAL OF TRAFFICE SIGNS TCD MANUAL PART4.
2. ANY AMBIGUITIES BETWEEN DRAWINGS AND THE STANDAEDS ARE TO BE REFORTED TO THE ENGINEER FOR CLARIFICATIONS.

LEGENDS

- SITE BOUNDARY
- EXISTING CARRIAGEWAY TO REMAIN
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
- PROPOSED RAISED TABLE
- PROPOSED LINE MARKING
- EXISTING LINE MARKING TO REMAIN
- EXISTING LINE MARKING TO BE REMOVED

Auckland Council

**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

WOODS Est.1970

Lot 143A DP 46795 415m² NA22C/1045
Lot 143B DP 46795 425m² NA22C/1046
Lot 144A DP 46795 496m² NA22C/1047
Lot 144B DP 46795 486m² NA22C/1048
Lot 4 DP 205275 423m² NA132C/332
Lot 3 DP 205275 273m² NA132C/331
Lot 2 DP 205275 280m² NA132C/330
Lot 1 DP 205275 371m² NA132C/329
Section 741 TN OF Orakei 298m²
Part Lot 147 DP 41054
Section 1 NA72A/341

KUPE STREET

Lot 2 DP 205276 495m² NA132C/334
Lot 1 DP 205276 475m² NA132C/333
Lot 163B DP 49885 554m² NA62D/722 NA89B/720
Lot 163A DP 49885 486m² NA49C/865
Lot 1 DP 202329 532m² NA130D/515
Lot 2 DP 202329 575m² NA130D/516
Lot 3 DP 42218 304m² NA24B/301
Lot 2 DP 42218 228m² NA24B/302
Lot 1 DP 42218 458m²
Lot 165 DP 45557 1899m² NA85A/935
Section 78 NA

EXISTING PARKING LINE TO REMAIN
RETAIL SHOPS
EXISTING PARKING LINE TO REMAIN
EXISTING FLUSH MEDIAN TO REMAIN

NON-STOP LINES REFER TO TDM SECTION2 PUBLIC TRANSPORT-BUS INFRASTRUCTURE 6.4

EXISTING BUS STOP BOX AS PER TCD MANUAL PART4 6.4.10 & AT TDM PUBLIC TRANSPORT BUS INFRASTRUCTURE SECTION 6.2 TO REMAIN

BUS STOP ROAD MARKING REFER TO TDM SECTION2 PUBLIC TRANSPORT-BUS INFRASTRUCTURE 6.4

SCALEBAR (m) 0 5 10 25

SCALE | 1:500 @A3 | 1:250 @A1|

AUCKLAND VERTICAL DATUM 1946 | NEW ZEALAND VERTICAL DATUM 2016

Plot Date: 201:50 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_2126\1\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2710-RD ROAD MARKING.DWG

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| 3 | ISSUED FOR RFI | YF | 28/05/2024 | CHECKED | BP |
| | | | | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

ROAD MARKING PLAN - SHEET 5 OF 5

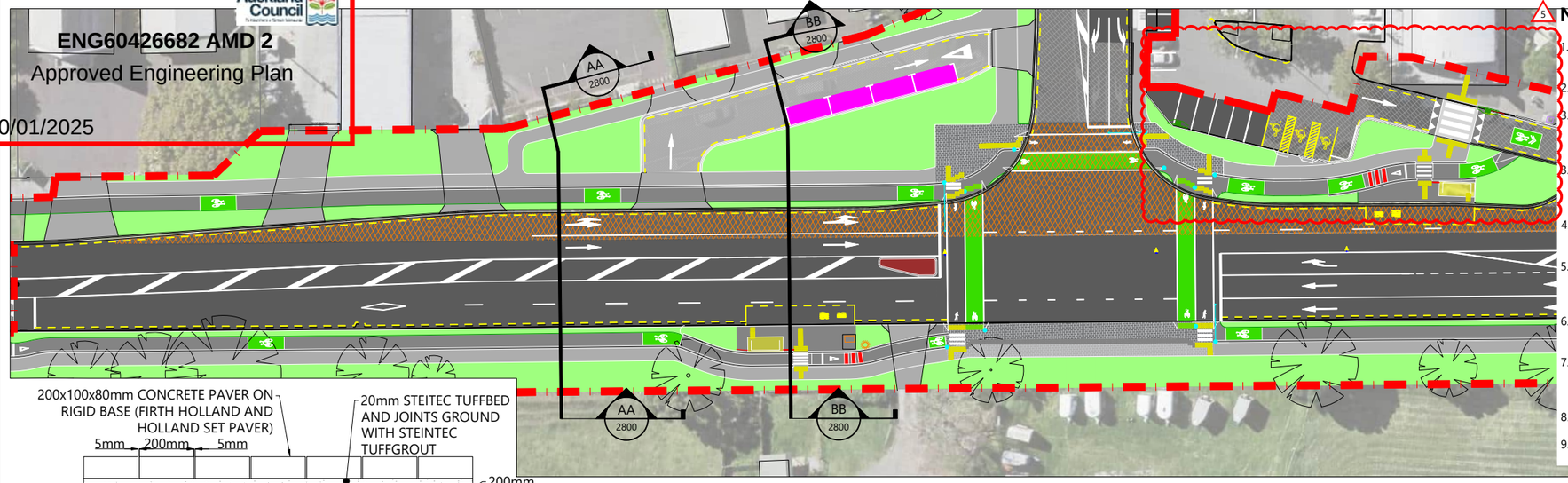
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| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
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| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2714-RD | |

**ENG60426682 AMD 2**

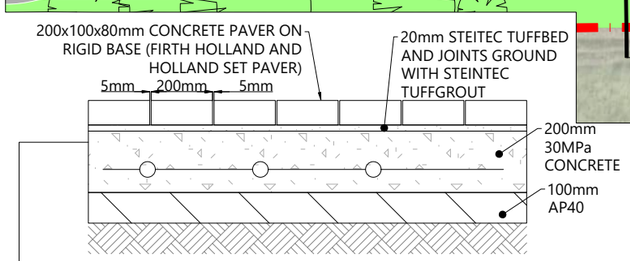
Approved Engineering Plan

10/01/2025




## NOTE:

1. CONTRACTOR TO CONFIRM TO ENGINEER INSITU SUBGRADE CBR PRIOR TO TRIMMING TO FINAL SUBGRADE LEVEL TO CONFIRM PAVEMENT DEPTHS.
2. CONTRACTOR TO USE ONLY AT APPROVED ASPHALT MIXES.
3. MAXIMUM DEFLECTION (BB) & CURVATURE (CF) OF ROAD PAVEMENT TO BE:
   AT BASECOURSE: 1.8mm (BB)
   AT ASPHALT SURFACE: 1.0mm (BB) & 0.15mm (CF)
4. ALL WORKS AND MATERIALS ARE TO COMPLY WITH AUCKLAND TRANSPORT STANDARDS. ANY AMBIGUITY BETWEEN DRAWINGS AND COUNCIL STANDARDS ARE TO BE REPORTED TO THE ENGINEER FOR CLARIFICATION.
5. PRAM CROSSINGS ARE TO BE CONSTRUCTED AS PER AUCKLAND TRANSPORT STANDARDS.
6. VEHICLE CROSSINGS TO BE CONSTRUCTED AS PER DETAIL ON DWG P22-440-00-2807-RD AND IN ACCORDANCE AUCKLAND COUNCIL STANDARD WITH ONE LAYER OF 663 MESH CENTRALLY PLACED IN ALL CASES.
7. STORMWATER AND WASTEWATER PIPES TO BE LAID WITH MINIMUM 1.00m COVER WITH HARDFILL BACKFILL UNDER ROAD CARRIAGEWAY.
8. ALL LANE MARKING AND ROAD SIGNAGE IS TO BE CONSTRUCTED AS PER THE NEW ZEALAND TRANSPORT AGENCY (NZTA) MANUAL OF TRAFFIC SIGNS AND MARKINGS.
9. ALL UNDERCHANNELS AND SUBSOIL DRAINS TO COMPLY WITH TNZ/F2 SPEC.
10. PAVING TO BE CONSTRUCTED AS PER DETAILS ON JASMAX DRAWINGS



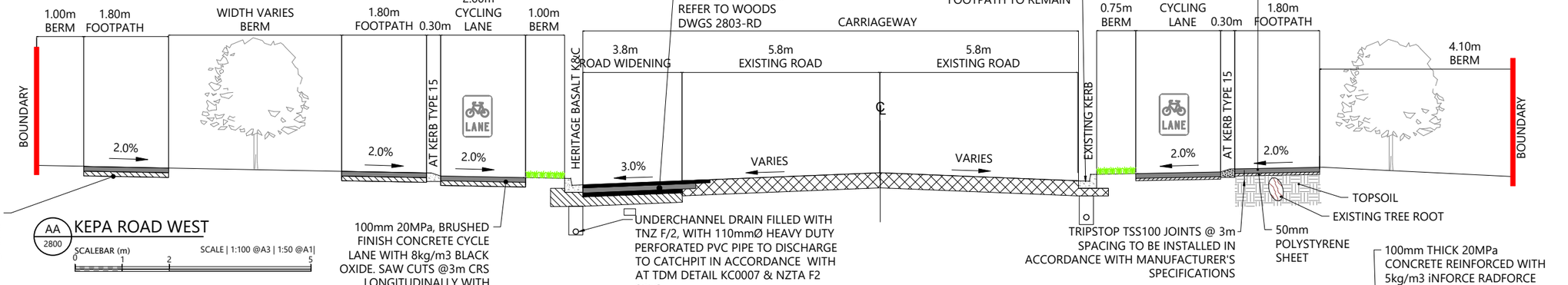

## PAVER DETAILS

SCALEBAR (m) 0 0.2 0.4 1.0 SCALE | 1:20 @A3 | 1:10 @A1|

## INTERSECTION LAYOUT

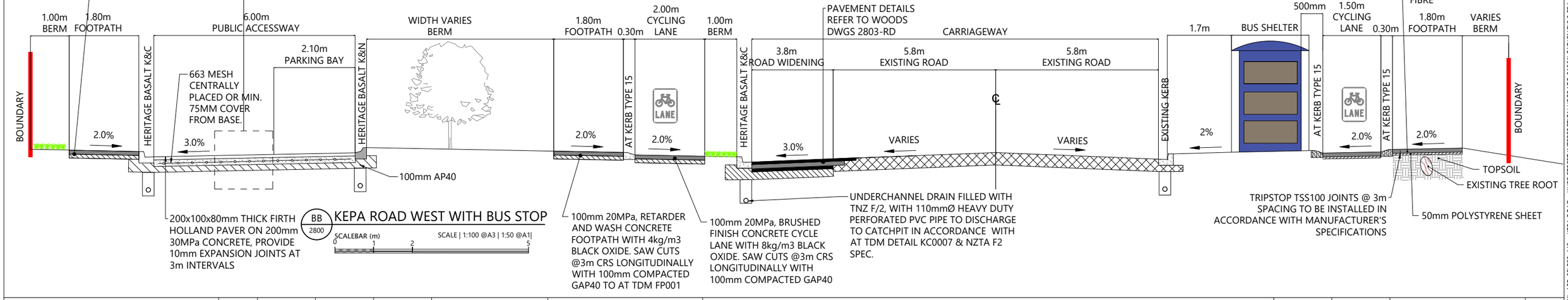
SCALE I 1:375@A1 I 1:700@A3

SCALEBAR (m) 0 7.5 15 37.5 SCALE | 1:750 @A3 | 1:375 @A1|




AA 2800 KEPA ROAD WEST

SCALEBAR (m) 0 1 2 5 SCALE | 1:100 @A3 | 1:50 @A1|




BB 2800 KEPA ROAD WEST WITH BUS STOP

SCALEBAR (m) 0 1 2 5 SCALE | 1:100 @A3 | 1:50 @A1|

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DESIGNED | YF |
| 3 | ISSUED FOR RFI | YF | 07/05/2024 | DRAWN | YF/KL |
| 4 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | CHECKED | BP |
| 5 | ISSUED FOR AT RFI | YF | 16/12/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

KEPA ROAD TYPICAL CROSS SECTIONS AND PLAN - SHEET 1 OF 3

N

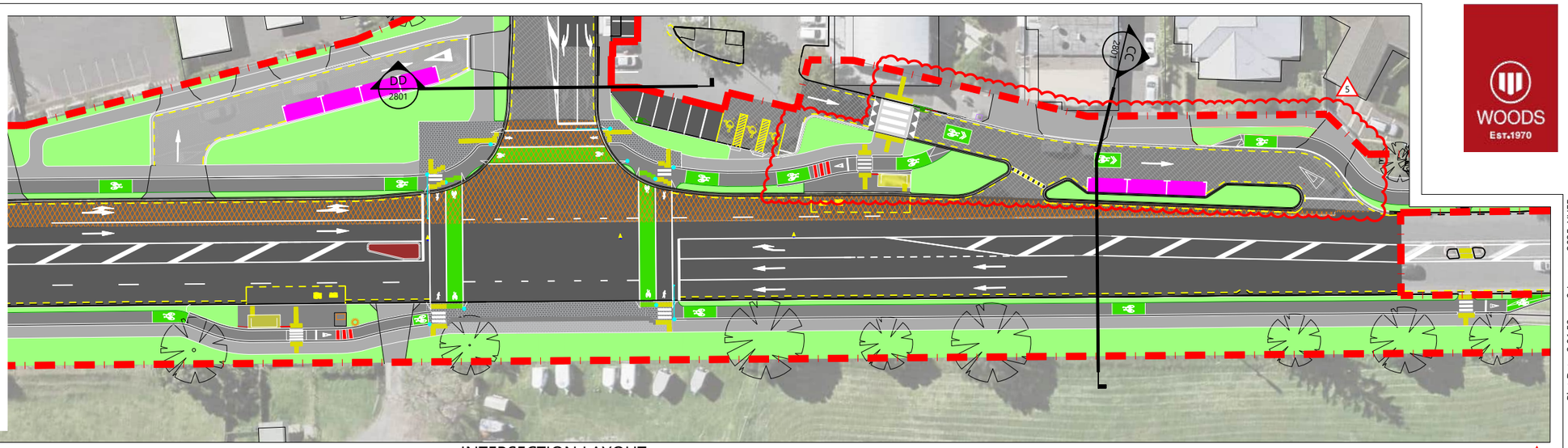
| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | AS SHOWN | 5 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2800-RD | |

Plot Date: 2/01/51 pm,9 January 2025, YUEF

File: C:\12DSDATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2800-RD ROADING DETAILS.DWG

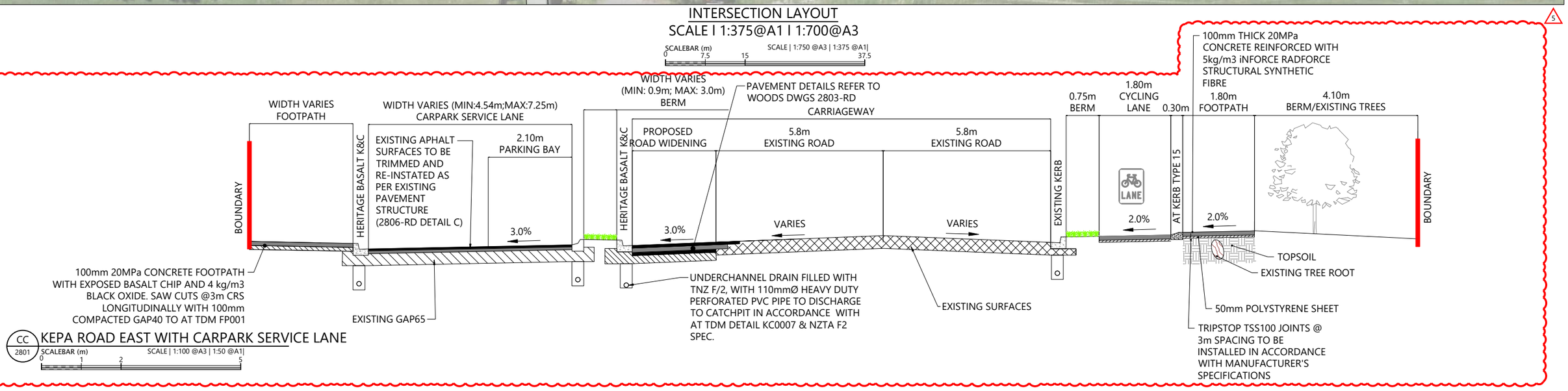
## NOTE:

1. CONTRACTOR TO CONFIRM TO ENGINEER INSITU SUBGRADE CBR PRIOR TO TRIMMING TO FINAL SUBGRADE LEVEL TO CONFIRM PAVEMENT DEPTHS.
2. CONTRACTOR TO USE ONLY AT APPROVED ASPHALT MIXES.
3. MAXIMUM DEFLECTION (BB) & CURVATURE (CF) OF ROAD PAVEMENT TO BE:
   AT BASECOURSE: 1.8mm (BB)
   AT ASPHALT SURFACE: 1.0mm (BB) & 0.15mm (CF)
3. ALL WORKS AND MATERIALS ARE TO COMPLY WITH AUCKLAND TRANSPORT STANDARDS. ANY AMBIGUITY BETWEEN DRAWINGS AND COUNCIL STANDARDS ARE TO BE REPORTED TO THE ENGINEER FOR CLARIFICATION.
4. PRAM CROSSINGS ARE TO BE CONSTRUCTED AS PER AUCKLAND TRANSPORT STANDARDS.
5. VEHICLE CROSSINGS TO BE CONSTRUCTED AS PER DETAIL ON DWG P22-440-00-2807-RD AND IN ACCORDANCE AUCKLAND COUNCIL STANDARD WITH ONE LAYER OF 663 MESH CENTRALLY PLACED IN ALL CASES.
6. STORMWATER AND WASTEWATER PIPES TO BE LAID WITH MINIMUM 1.00m COVER WITH HARDFILL BACKFILL UNDER ROAD CARRIAGEWAY.
7. ALL LANE MARKING AND ROAD SIGNAGE IS TO BE CONSTRUCTED AS PER THE NEW ZEALAND TRANSPORT AGENCY (NZTA) MANUAL OF TRAFFIC SIGNS AND MARKINGS.
8. ALL UNDERCHANNELS AND SUBSOIL DRAINS TO COMPLY WITH TNZ/F2 SPEC.
9. PAVING TO BE CONSTRUCTED AS PER DETAILS ON JASMAX DRAWINGS

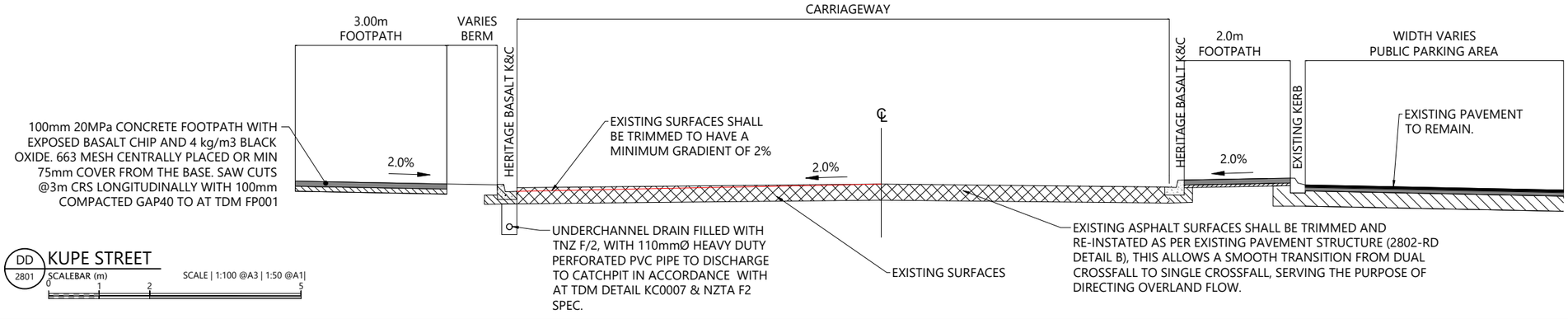



## INTERSECTION LAYOUT
SCALE I 1:375@A1 I 1:700@A3

SCALEBAR (m) 0 7.5 15 37.5 SCALE | 1:750 @A3 | 1:375 @A1|




CC 2801 KEPA ROAD EAST WITH CARPARK SERVICE LANE
SCALEBAR (m) 0 1 2 5 SCALE | 1:100 @A3 | 1:50 @A1|




DD 2801 KUPE STREET
SCALEBAR (m) 0 1 2 5 SCALE | 1:100 @A3 | 1:50 @A1|

Auckland Council
**ENG60426682 AMD 2**
Approved Engineering Plan
10/01/2025

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DESIGNED | YF |
| 3 | ISSUED FOR RFI | YF | 07/05/2024 | DRAWN | YF/KL |
| 4 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | CHECKED | BP |
| 5 | ISSUED FOR EPA AMENDMENT | YF | 19/11/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

KEPA ROAD TYPICAL CROSS SECTIONS AND PLAN - SHEET 2 OF 3

N

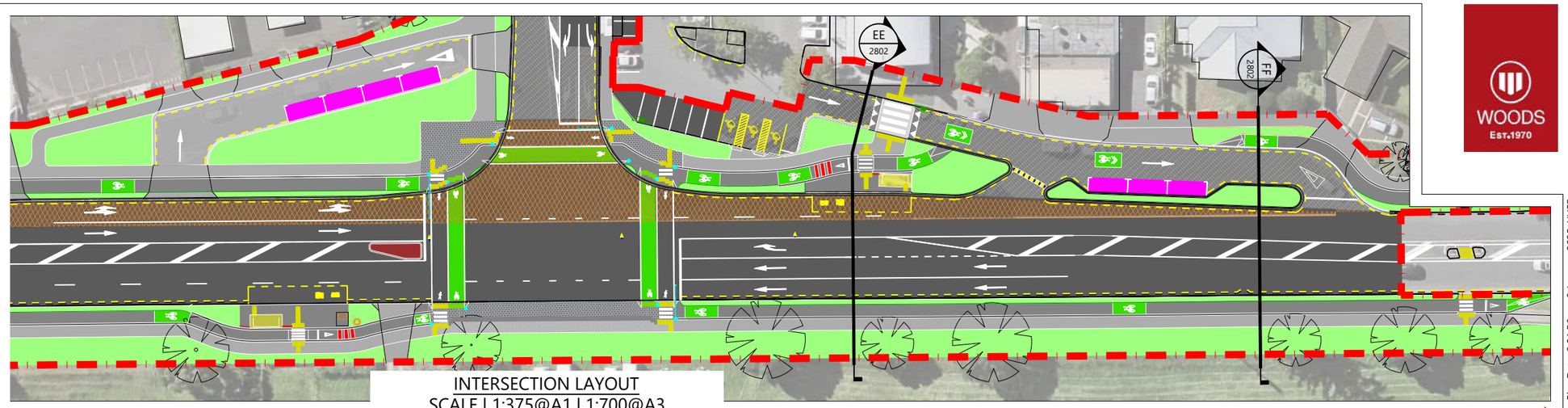
| STATUS | ISSUED FOR EPA | REV |
|---|---|---|
| SCALE | AS SHOWN | 5 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2801-RD | |



Plot Date: 20/1:53 pm,9 January 2025, YUEF
File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2800-RD ROADING DETAILS.DWG

## NOTE:

1. CONTRACTOR TO CONFIRM TO ENGINEER INSITU SUBGRADE CBR PRIOR TO TRIMMING TO FINAL SUBGRADE LEVEL TO CONFIRM PAVEMENT DEPTHS.
2. CONTRACTOR TO USE ONLY AT APPROVED ASPHALT MIXES.
3. MAXIMUM DEFLECTION (BB) & CURVATURE (CF) OF ROAD PAVEMENT TO BE:
   AT BASECOURSE: 1.8mm (BB)
   AT ASPHALT SURFACE: 1.0mm (BB) & 0.15mm (CF)
3. ALL WORKS AND MATERIALS ARE TO COMPLY WITH AUCKLAND TRANSPORT STANDARDS. ANY AMBIGUITY BETWEEN DRAWINGS AND COUNCIL STANDARDS ARE TO BE REPORTED TO THE ENGINEER FOR CLARIFICATION.
4. PRAM CROSSINGS ARE TO BE CONSTRUCTED AS PER AUCKLAND TRANSPORT STANDARDS.
5. VEHICLE CROSSINGS TO BE CONSTRUCTED AS PER DETAIL ON DWG P22-440-00-2807-RD AND IN ACCORDANCE AUCKLAND COUNCIL STANDARD WITH ONE LAYER OF 663 MESH CENTRALLY PLACED IN ALL CASES.
6. STORMWATER AND WASTEWATER PIPES TO BE LAID WITH MINIMUM 1.00m COVER WITH HARDFILL BACKFILL UNDER ROAD CARRIAGEWAY.
7. ALL LANE MARKING AND ROAD SIGNAGE IS TO BE CONSTRUCTED AS PER THE NEW ZEALAND TRANSPORT AGENCY (NZTA) MANUAL OF TRAFFIC SIGNS AND MARKINGS.
8. ALL UNDERCHANNELS AND SUBSOIL DRAINS TO COMPLY WITH TNZ/F2 SPEC.
9. PAVING TO BE CONSTRUCTED AS PER DETAILS ON JASMAX DRAWINGS




INTERSECTION LAYOUT
SCALE I 1:375@A1 I 1:700@A3

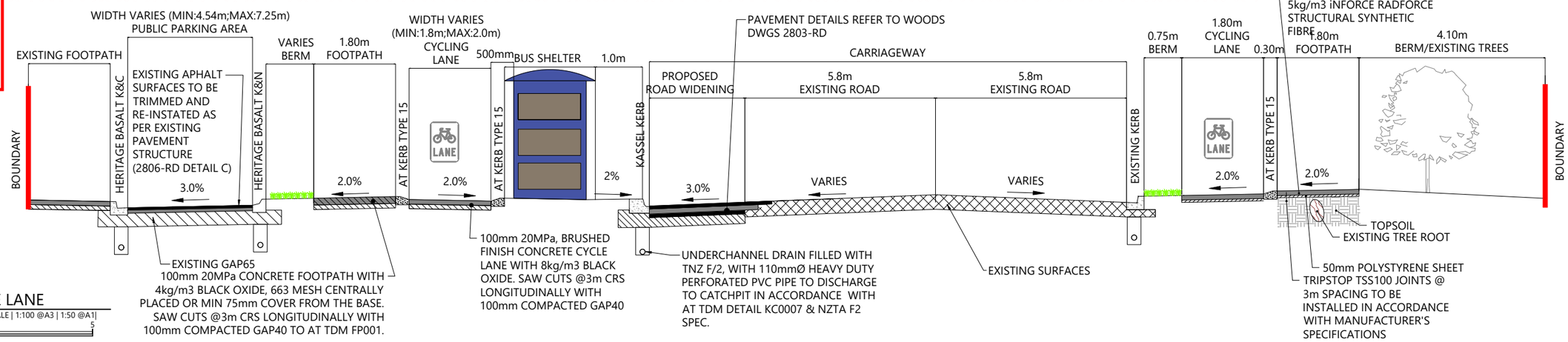
SCALEBAR (m) 0 7.5 15 37.5 SCALE | 1:750 @A3 | 1:375 @A1|

Auckland Council

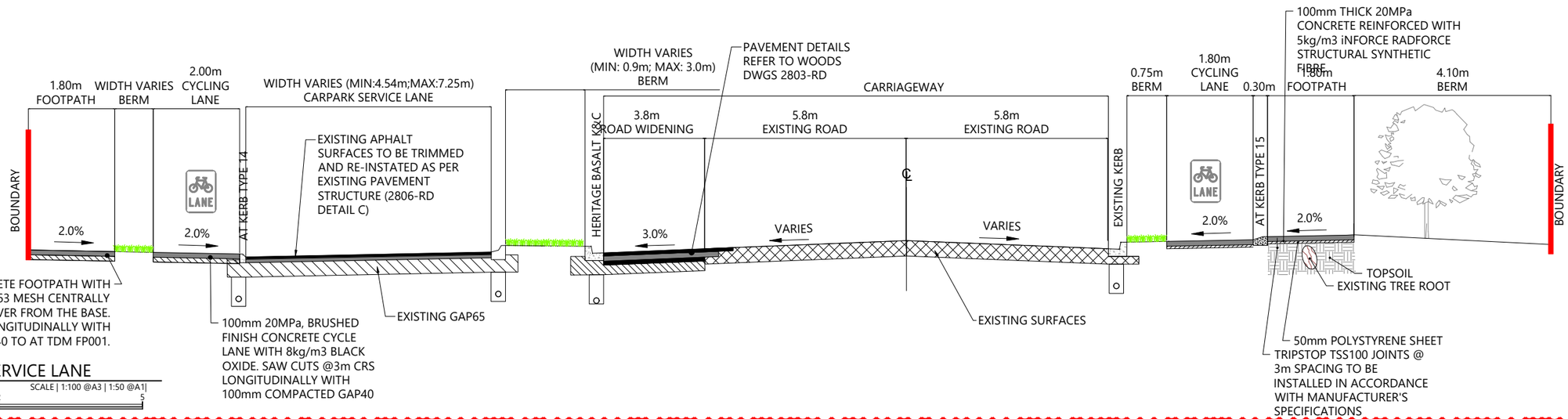
**ENG60426682 AMD 2**

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10/01/2025




EE 2802 CAR PARK SERVICE LANE
SCALEBAR (m) 0 1 2 5 SCALE | 1:100 @A3 | 1:50 @A1|




FF 2802 CAR PARK SERVICE LANE
SCALEBAR (m) 0 1 2 5 SCALE | 1:100 @A3 | 1:50 @A1|

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DESIGNED | YF |
| 3 | ISSUED FOR RFI | YF | 07/05/2024 | DRAWN | YF/KL |
| 4 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | CHECKED | BP |
| 5 | ISSUED FOR EPA AMENDMENT | YF | 19/11/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

KEPA ROAD TYPICAL CROSS SECTIONS AND PLAN - SHEET 3 OF 3

| | |
|---|---|
| STATUS | ISSUED FOR EPA |
| SCALE | AS SHOWN |
| COUNCIL | AUCKLAND COUNCIL |
| DWG NO | P22-440-01-2802-RD |
| REV | 5 |

Plot Date: 20/1:56 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2800-RD ROADING DETAILS.DWG

## NOTES:

1. PAVEMENT DESIGN CALCULATED USING CIRCLY BASED ON AUSTROADS PAVEMENT DESIGN MANUAL.
2. MAXIMUM DEFLECTION (BB) & CURVATURE (CF) OF ROAD PAVEMENT TO BE:
   SUBBASE: 1.8mm (BB)
   AT ASPHALT SURFACE: 1.0mm (BB) & 0.15mm (CF)
3. IF FOLLOWING SCALA TESTING THE RELATIVE CBR OF THE SUBGRADE IS LESS THAN 7% THE CONTRACTOR SHALL ADVISE THE ENGINEER. FINAL SUBGRADE IMPROVEMENTS SHALL BE APPROVED BY AUCKLAND COUNCIL / AT.
4. CONTRACTOR TO USE ONLY AT APPROVED ASPHALT MIXES.
5. EXISTING PAVEMENT IS DEFINED BASED ON CMW GEOTECHNICAL INVESTIGATION REPORT AND AT RAMM DATA.
6. THE PG64 V GRADE ASPHALT BINDER SHALL BE APPLIED, IN ACCORDANCE WITH NZTA M01-A. 4
7. BOTH THE AC20 LAYER (110mm) AND THE AC14HF LAYER (80mm) SHALL BE TESTED IN THE LABORATORY FOLLOWING TAKING CORES TO CALIBRATE NDM TESTED RESULTS AND CONFIRMED ALL VOLUMETRIC PROPERTIES TO M10 SPECIFICATION.

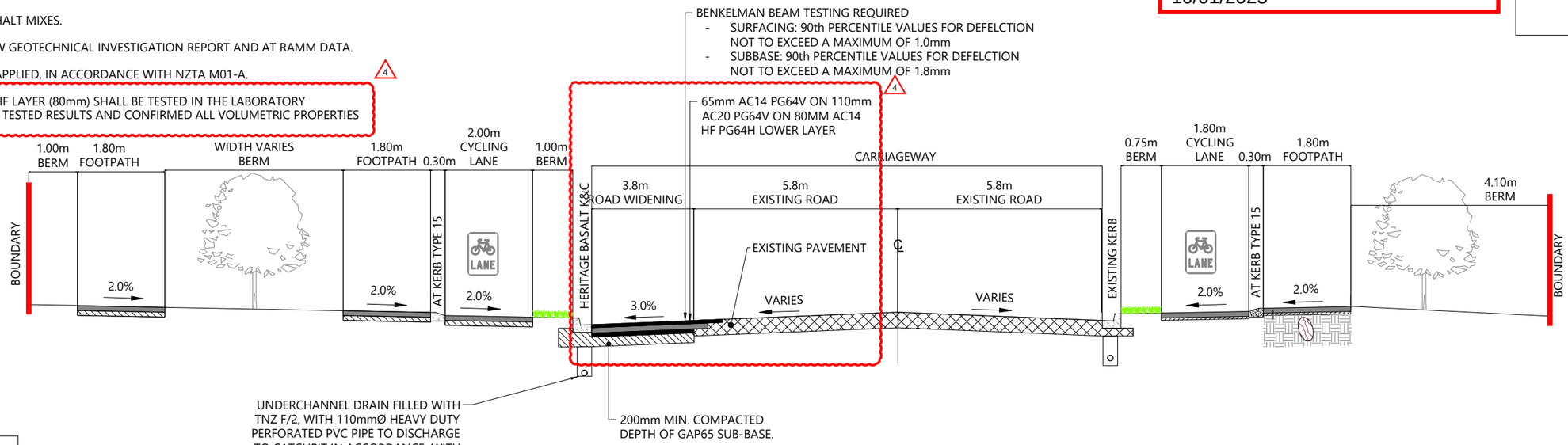
Auckland Council

**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

WOODS Est.1970




KEPA ROAD TYPICAL LAYOUT
SCALE I 1:250@A1 I 1:500@A3

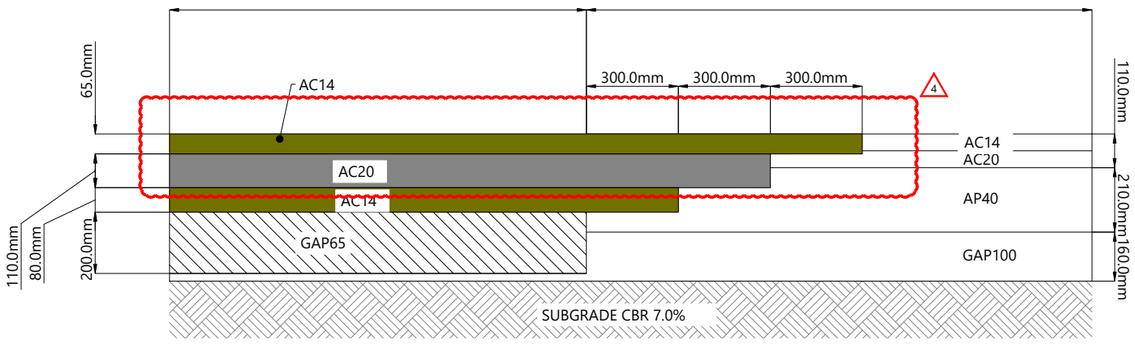
SCALEBAR (m) 0 1 2 5 SCALE | 1:100 @A3 | 1:50 @A1|

### MATERIAL PROPERTIES

| PAVEMENT PARAMETERS | DESIGN VALUE |
|---|---|
| ASPHALT PARAMETERS | MODULUS - 2200 MPa FOR AC14, 2900 MPa FOR AC20 BINDER CONTENT (BY VOLUME) - 12% |
| BASECOURSE MODULUS | 500 MPa |
| SUBBASE MODULUS | 250 MPa |
| SUBGRADE CBR | 7% |
| MINIMUM DESIGN RELIABILITY | 95% |

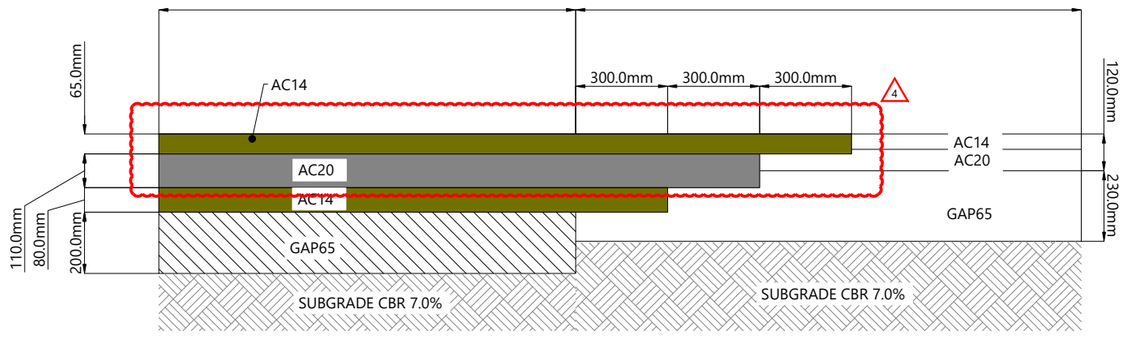
### ROAD PAVEMENT UNDERCUT

| SUBGRADE STRENGTH | SUB-BASE DEPTH (mm) | BASECOURSE DEPTH (mm) |
|---|---|---|
| CBR | GAP65 | NZTA M/4 |
| 7% | 200 | 0 |
| 6% | 225 | |
| 5% | 320 | |
| 4% | 190 | 120 |




A TIE IN DETAILS - KEPA ROAD WEST

SCALEBAR (m) 0 0.2 0.4 1.0 SCALE | 1:20 @A3 | 1:10 @A1|




B TIE IN DETAILS - KEPA ROAD EAST

SCALEBAR (m) 0 0.2 0.4 1.0 SCALE | 1:20 @A3 | 1:10 @A1|

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | YF/KL |
| 3 | ISSUED FOR RFI | YF | 07/05/2024 | CHECKED | BP |
| 4 | ISSUED FOR RFI | YF | 12/06/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

PAVEMENT AND TIE IN DETAILS

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | AS SHOWN | 4 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2803-RD | |

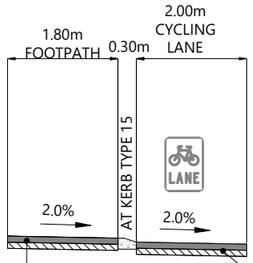
Plot Date: 2:01:58 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_2126\1\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2800-RD ROADING DETAILS.DWG

**ENG60426682 AMD 2**

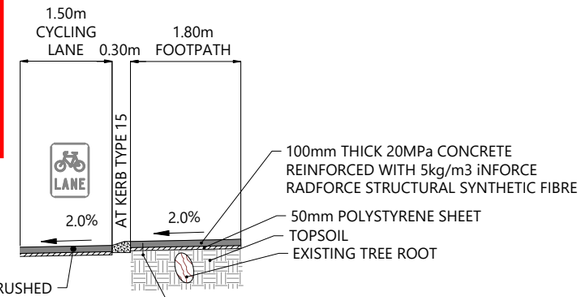
Approved Engineering Plan

10/01/2025



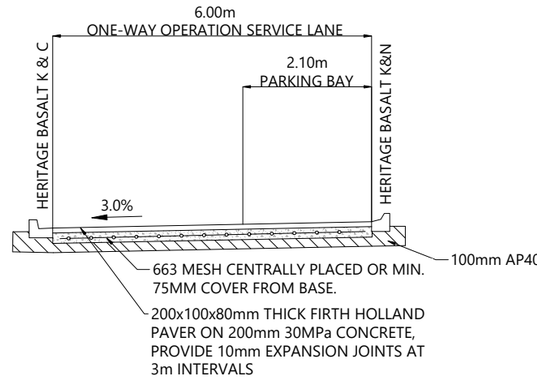

## TYPICAL CYCLEWAY/FOOTPATH AT NOETHERN SIDE OF KEPA ROAD

SCALEBAR (m) 0 1 2 5 — SCALE | 1:100 @A3 | 1:50 @A1|



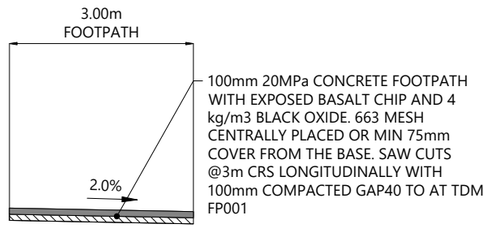

## TYPICAL CYCLEWAY/FOOTPATH AT SOUTHERN SIDE OF KEPA ROAD

SCALEBAR (m) 0 1 2 5 — SCALE | 1:100 @A3 | 1:50 @A1|



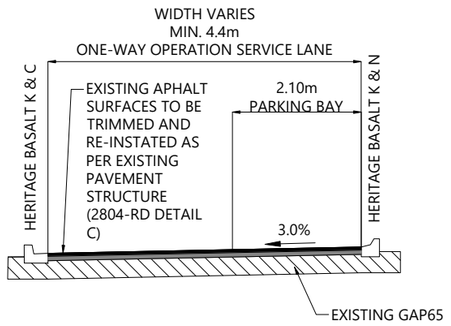

## TYPICAL ONE-WAY OPERATION SERVICE LANE AT WEST

SCALEBAR (m) 0 1 2 5 — SCALE | 1:100 @A3 | 1:50 @A1|



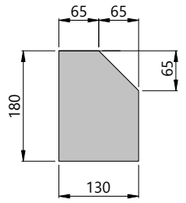

## TYPICAL 3.0m FOOTPATH

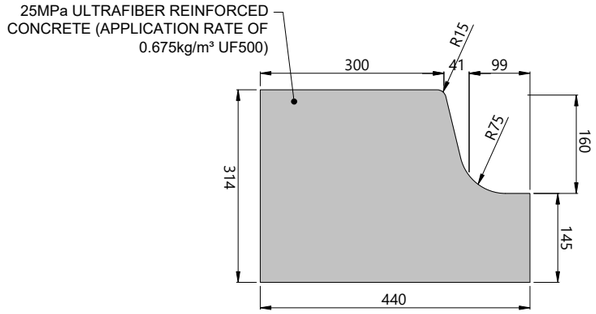
SCALEBAR (m) 0 1 2 5 — SCALE | 1:100 @A3 | 1:50 @A1|




## TYPICAL ONE-WAY OPERATION SERVICE LANE AT EAST

SCALEBAR (m) 0 1 2 5 — SCALE | 1:100 @A3 | 1:50 @A1|



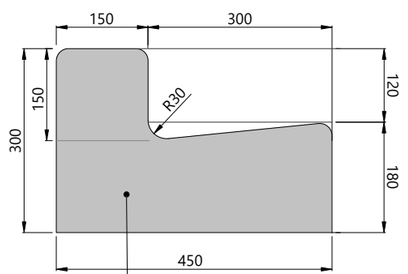



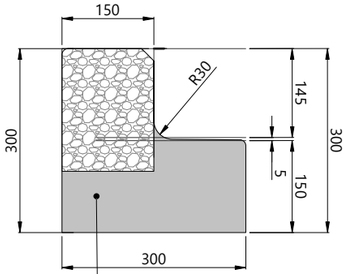

## TDM TYPE 14

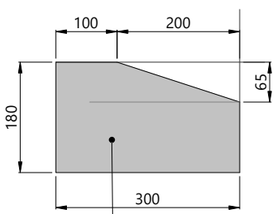
SCALEBAR (m) 0 0.2 0.4 1.0 — SCALE | 1:20 @A3 | 1:10 @A1|

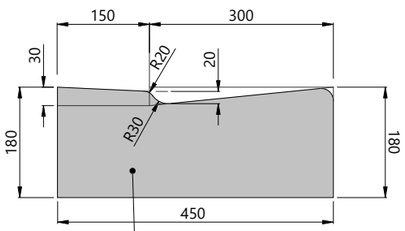
## KASSEL KERB FOR BUS STOP

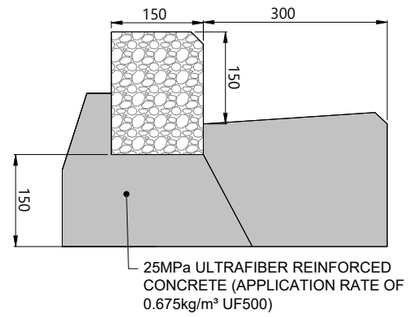
SCALEBAR (m) 0 0.2 0.4 1.0 — SCALE | 1:20 @A3 | 1:10 @A1|




## VERTICAL KERB AND CHANNEL

SCALEBAR (m) 0 .1 .2 0.5 — SCALE | 1:10 @A3 | 1:5 @A1|

## HERITAGE BASALT KERB AND NIB

SCALEBAR (m) 0 .1 .2 0.5 — SCALE | 1:10 @A3 | 1:5 @A1|

## EXTRUDED CYCLE MOUNTABLE KERB TYPE15

SCALEBAR (m) 0 .1 .2 0.5 — SCALE | 1:10 @A3 | 1:5 @A1|

## EXTRUDED VEHICLE CROSSING TYPE 4

SCALEBAR (m) 0 .1 .2 0.5 — SCALE | 1:10 @A3 | 1:5 @A1|

## HERITAGE BASALT KERB AND CHANNEL

SCALEBAR (m) 0 0.2 0.4 1.0 — SCALE | 1:20 @A3 | 1:10 @A1|

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| 3 | ISSUED FOR EPA AMENDMENT | YF | 30/10/2024 | CHECKED | BP |
| | | | | APPROVED | BF |

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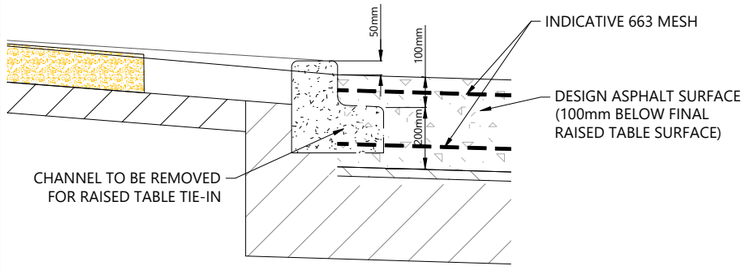
# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

TYPICAL ROAD CROSS SECTIONS AND PLAN - SERVICE LANES, CYCLE LANE, AND FOOTPATH

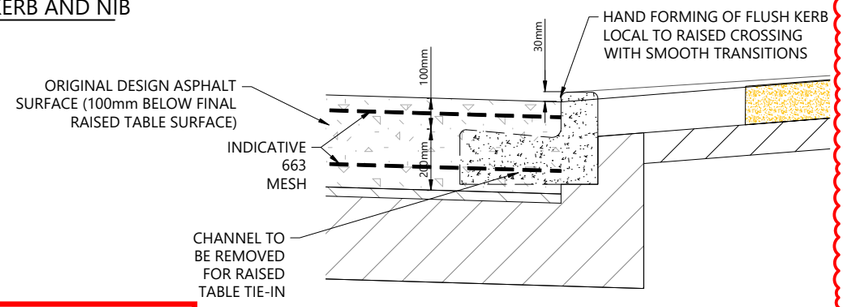
| | |
|---|---|
| STATUS | ISSUED FOR EPA |
| SCALE | AS SHOWN |
| COUNCIL | AUCKLAND COUNCIL |
| DWG NO | P22-440-01-2804-RD |
| REV | 3 |



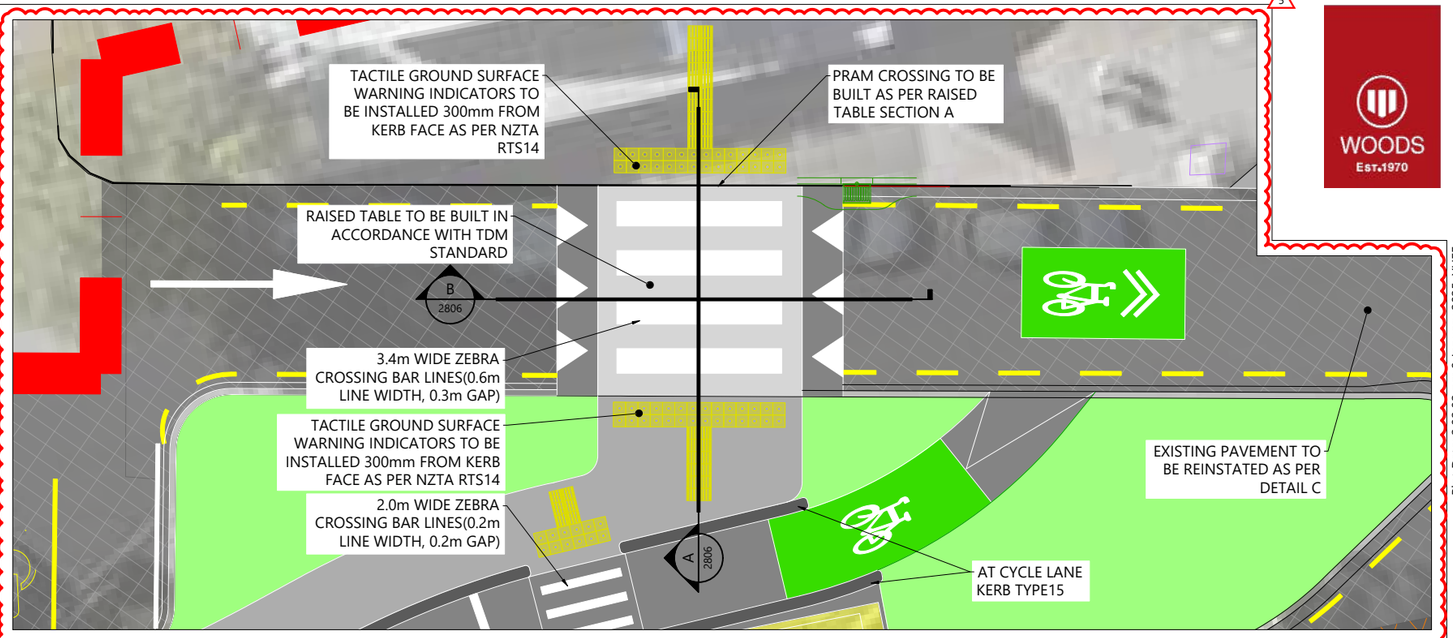
Plot Date: 2:02:00 pm,9 January 2025, YUEF
File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2800-RD ROADING DETAILS.DWG




A1 KERB AND NIB



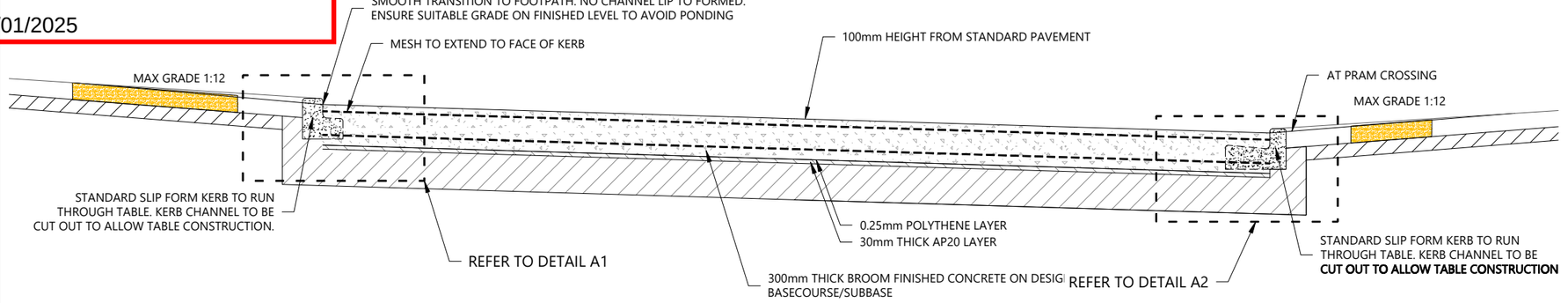

A2 KERB AND CHANNEL



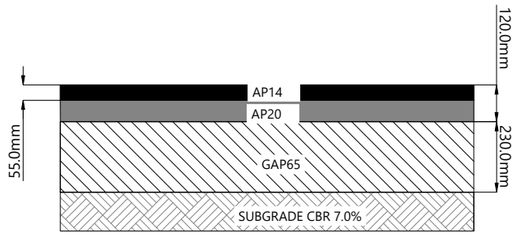

RAISED TABLE LAYOUT
SCALE I 1:75@A1 I 1:150@A3

SCALEBAR (m) 0 1.5 3.0 7.5 SCALE | 1:150 @A3 | 1:75 @A1|

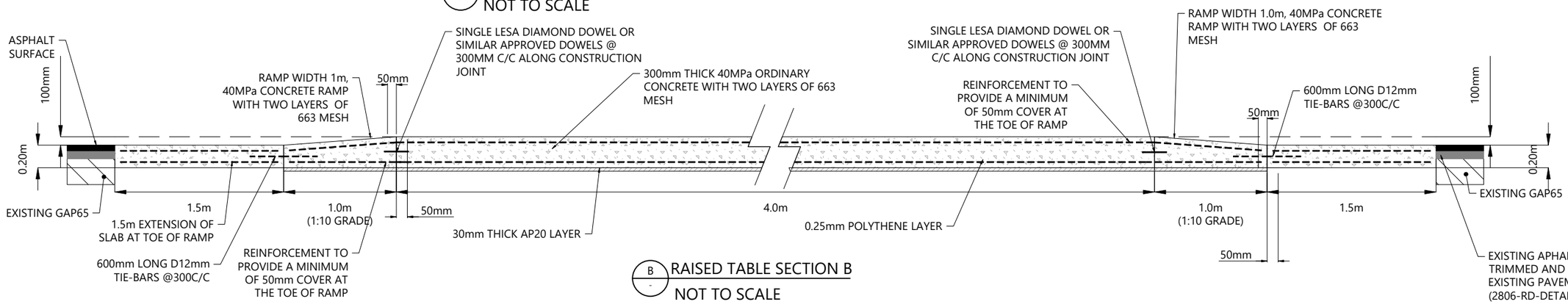
**ENG60426682 AMD 2**
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10/01/2025




A RAISED TABLE SECTION A
NOT TO SCALE




C EX. PAVEMENT SURFACE REINSTATE




B RAISED TABLE SECTION B
NOT TO SCALE

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DESIGNED | YF |
| 3 | ISSUED FOR RFI | YF | 17/05/2024 | DRAWN | KL |
| 4 | ISSUED FOR RFI | YF | 12/06/2024 | CHECKED | BP |
| 5 | ISSUED FOR EPA AMENDMENT | YF | 29/10/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

RAISED TABLE PLAN & TYPICAL CROSS SECTION DETAILS

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | AS SHOWN | 5 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2806-RD | |

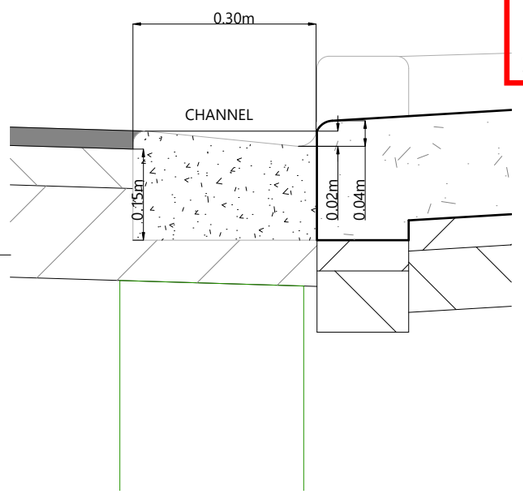
Plot Date: 2:02:02 pm,9 January 2025, YUEF

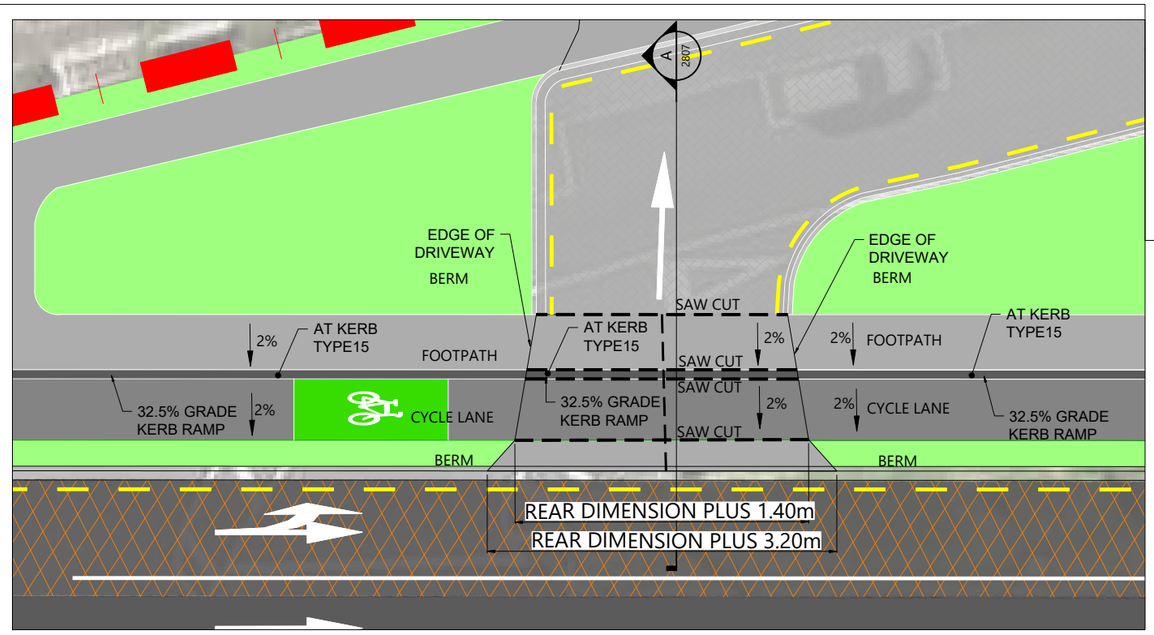
File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2800-RD ROADING DETAILS.DWG

**ENG60426682 AMD 2**

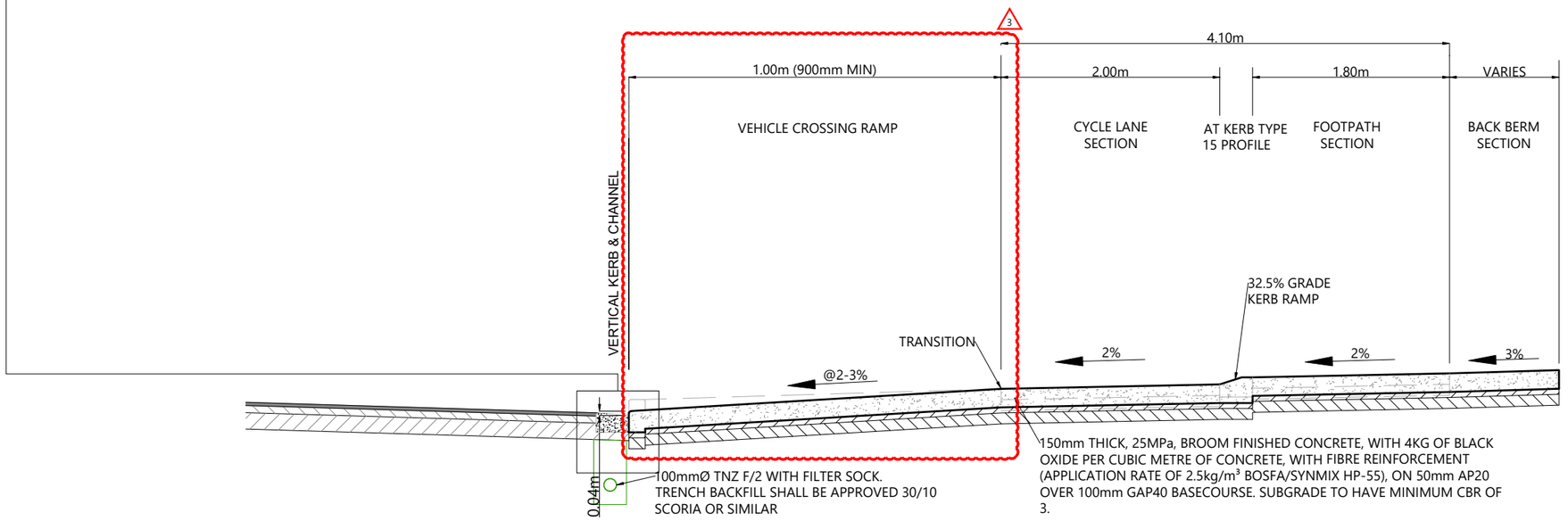
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10/01/2025




TYPICAL VEHICLE CROSSING
SCALE I 1:100@A1 I 1:200@A3




A 2807 SECTION C: TYPICAL VEHICLE CROSSING
SCALE 1:50@A3 1:25@A1
0 500mm

## NOTE:

1. CONTRACTOR TO CONFIRM TO ENGINEER INSITU SUBGRADE CBR PRIOR TO TRIMMING TO FINAL SUBGRADE LEVEL TO CONFIRM PAVEMENT DEPTHS.
2. CONTRACTOR TO USE ONLY AT APPROVED ASPHALT MIXES.
3. MAXIMUM DEFLECTION (BB) & CURVATURE (CF) OF ROAD PAVEMENT TO BE:
   AT BASECOURSE: 1.8mm (BB)
   AT ASPHALT SURFACE: 1.0mm (BB) & 0.15mm (CF)
3. ALL WORKS AND MATERIALS ARE TO COMPLY WITH AUCKLAND TRANSPORT STANDARDS. ANY AMBIGUITY BETWEEN DRAWINGS AND COUNCIL STANDARDS ARE TO BE REPORTED TO THE ENGINEER FOR CLARIFICATION.
4. PRAM CROSSINGS ARE TO BE CONSTRUCTED AS PER AUCKLAND TRANSPORT STANDARDS.
5. VEHICLE CROSSINGS TO BE CONSTRUCTED AS PER DETAIL ON DWG P22-440-00-2807-RD AND IN ACCORDANCE AUCKLAND COUNCIL STANDARD WITH ONE LAYER OF 663 MESH CENTRALLY PLACED IN ALL CASES.
6. STORMWATER AND WASTEWATER PIPES TO BE LAID WITH MINIMUM 1.00m COVER WITH HARDFILL BACKFILL UNDER ROAD CARRIAGEWAY.
7. ALL LANE MARKING AND ROAD SIGNAGE IS TO BE CONSTRUCTED AS PER THE NEW ZEALAND TRANSPORT AGENCY (NZTA) MANUAL OF TRAFFIC SIGNS AND MARKINGS.
8. ALL UNDERCHANNELS AND SUBSOIL DRAINS TO COMPLY WITH TNZ/F2 SPEC.
9. PAVING TO BE CONSTRUCTED AS PER DETAILS ON JASMAX DRAWINGS

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| 3 | ISSUED FOR RFI | YF | 31/05/2024 | CHECKED | BP |
| 4 | ISSUED FOR RFI | YF | 12/06/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

TYPICAL VEHICLE CROSSING DETAILS

| STATUS | ISSUED FOR EPA | REV |
|---|---|---|
| SCALE | AS SHOWN | 4 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2807-RD | |

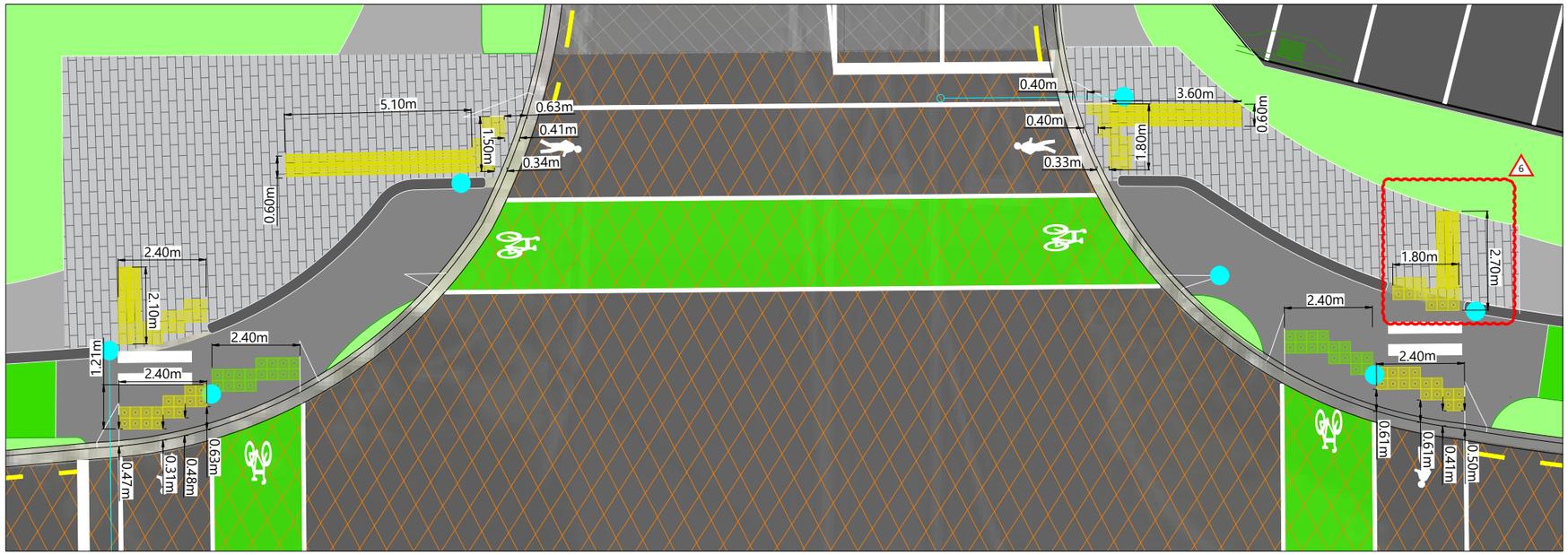


Plot Date: 2:02:07 pm,9 January 2025, YUEF
File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2800-RD ROADING DETAILS.DWG

**ENG60426682 AMD 2**

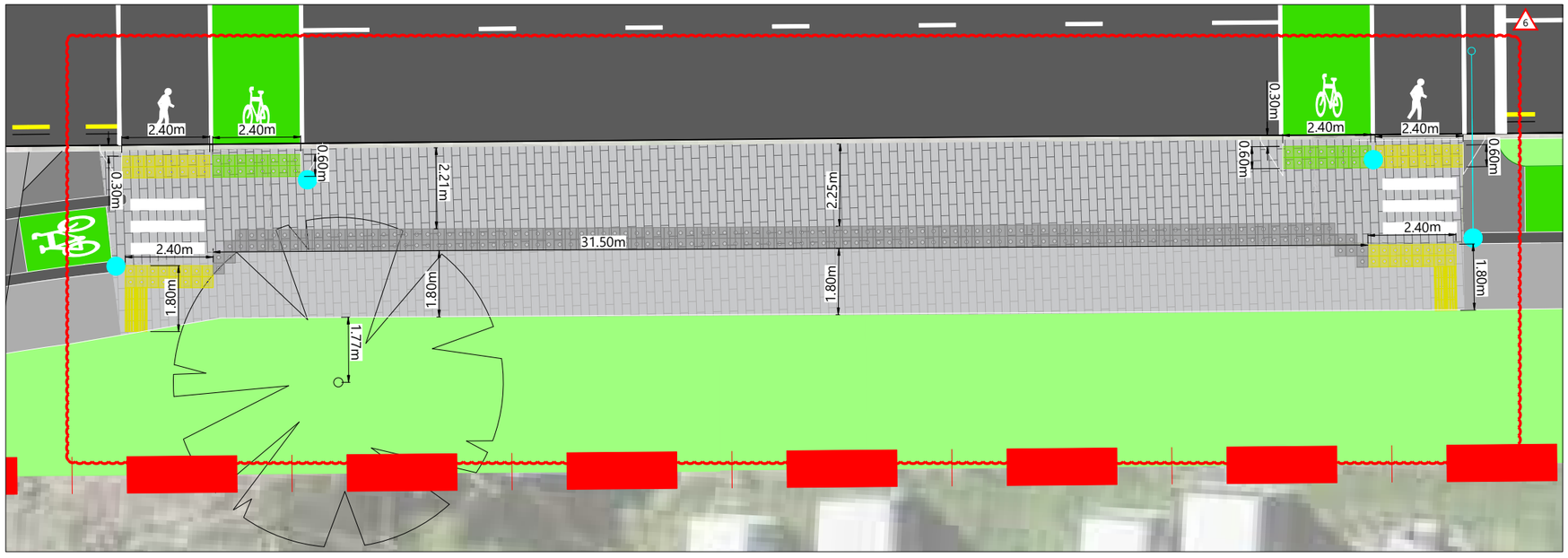
Approved Engineering Plan

10/01/2025



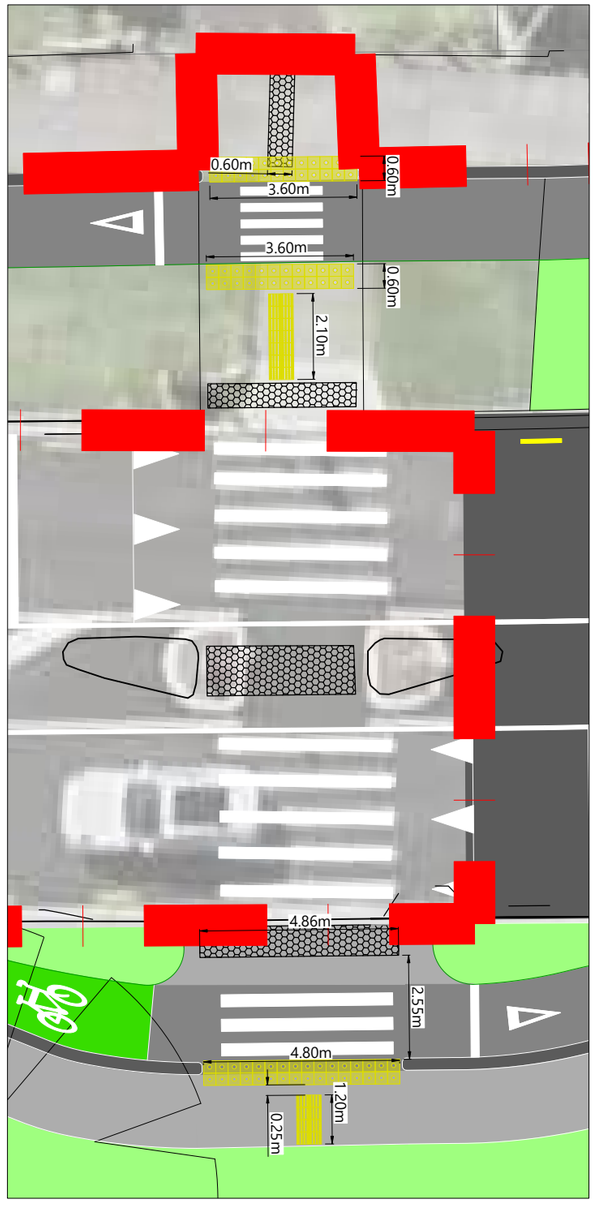

AA 2808 TGSI DETAILS AT NORTHERN SIDE OF KEPA ROAD INTERSECTION

SCALEBAR (m) 0 1.5 3.0 7.5 SCALE | 1:150 @A3 | 1:75 @A1|




BB 2808 TGSI DETAILS AT SOUTHERN SIDE OF KEPA ROAD INTERSECTION

SCALEBAR (m) 0 1.5 3.0 7.5 SCALE | 1:150 @A3 | 1:75 @A1|




CC 2808 TGSI DETAILS AT KEPA ROAD CH.25.0

SCALEBAR (m) 0 1.5 3.0 7.5 SCALE | 1:150 @A3 | 1:75 @A1|

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 3 | ISSUED FOR RFI | YF | 17/05/2024 | DESIGNED | YF |
| 4 | ISSUED FOR RFI | YF | 12/06/2024 | DRAWN | KL |
| 5 | ISSUED FOR RFI | YF | 04/09/2024 | CHECKED | BP |
| 6 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

TACTILE WARNING INDICATORS (TGSI) DETAIL PLANS - SHEET 1 OF 2

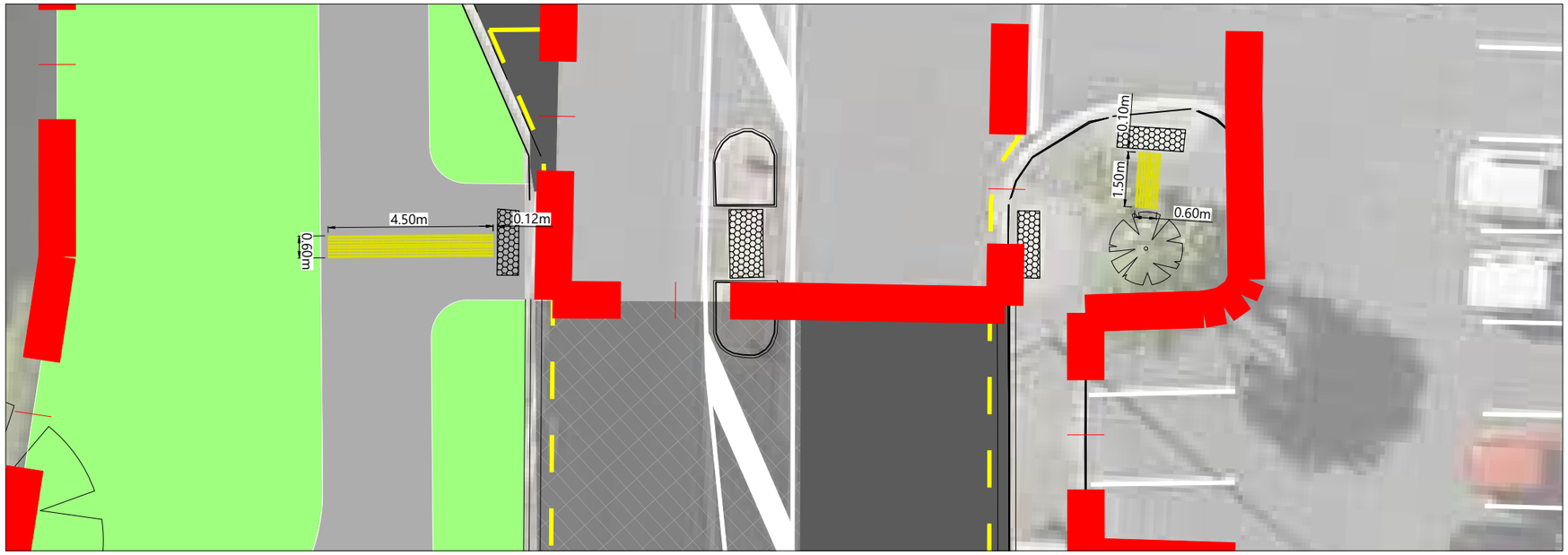
N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | AS SHOWN | 6 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2808-RD | |



Plot Date: 2:02:10 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2800-RD ROADING DETAILS.DWG




DD 2809

## TGSI DETAILS AT KUPE ST CH 28.0

SCALEBAR (m) 0 1.5 3.0 7.5

SCALE | 1:150 @A3 | 1:75 @A1|

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WOODS EST.1970

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| 3 | ISSUED FOR RFI | YF | 17/05/2024 | CHECKED | BP |
| 4 | ISSUED FOR RFI | YF | 12/06/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

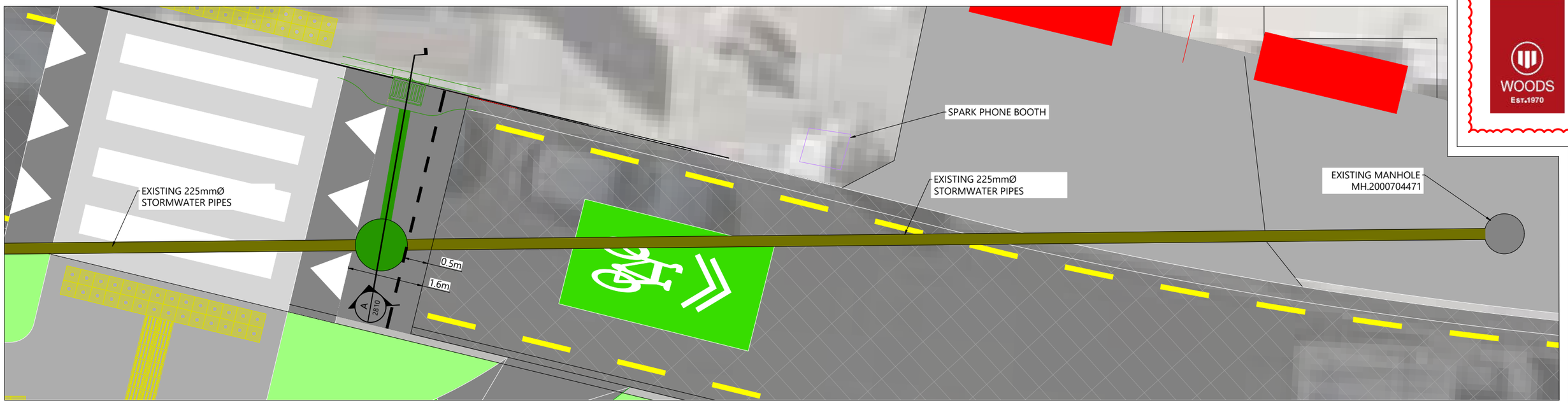
TACTILE WARNING INDICATORS (TGSI) DETAIL PLANS - SHEET 2 OF 2

N

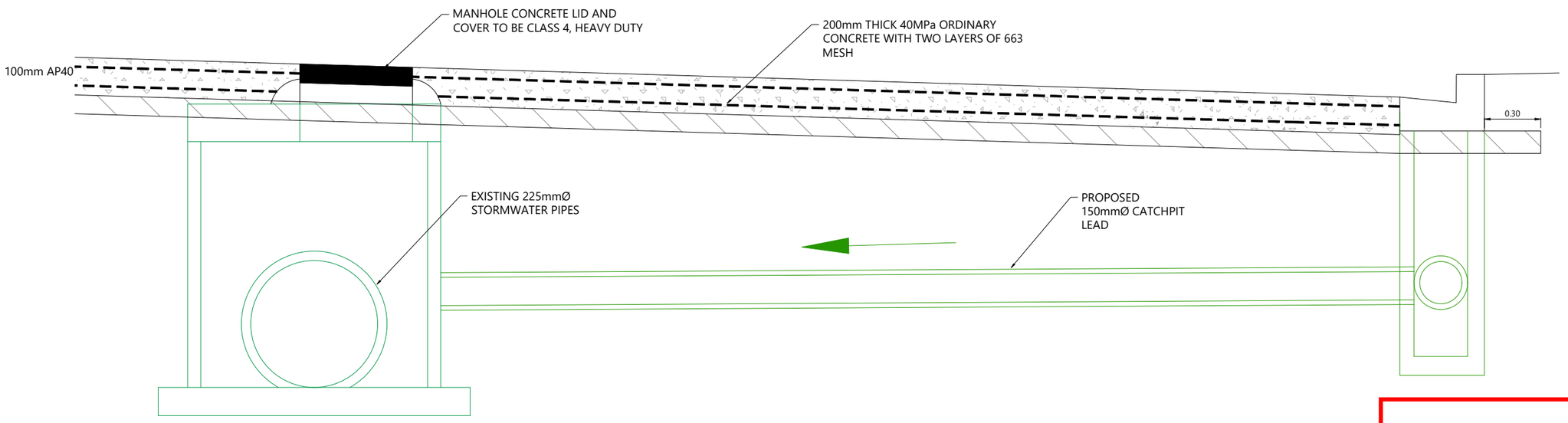
| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | AS SHOWN | 4 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2809-RD | |

Plot Date: 2:02:13 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2800-RD ROADING DETAILS.DWG




CARPARK SERVICE LANE LAYOUT
NOT TO SCALE




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| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| 3 | ISSUED FOR EPA AMENDMENT | YF | 31/10/2024 | CHECKED | BP |
| | | | | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

PAVEMENT & BACKFILL DETAILS MANHOLE LOCATED IN ACCESSWAY

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | AS SHOWN | 3 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2810-RD | |

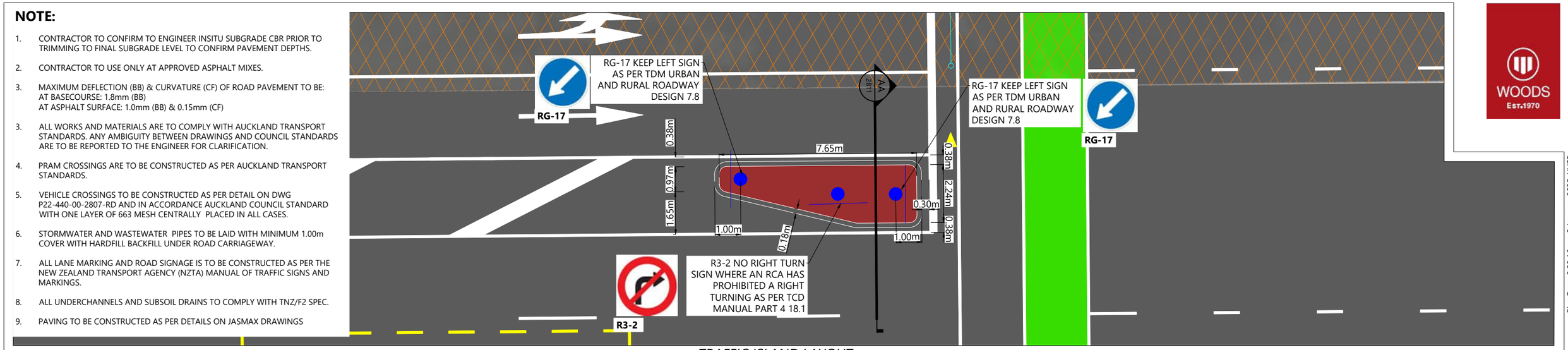


Plot Date: 2024:14 pm 9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2800-RD ROADING DETAILS.DWG

## NOTE:

1. CONTRACTOR TO CONFIRM TO ENGINEER INSITU SUBGRADE CBR PRIOR TO TRIMMING TO FINAL SUBGRADE LEVEL TO CONFIRM PAVEMENT DEPTHS.
2. CONTRACTOR TO USE ONLY AT APPROVED ASPHALT MIXES.
3. MAXIMUM DEFLECTION (BB) & CURVATURE (CF) OF ROAD PAVEMENT TO BE:
   AT BASECOURSE: 1.8mm (BB)
   AT ASPHALT SURFACE: 1.0mm (BB) & 0.15mm (CF)
3. ALL WORKS AND MATERIALS ARE TO COMPLY WITH AUCKLAND TRANSPORT STANDARDS. ANY AMBIGUITY BETWEEN DRAWINGS AND COUNCIL STANDARDS ARE TO BE REPORTED TO THE ENGINEER FOR CLARIFICATION.
4. PRAM CROSSINGS ARE TO BE CONSTRUCTED AS PER AUCKLAND TRANSPORT STANDARDS.
5. VEHICLE CROSSINGS TO BE CONSTRUCTED AS PER DETAIL ON DWG P22-440-00-2807-RD AND IN ACCORDANCE AUCKLAND COUNCIL STANDARD WITH ONE LAYER OF 663 MESH CENTRALLY PLACED IN ALL CASES.
6. STORMWATER AND WASTEWATER PIPES TO BE LAID WITH MINIMUM 1.00m COVER WITH HARDFILL BACKFILL UNDER ROAD CARRIAGEWAY.
7. ALL LANE MARKING AND ROAD SIGNAGE IS TO BE CONSTRUCTED AS PER THE NEW ZEALAND TRANSPORT AGENCY (NZTA) MANUAL OF TRAFFIC SIGNS AND MARKINGS.
8. ALL UNDERCHANNELS AND SUBSOIL DRAINS TO COMPLY WITH TNZ/F2 SPEC.
9. PAVING TO BE CONSTRUCTED AS PER DETAILS ON JASMAX DRAWINGS




TRAFFIC ISLAND LAYOUT
SCALE I 1:75@A1 I 1:150@A3

SCALEBAR (m) 0 1.5 3.0 7.5
SCALE | 1:150 @A3 | 1:75 @A1|

WOODS Est.1970

Auckland Council

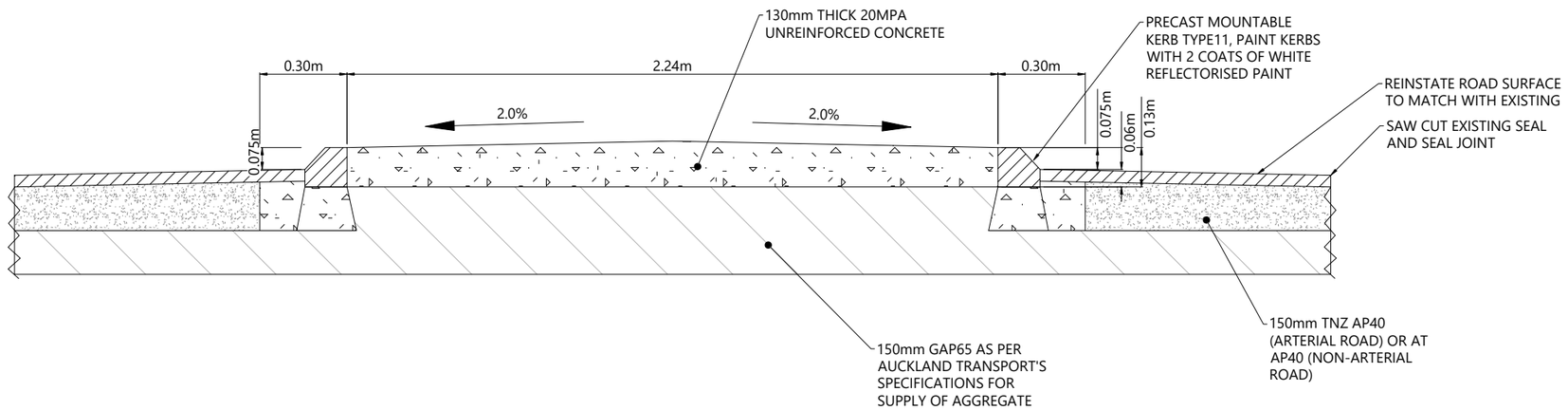
**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

## TRAFFIC ISLAND NOTE :

1. KERB BLOCKS & INSITU CONCRETE - 20MPA
2. 25MPA FIBRE REINFORCED CONCRETE FOR SLIP-FORM
3. THE SIGNPOSTS ON THE REFUGE ISLANDS ARE TO UTILZE A SOCKET SLEEVE MECHANISM, ENSURING THAT THE SOCLET INSTALLATION PROVIDED A FLUSH FINISH WITH THE ISLAND'S SURFACE.




AA 2811 TRAFFIC ISLAND CROSS SECTION

SCALEBAR (m) 0 0.2 0.4 1.0
SCALE | 1:20 @A3 | 1:10 @A1|

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | DESIGNED | YF |
| | | | | DRAWN | YF/KL |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
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NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

TRAFFIC ISLAND DETAILS

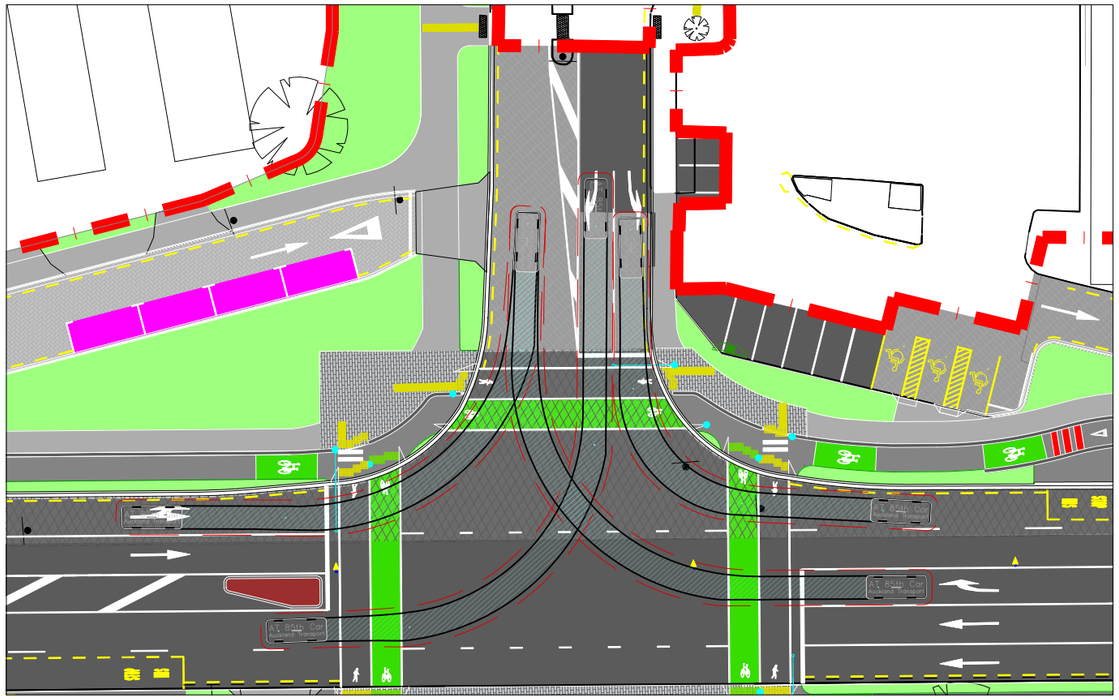
N

| STATUS | ISSUED FOR EPA | REV |
|---|---|---|
| SCALE | AS SHOWN | 1 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2811-RD | |



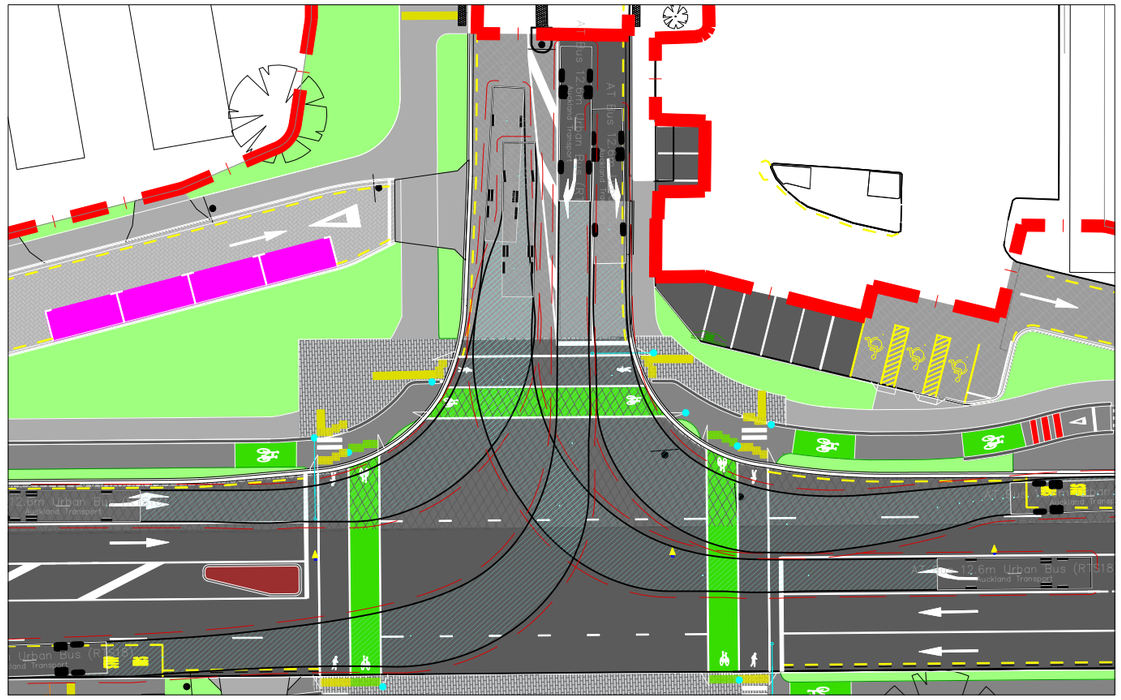
Plot Date: 2:02:16 pm,9 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2800-RD ROADING DETAILS.DWG



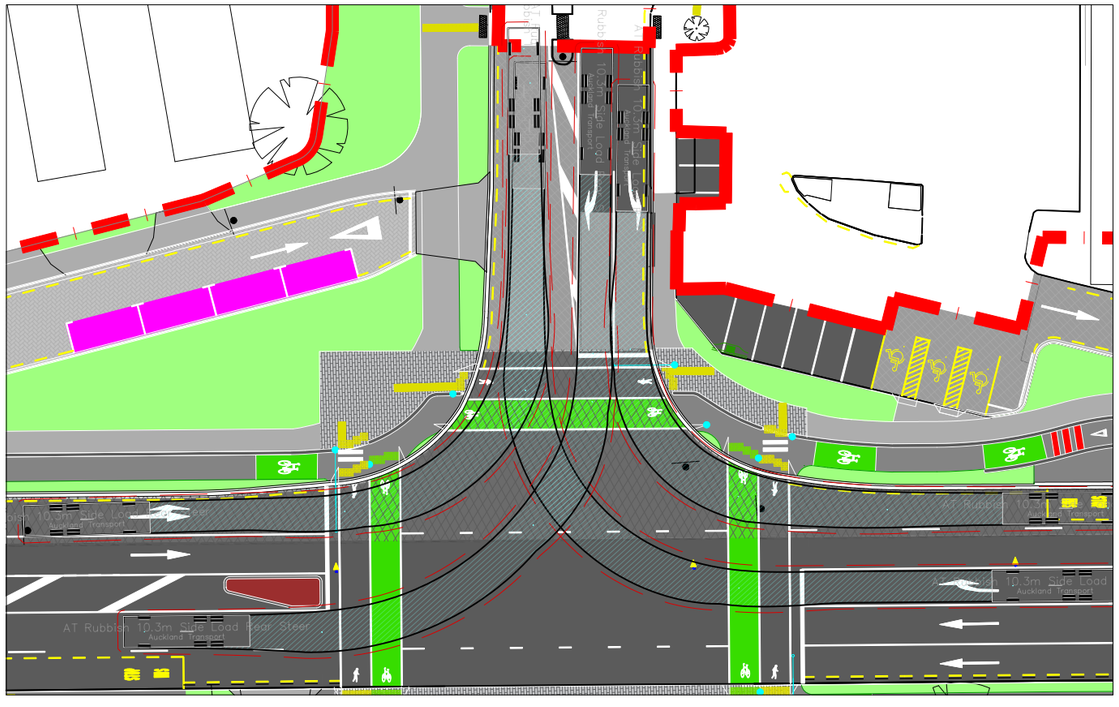
## 85%ILE CAR INTERSECTION TURNING MOVMENT PLAN

SCALEBAR (m) 0 5 10 25 — SCALE | 1:500 @A3 | 1:250 @A1|



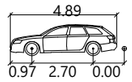
## 12.6m BUS INTERSECTION TURNING MOVMENT PLAN

SCALEBAR (m) 0 5 10 25 — SCALE | 1:500 @A3 | 1:250 @A1|

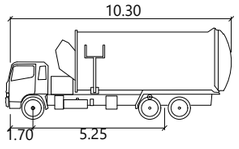


## 10.3m RUBBISH TRUCK INTERSECTION TURNING MOVMENT PLAN

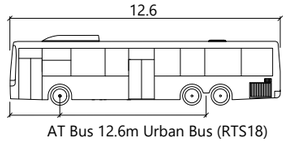
SCALEBAR (m) 0 5 10 25 — SCALE | 1:500 @A3 | 1:250 @A1|




| AT 85th Car | | meters |
|---|---|---|
| Width | : | 1.87 |
| Track | : | 1.86 |
| Lock to Lock Time | : | 4.0 |
| Steering Angle | : | SA1 |

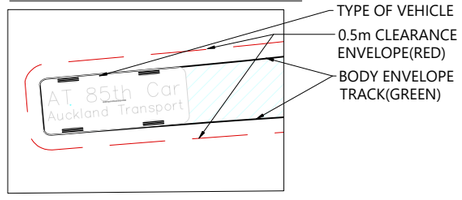



| AT Rubbish 10.3m Side Load Rear Steer | | meters |
|---|---|---|
| Width | : | 2.55 |
| Track | : | 2.55 |
| Lock to Lock Time | : | 6.0 |
| Steering Angle | : | SA1 |




| AT Bus 12.6m Urban Bus (RTS18) | | meters |
|---|---|---|
| Width | : | 2.55 |
| Track | : | 2.55 |
| Lock to Lock Time | : | 6.0 |
| Steering Angle | : | SA1 |

## VEHICLE TRACKING LEGEND




## NOTES

1. DESIGN VEHICLE HAVE BEEN SOURCED AVAILABLE TRACKING PROFILE.
2. ALL LOCAL ROAD AND COLLECTOR ROAD INTERSECTION ARE DEISGNED WITH RESIDENTIAL COMPOUND CURVES AS PER AT TDM DRAWING GD0004 REV4.
3. VEHICLE TRACKING PROFILES PROVIDE BY FLOW.

## LEGEND

EXISTING CARRIAGEWAY TO REMAIN

PROPOSED CYCLELANE

PROPOSED BERM

PROPOSED FOOTPATH

NEW PAVEMENT

EXISTING PAVEMENT SURFACE TO BE TRIMED

PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING

PROPOSED RAISED TABLE

EPA APPROVAL BOUNDARY

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

VEHICLE TRACKING - SHEET 1 OF 7

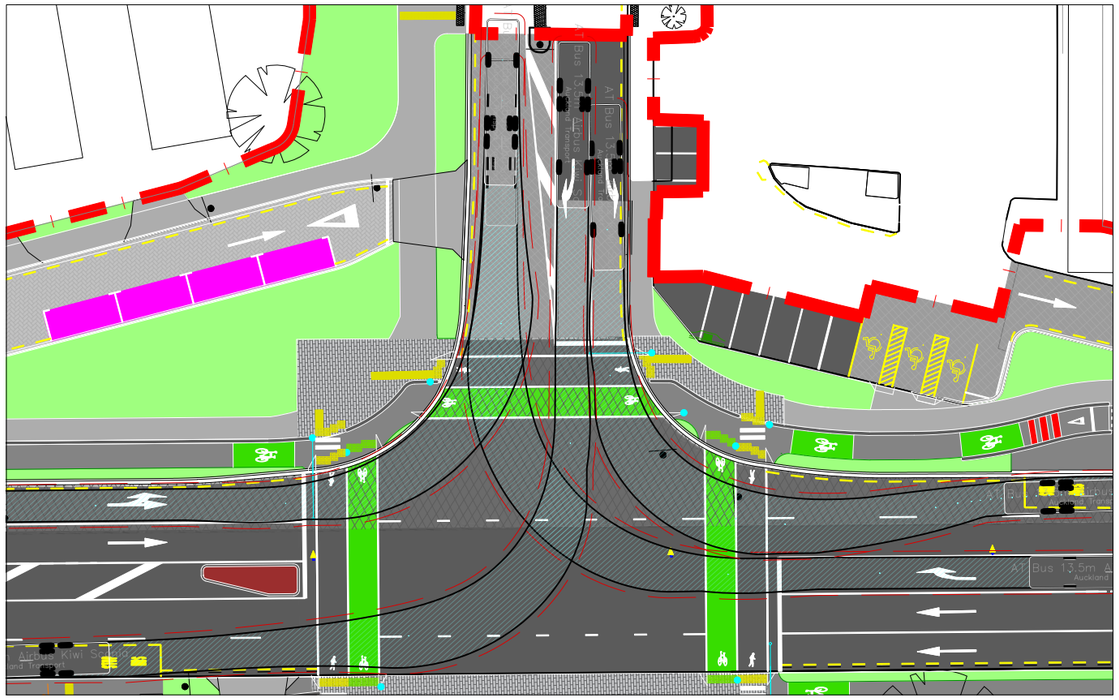
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| STATUS | ISSUED FOR EPA | REV |
|---|---|---|
| SCALE | AS SHOWN | 2 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2900-RD | |

Plot Date: 6:00:14 pm,8 January 2025, YUEF

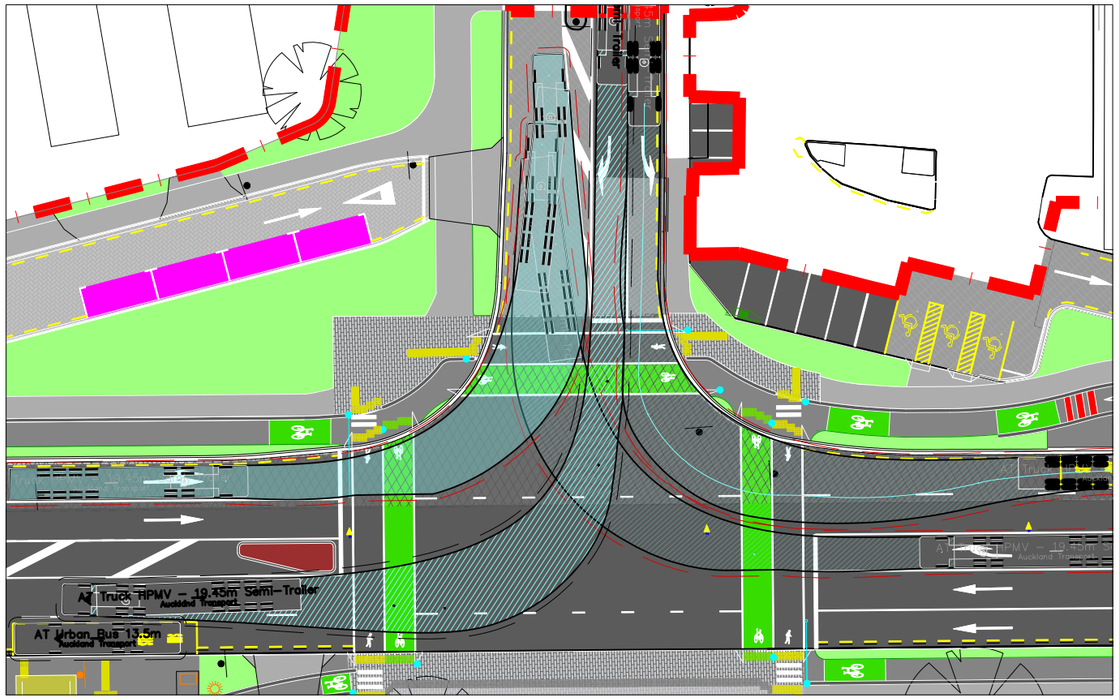
File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2900-RD VEHICLE TRACKING.DWG

FOR INFORMATION ONLY



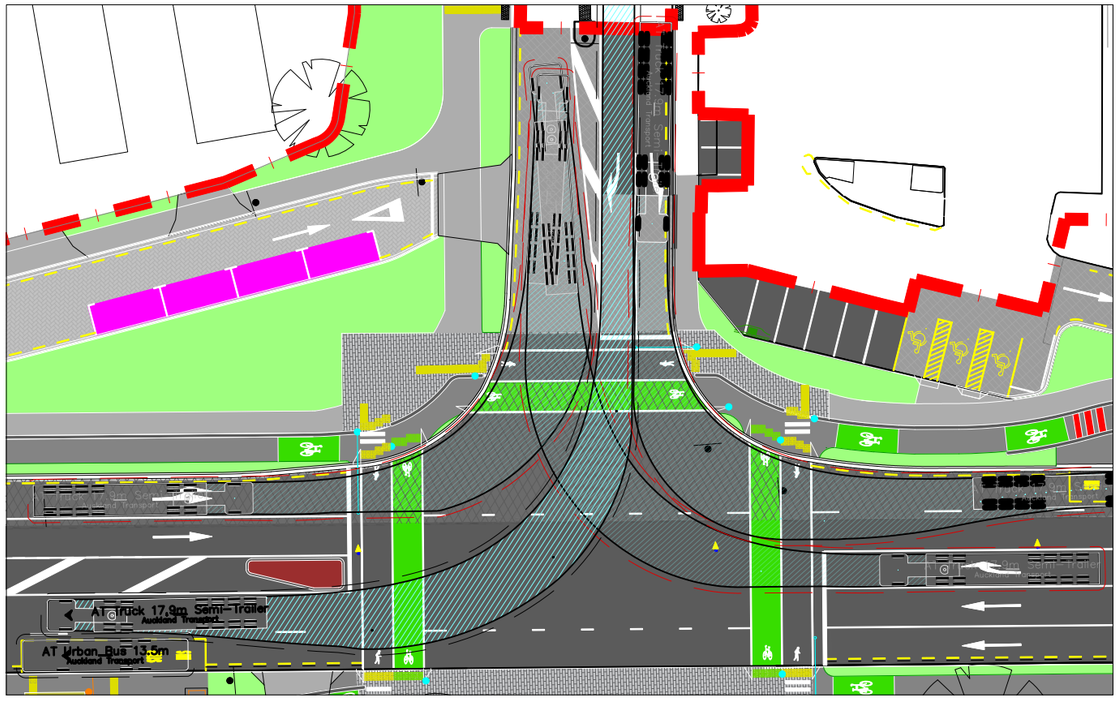
## 13.5m BUS INTERSECTION TURNING MOVMENT PLAN

SCALEBAR (m) 0 5 10 25 SCALE | 1:500 @A3 | 1:250 @A1|



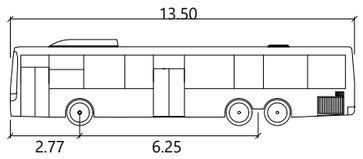

## AT TRUCK 19.45m SEMI-TRAILER INTERSECTION TURNING MOVMENT PLAN

SCALEBAR (m) 0 5 10 25 SCALE | 1:500 @A3 | 1:250 @A1|

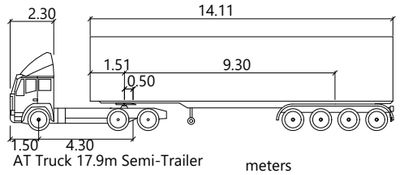



## AT TRUCK 17.9m SEMI-TRAILER INTERSECTION TURNING MOVMENT PLAN

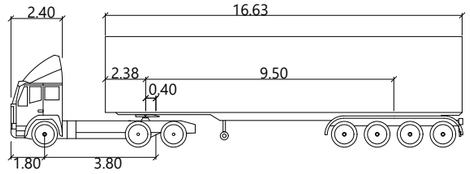
SCALEBAR (m) 0 5 10 25 SCALE | 1:500 @A3 | 1:250 @A1|




| AT Urban Bus 13.5m | meters |
|---|---|
| Width | : 2.55 |
| Track | : 2.55 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 47.0 |

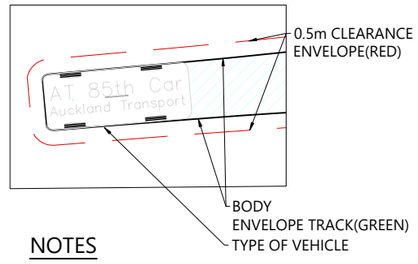



| AT Truck 17.9m Semi-Trailer | meters |
|---|---|
| Tractor Width | : 2.55 |
| Tractor Width | : 2.55 |
| Lock to Lock Time | : 23.2 |
| Steering Angle | : 6.0 |
| Articulating Angle | : 70.0 |




| AT Truck HPMV - 19.45m Semi-Trailer | meters |
|---|---|
| Tractor Width | : 2.55 |
| Tractor Track | : 2.55 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 22.6 |
| Articulating Angle | : 70.0 |

## VEHICLE TRACKING LEGEND




## NOTES

1. DESIGN VEHICLE HAVE BEEN SOURCED AVAILABLE TRACKING PROFILE.
2. ALL LOCAL ROAD AND COLLECTOR ROAD INTERSECTION ARE DEISGNED WITH RESIDENTIAL COMPOUND CURVES AS PER AT TDM DRAWING GD0004 REV4.
3. VEHICLE TRACKING PROFILES PROVIDE BY FLOW.

## LEGEND

- EXISTING CARRIAGEWAY TO REMAIN
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- NEW PAVEMENT
- EXISTING PAVEMENT SURFACE TO BE TRIMED
- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
- PROPOSED RAISED TABLE
- EPA APPROVAL BOUNDARY

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

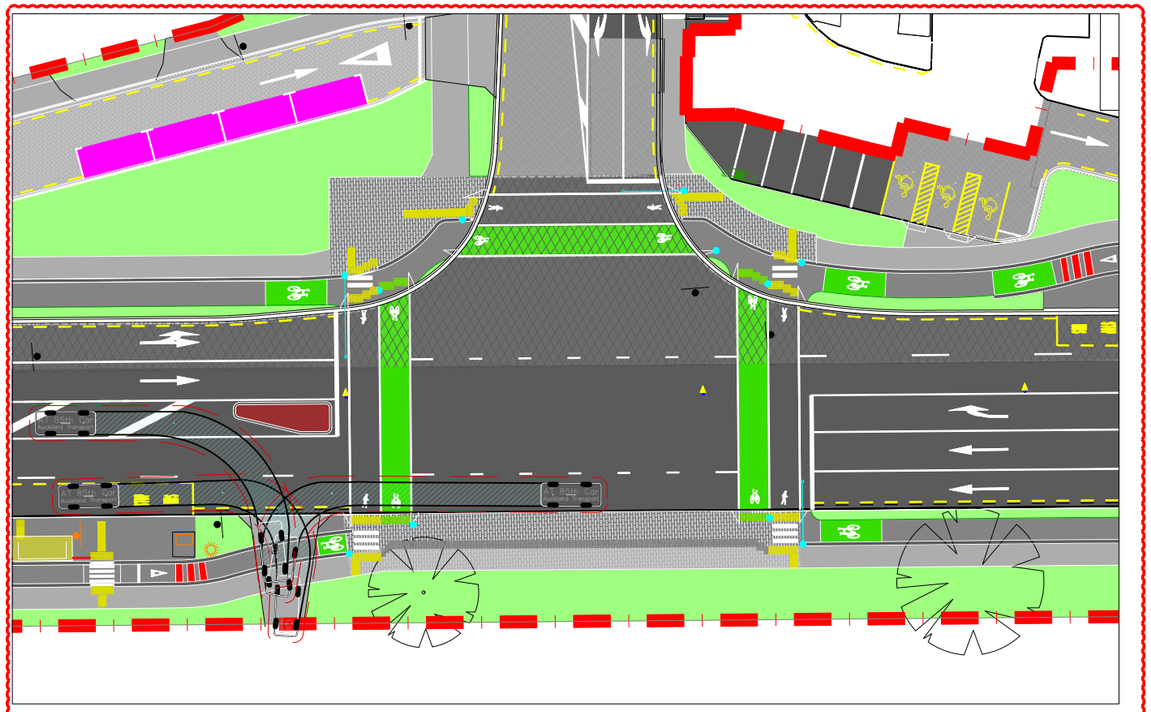
VEHICLE TRACKING - SHEET 2 OF 7

| STATUS | ISSUED FOR EPA | REV |
|---|---|---|
| SCALE | AS SHOWN | 2 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2901-RD | |

Plot Date: 6:00:17 pm,8 January 2025, YUEF

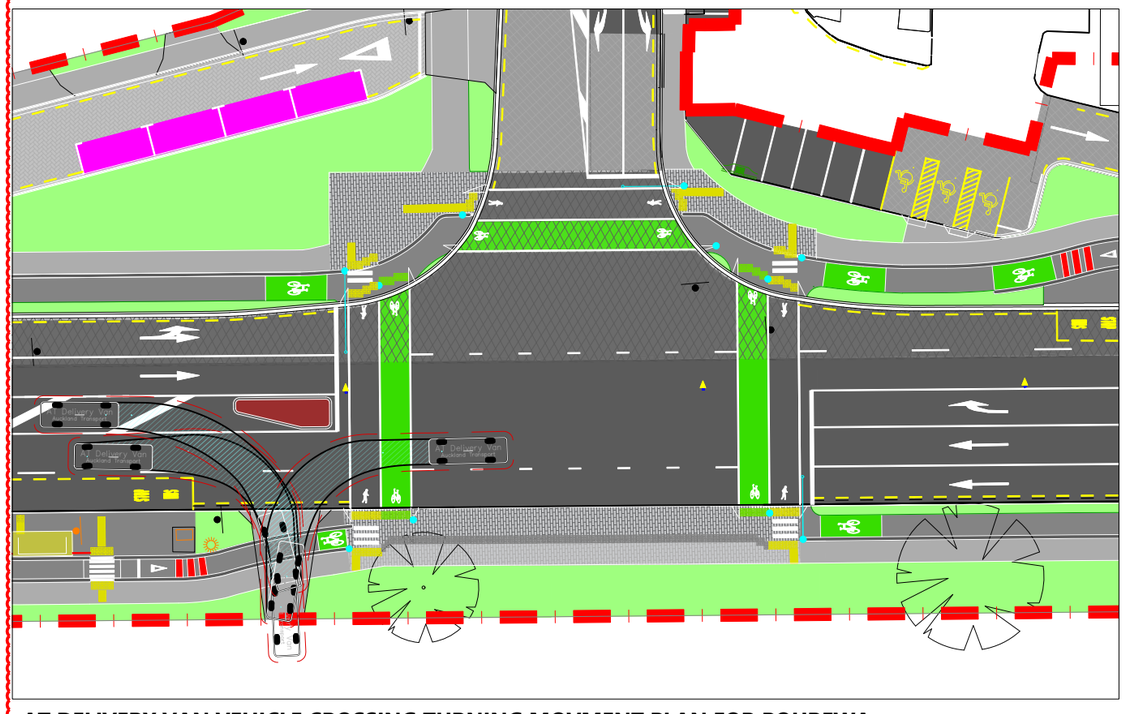
File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2900-RD VEHICLE TRACKING.DWG

FOR INFORMATION ONLY



## 85%ILE CAR VEHICLE CROSSING TURNING MOVMENT PLAN FOR POUREWA

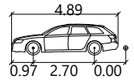
SCALEBAR (m) 0 5 10 25 — SCALE | 1:500 @A3 | 1:250 @A1



## AT DELIVERY VAN VEHICLE CROSSING TURNING MOVMENT PLAN FOR POUREWA

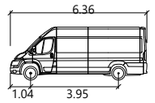
SCALEBAR (m) 0 5 10 25 — SCALE | 1:500 @A3 | 1:250 @A1

5




| AT 85th Car | | meters |
|---|---|---|
| Width | : | 1.87 |
| Track | : | 1.86 |
| Lock to Lock Time | : | 4.0 |
| Steering Angle | : | SA1 |

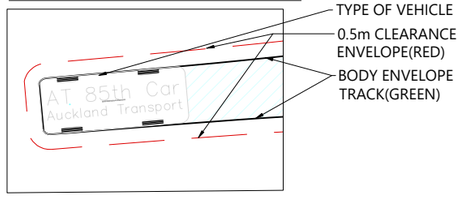
5




AT Delivery Van

| | | meters |
|---|---|---|
| Width | : | 2.05 |
| Track | : | 1.81 |
| Lock to Lock Time | : | 4.0 |
| Steering Angle | : | SA1 |

## VEHICLE TRACKING LEGEND




## NOTES

1. DESIGN VEHICLE HAVE BEEN SOURCED AVAILABLE TRACKING PROFILE.
2. ALL LOCAL ROAD AND COLLECTOR ROAD INTERSECTION ARE DEISGNED WITH RESIDENTIAL COMPOUND CURVES AS PER AT TDM DRAWING GD0004 REV4.
3. VEHICLE TRACKING PROFILES PROVIDE BY FLOW.

## LEGEND

- EXISTING CARRIAGEWAY TO REMAIN
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- NEW PAVEMENT
- EXISTING PAVEMENT SURFACE TO BE TRIMED
- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
- PROPOSED RAISED TABLE
- EPA APPROVAL BOUNDARY

WOODS Est.1970

Plot Date: 6:00:19 pm,8 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_2126\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2900-RD VEHICLE TRACKING.DWG

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DESIGNED | YF |
| 3 | ISSUED FOR RFI | YF | 17/05/2024 | DRAWN | KL |
| 4 | ISSUED FOR RFI | YF | 13/09/2024 | CHECKED | BP |
| 5 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | APPROVED | BF |

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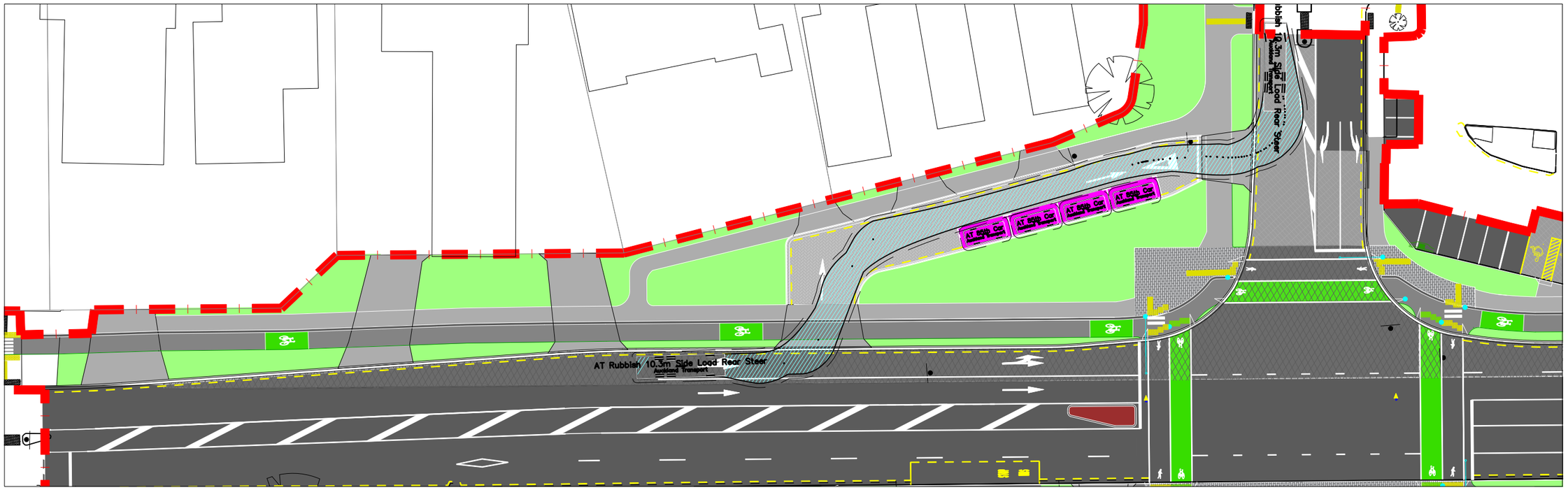
# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

VEHICLE TRACKING - SHEET 3 OF 7

N

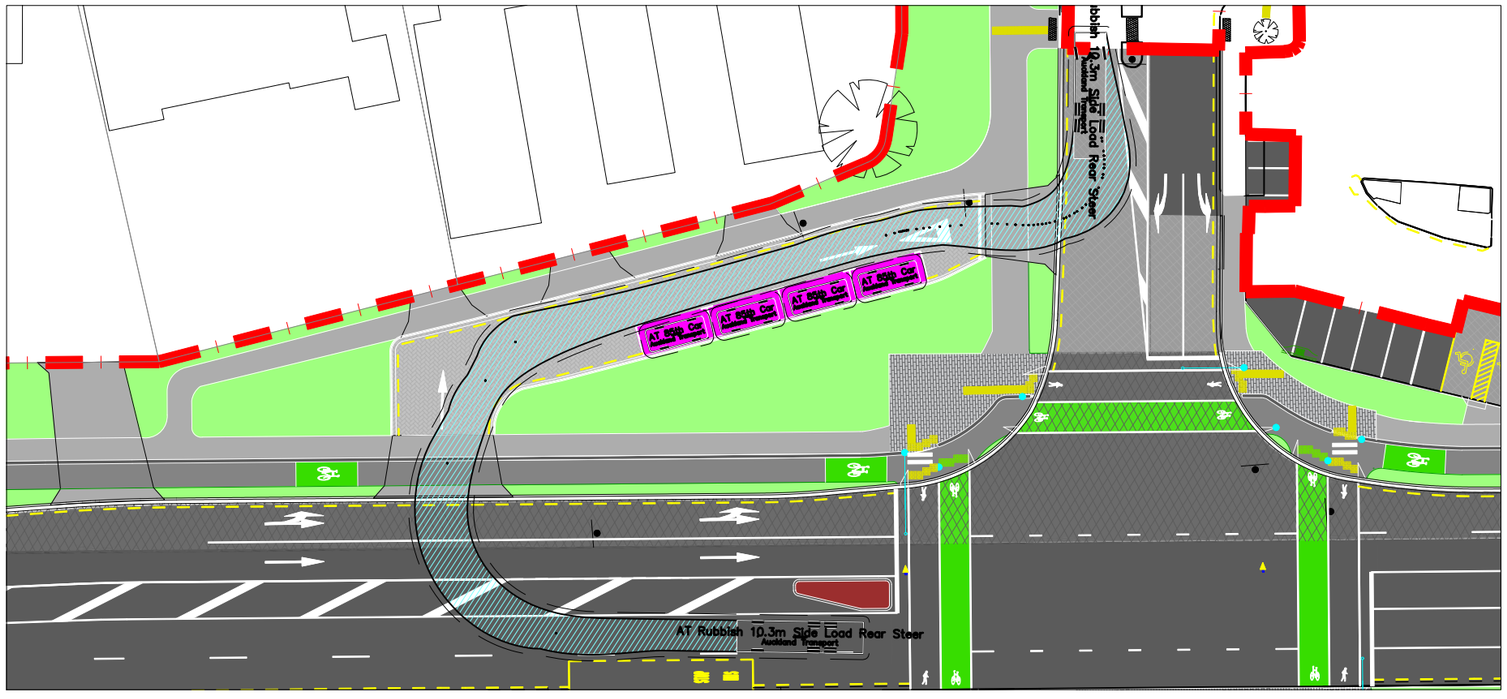
| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | AS SHOWN | 5 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2902-RD | |

FOR INFORMATION ONLY




## 10.3m RUBBISH SIDE LOAD TRUCK TURNING MOVEMENT ON ONE-WAY OPERATION SERVICE LANE AT WESTERN SIDE PLAN 1

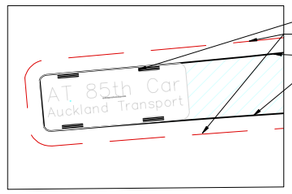
SCALEBAR (m) 0 5 10 25 SCALE | 1:500 @A3 | 1:250 @A1|



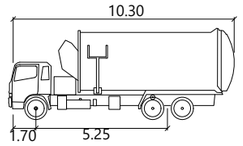

## 10.3m RUBBISH SIDE LOAD TRUCK TURNING MOVEMENT ON ONE-WAY OPERATION SERVICE LANE AT WESTERN SIDE PLAN 2

SCALEBAR (m) 0 5 10 25 SCALE | 1:500 @A3 | 1:250 @A1|

## VEHICLE TRACKING LEGEND




TYPE OF VEHICLE
0.5m CLEARANCE ENVELOPE(RED)
BODY ENVELOPE TRACK(GREEN)




| AT Rubbish 10.3m Side Load Rear Steer | | meters |
|---|---|---|
| Width | : | 2.55 |
| Track | : | 2.55 |
| Lock to Lock Time | : | 6.0 |
| Steering Angle | : | SA1 |

## NOTES

1. DESIGN VEHICLE HAVE BEEN SOURCED AVAILABLE TRACKING PROFILE.
2. ALL LOCAL ROAD AND COLLECTOR ROAD INTERSECTION ARE DEISGNED WITH RESIDENTIAL COMPOUND CURVES AS PER AT TDM DRAWING GD0004 REV4.
3. VEHICLE TRACKING PROFILES PROVIDE BY FLOW.

## LEGEND

- EXISTING CARRIAGEWAY TO REMAIN
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- NEW PAVEMENT
- EXISTING PAVEMENT SURFACE TO BE TRIMED
- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
- PROPOSED RAISED TABLE
- EPA APPROVAL BOUNDARY

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

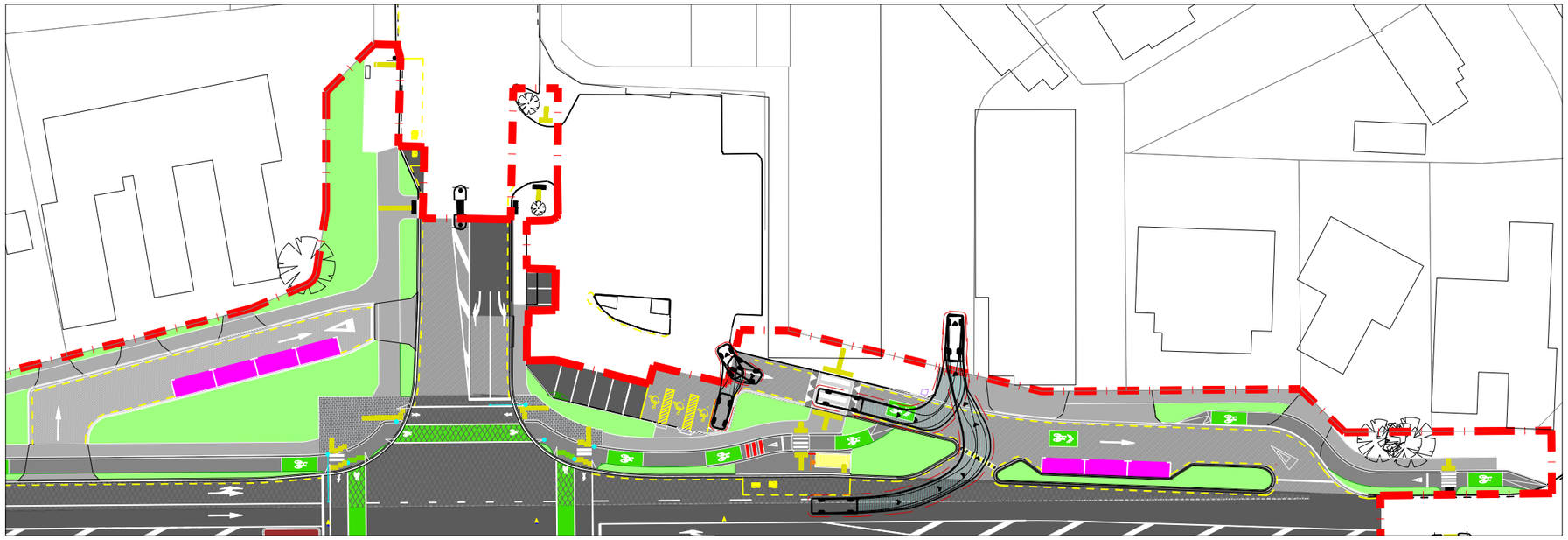
VEHICLE TRACKING - SHEET 4 OF 7

| STATUS | ISSUED FOR EPA | REV |
|---|---|---|
| SCALE | AS SHOWN | 2 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2903-RD | |

Plot Date: 6:00:21 pm,8 January 2025, YUEF

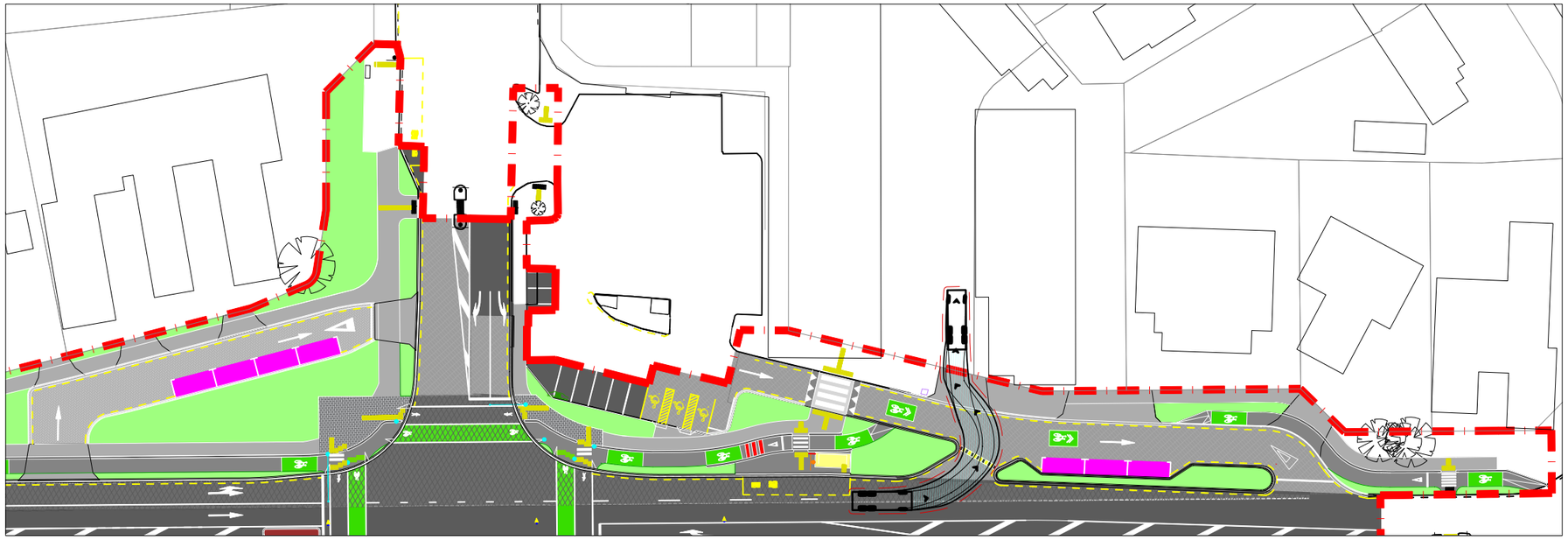
File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2900-RD VEHICLE TRACKING.DWG

3 FOR INFORMATION ONLY



## 85%ILE CAR & 6.3m AT DELIVERY VAN INBOUND MOVEMENT ON ONE-WAY OPERATION SERVICE LANE AT EASTERN SIDE

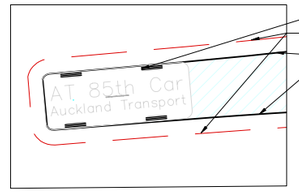
SCALEBAR (m) 0 7.5 15 37.5 SCALE | 1:750 @A3 | 1:375 @A1|



## 8.3m AT SMALL DELIVERY TRUCK INBOUND MOVEMENT ON ONE-WAY OPERATION SERVICE LANE AT EASTERN SIDE

SCALEBAR (m) 0 7.5 15 37.5 SCALE | 1:750 @A3 | 1:375 @A1|

## VEHICLE TRACKING LEGEND



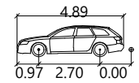

TYPE OF VEHICLE
0.5m CLEARANCE ENVELOPE(RED)
BODY ENVELOPE TRACK(GREEN)

## NOTES

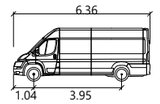
1. DESIGN VEHICLE HAVE BEEN SOURCED AVAILABLE TRACKING PROFILE.
2. ALL LOCAL ROAD AND COLLECTOR ROAD INTERSECTION ARE DEISGNED WITH RESIDENTIAL COMPOUND CURVES AS PER AT TDM DRAWING GD0004 REV4.
3. VEHICLE TRACKING PROFILES PROVIDE BY FLOW.

## LEGEND

- EXISTING CARRIAGEWAY TO REMAIN
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- NEW PAVEMENT
- EXISTING PAVEMENT SURFACE TO BE TRIMED
- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
- PROPOSED RAISED TABLE
- EPA APPROVAL BOUNDARY

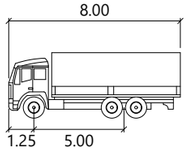



| AT 85th Car | meters |
|---|---|
| Width | : 1.87 |
| Track | : 1.86 |
| Lock to Lock Time | : 4.0 |
| Steering Angle | : SA1 |




AT Delivery Van

| | meters |
|---|---|
| Width | : 2.05 |
| Track | : 1.81 |
| Lock to Lock Time | : 4.0 |
| Steering Angle | : SA1 |




8M-TRUCK

| | meters |
|---|---|
| Width | : 2.50 |
| Track | : 2.50 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 37.3 |

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | FLOW |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| 3 | ISSUED FOR EPA AMENDMENT | YF | 30/10/2024 | CHECKED | BP |
| | | | | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

VEHICLE TRACKING - SHEET 5 OF 7

N

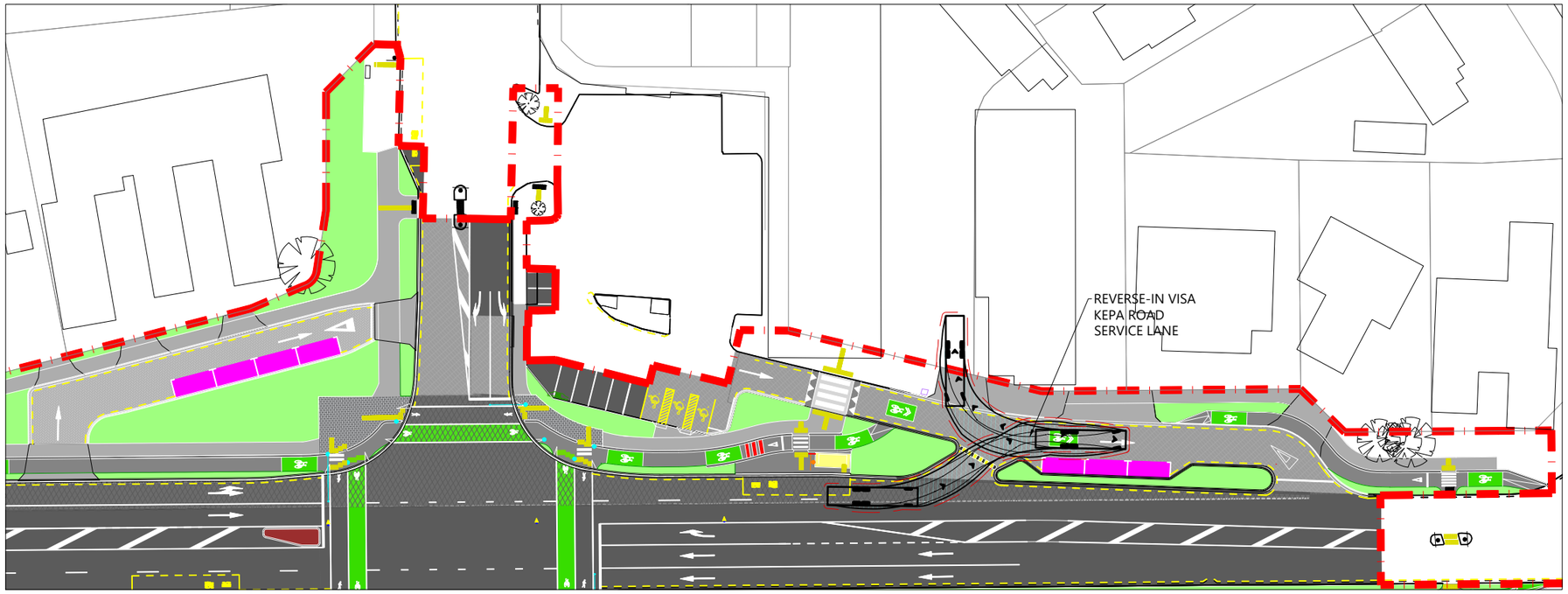
| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | AS SHOWN | 3 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2904-RD | |

Plot Date: 6:00:23 pm,8 January 2025, YUEF

File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2900-RD VEHICLE TRACKING.DWG

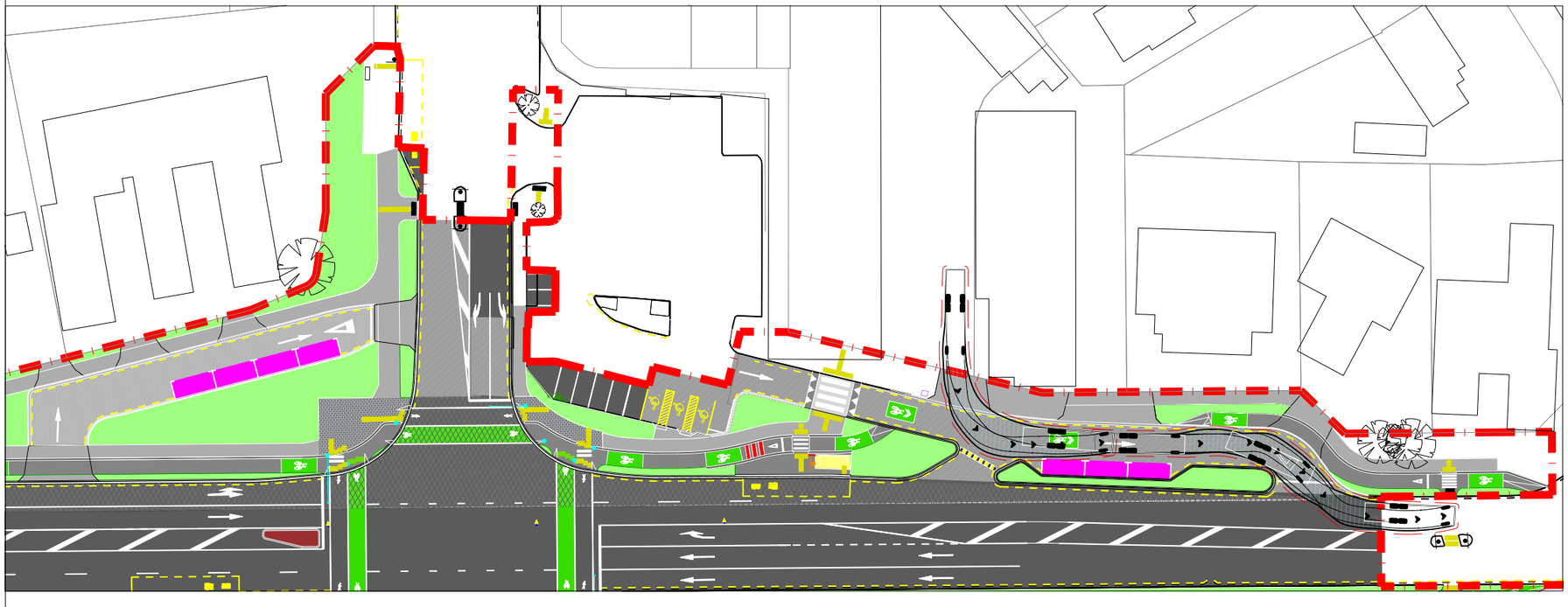
FOR INFORMATION ONLY

4




## 12.6m DISTRIBUTION TRUCK INBOUND MOVMENT ON ONE-WAY OPERATION SERVICE LANE AT EASTERN SIDE

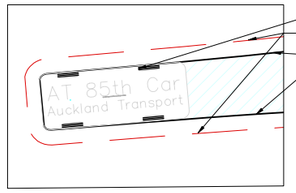
SCALEBAR (m) 0 7.5 15 37.5 SCALE | 1:750 @A3 | 1:375 @A1|



## 12.6m DISTRIBUTION TRUCK OUTBOUND MOVMENT ON ONE-WAY OPERATION SERVICE LANE AT EASTERN SIDE

SCALEBAR (m) 0 7.5 15 37.5 SCALE | 1:750 @A3 | 1:375 @A1|

## VEHICLE TRACKING LEGEND

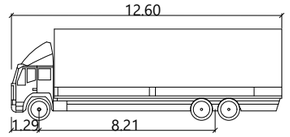



## NOTES

1. DESIGN VEHICLE HAVE BEEN SOURCED AVAILABLE TRACKING PROFILE.
2. ALL LOCAL ROAD AND COLLECTOR ROAD INTERSECTION ARE DEISGNED WITH RESIDENTIAL COMPOUND CURVES AS PER AT TDM DRAWING GD0004 REV4.
3. VEHICLE TRACKING PROFILES PROVIDE BY FLOW.

## LEGEND

- EXISTING CARRIAGEWAY TO REMAIN
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- NEW PAVEMENT
- EXISTING PAVEMENT SURFACE TO BE TRIMED
- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
- PROPOSED RAISED TABLE
- EPA APPROVAL BOUNDARY




AT Truck 12.6m

| | meters |
|---|---|
| Width | : 2.55 |
| Track | : 2.55 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : SA1 |

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | FLOW |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| 3 | ISSUED FOR RFI | YF | 15/05/2024 | CHECKED | BP |
| 4 | ISSUED FOR EPA AMENDMENT | YF | 30/10/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

VEHICLE TRACKING - SHEET 6 OF 7

N

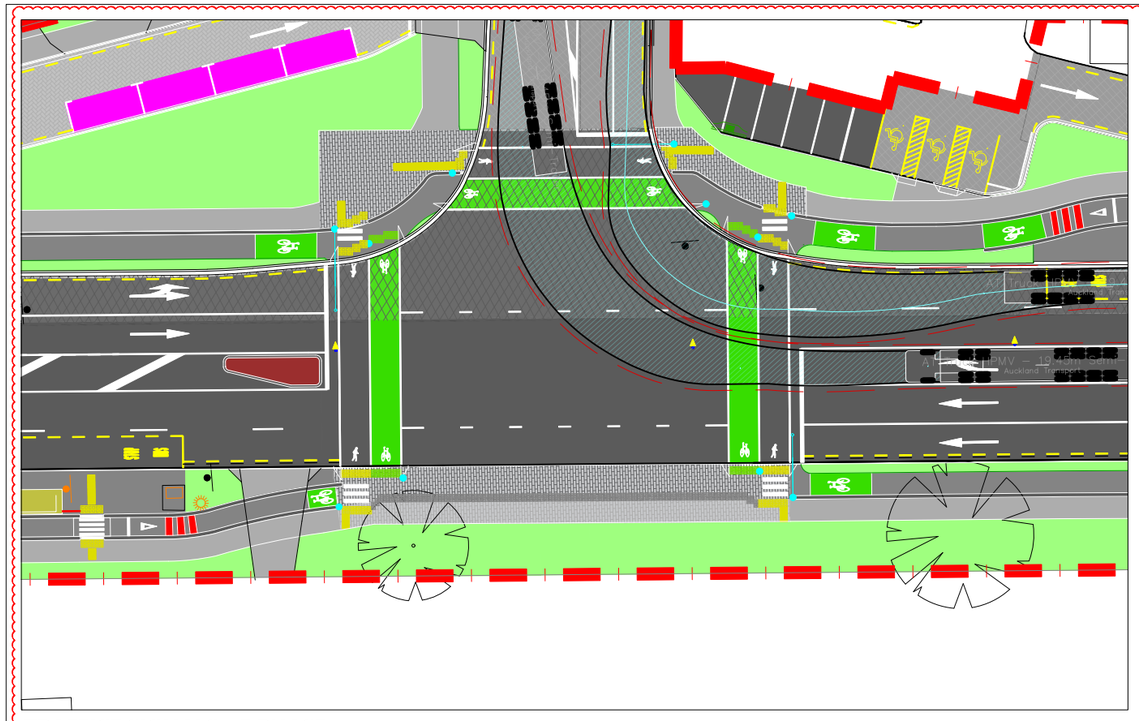
| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | AS SHOWN | 4 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2905-RD | |

Plot Date: 6:00:25 pm,8 January 2025, YUEF

File: C:\22DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2900-RD VEHICLE TRACKING.DWG

FOR INFORMATION ONLY

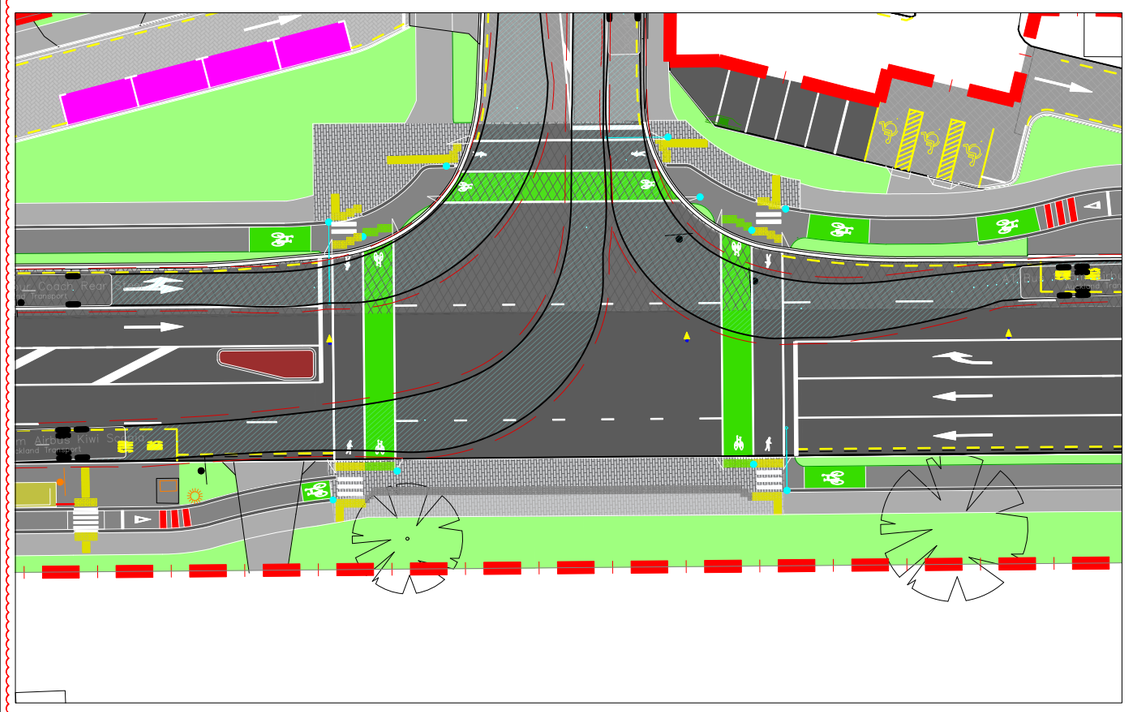
4



## TRAFFICE SIGNALS - F PHASE

SCALEBAR (m) 0 5 10 25

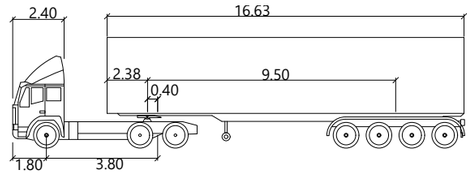
SCALE | 1:500 @A3 | 1:250 @A1|



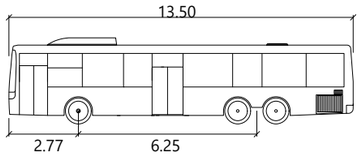
## TRAFFICE SIGNALS - E PHASE

SCALEBAR (m) 0 5 10 25

SCALE | 1:500 @A3 | 1:250 @A1|

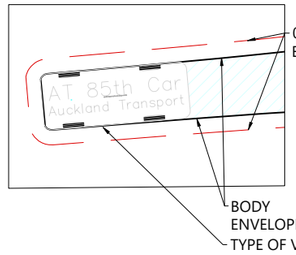



| AT Truck HPMV - 19.45m Semi-Trailer | | meters |
|---|---|---|
| Tractor Width | : | 2.55 |
| Tractor Track | : | 2.55 |
| Lock to Lock Time | : | 6.0 |
| Steering Angle | : | 22.6 |
| Articulating Angle | : | 70.0 |




| AT Urban Bus 13.5m | | meters |
|---|---|---|
| Width | : | 2.55 |
| Track | : | 2.55 |
| Lock to Lock Time | : | 6.0 |
| Steering Angle | : | 47.0 |

## VEHICLE TRACKING LEGEND




## NOTES

1. DESIGN VEHICLE HAVE BEEN SOURCED AVAILABLE TRACKING PROFILE.
2. ALL LOCAL ROAD AND COLLECTOR ROAD INTERSECTION ARE DEISGNED WITH RESIDENTIAL COMPOUND CURVES AS PER AT TDM DRAWING GD0004 REV4.
3. VEHICLE TRACKING PROFILES PROVIDE BY FLOW.

## LEGEND

- EXISTING CARRIAGEWAY TO REMAIN
- PROPOSED CYCLELANE
- PROPOSED BERM
- PROPOSED FOOTPATH
- NEW PAVEMENT
- EXISTING PAVEMENT SURFACE TO BE TRIMED
- PROPOSED/RE-CONSTRUCTED VEHICLE CROSSING
- PROPOSED RAISED TABLE
- EPA APPROVAL BOUNDARY

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | KL |
| 3 | ISSUED FOR RFI | YF | 15/05/2024 | CHECKED | BP |
| 4 | ISSUED FOR RFI | YF | 13/09/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

VEHICLE TRACKING - SHEET 7 OF 7

N

| STATUS | ISSUED FOR EPA | REV |
|---|---|---|
| SCALE | AS SHOWN | 4 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2906-RD | |



Plot Date: 6:00:27 pm,8 January 2025, YUEF

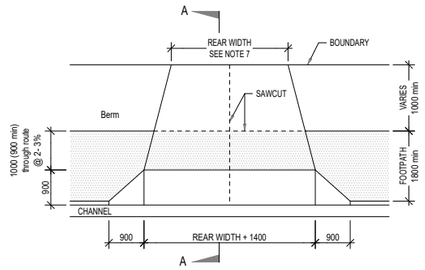
File: C:\12DS\DATA\WP-AKL-APP-02\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\CAD\ENG\2.0 EPA AMENDMENT - UOA\P22-440-00-2900-RD VEHICLE TRACKING.DWG

FOR INFORMATION ONLY

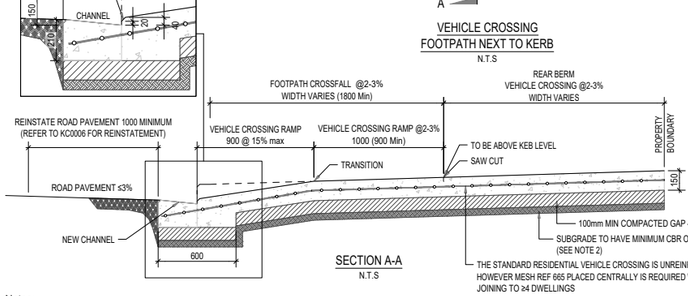
VX0102



PERSPECTIVE VIEW
N.T.S




VEHICLE CROSSING
FOOTPATH NEXT TO KERB
N.T.S




SECTION A-A
N.T.S

Notes:
1. All dimensions are in millimetres unless noted otherwise.
2. If CBR of existing Subgrade is <3, Pavement Design should be provided and approved by Auckland Transport.
3. All concrete to be 20 MPa and constructed in accordance with NZS 3109 with a broom or exposed aggregate finish and contain upto 4Kg/m$^3$ black oxide.
4. Saw cut expansion joints at 4m centres maximum each way in addition to saw cuts shown on dwg.
5. Any existing infrastructure within the crossing may require specific design approval for relocation.
6. Construct in same material and finish as surrounding footpath.
7. Rear Width to be as permitted under Auckland unitary Plan;
   2750-3000 - Single vehicle crossing
   5500-6000 - Two-Way Shared Access
   3000-3500 - One-Way Shared Access
8. Commercial crossing standards for 10 and more houses and multi-story apartments.
9. Formwork shall be full depth of concrete and straight.

Transport Design Manual | Standard Engineering Details

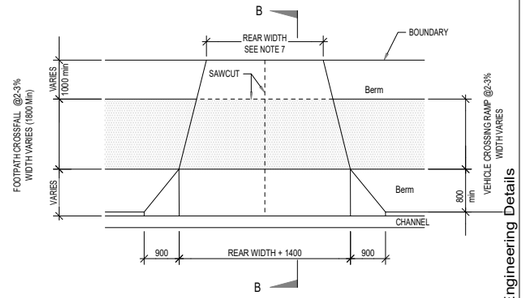
**TDM TECHNICAL STANDARDS**
Residential Vehicle Crossing (Sheet 2 of 4)

Date: 02/09/2021
SED No. **VX0102** Version **D**

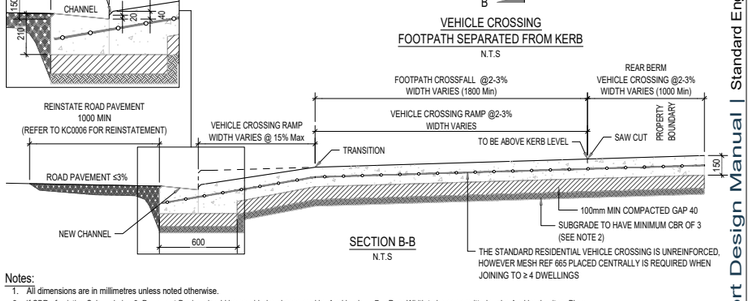
VX0103



PERSPECTIVE VIEW
N.T.S




VEHICLE CROSSING
FOOTPATH SEPARATED FROM KERB
N.T.S




SECTION B-B
N.T.S

Notes:
1. All dimensions are in millimetres unless noted otherwise.
2. If CBR of existing Subgrade is <3, Pavement Design should be provided and approved by Auckland Transport.
3. All concrete to be 20 MPa and constructed in accordance with NZS 3109 with a broom or exposed aggregate finish and contain upto 4Kg/m$^3$ black oxide.
4. Saw cut expansion joints at 4m centres maximum each way in addition to saw cuts shown on dwg.
5. Any existing infrastructure within the crossing may require specific design approval for relocation.
6. Construct in same material and finish as surrounding footpath.
7. Rear Width to be as permitted under Auckland unitary Plan;
   2750-3000 - Single vehicle crossing
   5500-6000 - Two-Way Shared Access
   3000-3500 - One-Way Shared Access
8. Commercial crossing standards for 10 and more houses and multi-story apartments.
9. Formwork shall be full depth of concrete and straight.

Transport Design Manual | Standard Engineering Details

**TDM TECHNICAL STANDARDS**
Residential Vehicle Crossing (Sheet 3 of 4)

Date: 11/04/2022
SED No. **VX0103** Version **D**

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | ZW/KL |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

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NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

AT TDM DETAILS - SHEET 1 OF 4

| | |
|---|---|
| STATUS | ISSUED FOR EPA |
| SCALE | 1:40 @ A3 |
| COUNCIL | AUCKLAND COUNCIL |
| DWG NO | P22-440-01-2980-RD |
| REV | 2 |



Plot Date: ----, ----, YUEF

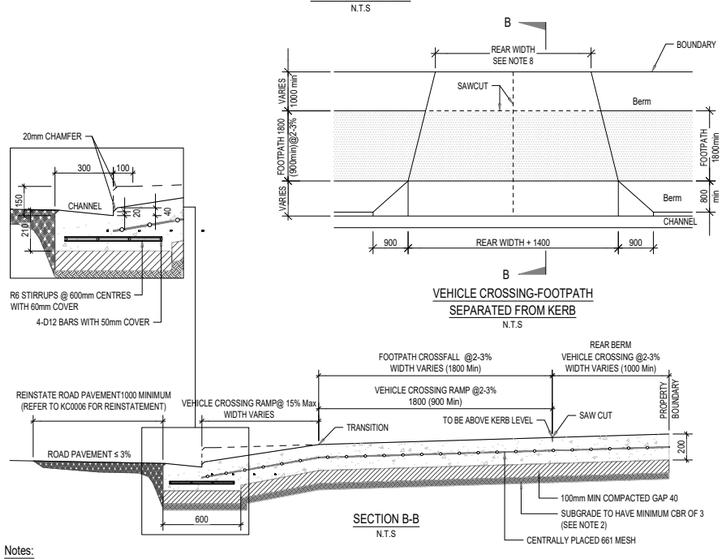
File: C:\12DSYNERGY\DATA\WP-PEN-APP-01\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\REFERENCE\TITLE BLOCK\WOODS2017_HORIZONTAL.DWG

FOR INFORMATION ONLY

VX0203



PERSPECTIVE VIEW
N.T.S




VEHICLE CROSSING-FOOTPATH SEPARATED FROM KERB
N.T.S

SECTION B-B
N.T.S

Notes:

1. All dimensions are in millimetres unless noted otherwise.
2. If CBR of existing Subgrade is <3, Pavement Design should be provided and approved by Auckland Transport.
3. All concrete to be 20 Mpa and constructed in accordance with NZS 3109 with a broom finish and contain upto 4% oxide.
4. Saw cut expansion joints at 4m centres maximum each way in addition to saw cuts shown on dwg.
5. Any existing infrastructure within the crossing may require specific design approval for relocation.
6. Construct in same material and finish as surrounding footpath.
7. Width of vehicle crossing to be designed by using tracking curves for intended large heavy vehicles.
8. Rear Width as permitted under Auckland Unitary Plan;
   COMMERCIAL USE;
   3700-4000 - Single vehicle crossing
   6000-7000 - Double vehicle crossing
   RESIDENTIAL USE;
   2750-3000 - Single vehicle crossing
   5500-6000 - Two-Way Shared Access
   3000-3500 - One-Way Shared Access
9. Formwork shall be full depth of concrete and straight.

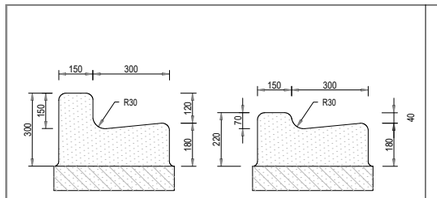
Transport Design Manual | Standard Engineering Details

APPROVED CHIEF ENGINEER

**TDM TECHNICAL STANDARDS**
Commercial Vehicle Crossing (Sheet 3 of 4)

Date: 11/04/2022
SED No. **VX0203** Version **C**

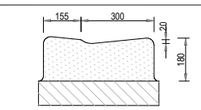
KC0002



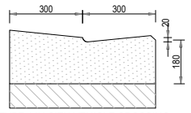

TYPE 3 EXTRUDED STANDARD KERB AND CHANNEL



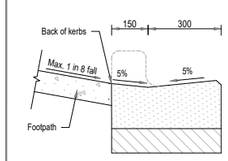

TYPE 3 EXTRUDED STANDARD KERB AND CHANNEL ( OPTIONAL)



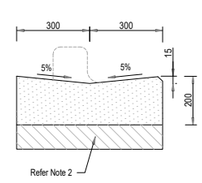

TYPE 4 EXTRUDED VEHICLE CROSSING



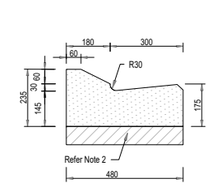

TYPE 4 IN-SITU VEHICLE CROSSING



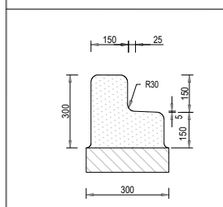

TYPE 5 EXTRUDED PRAM CROSSING



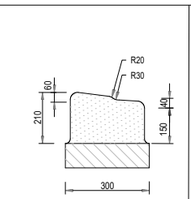

TYPE 5 IN-SITU PRAM CROSSING



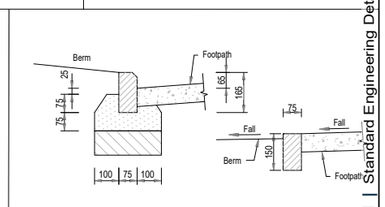

TYPE 6 EXTRUDED MOUNTABLE KERB AND CHANNEL




TYPE 7 EXTRUDED STANDARD KERB ONLY




TYPE 7C EXTRUDED KERB ONLY AT VEHICLE CROSSING




TYPE 8 BASALT OR PRE-CAST KERB EDGING (75x150mm)

NOTES :

1. Jointing:
   Precast kerb neatly pointed with 10mm min. cement mortar. Extruded kerbs cracking control joints formed or saw cut to a minimum depth of 30mm at max. 3.00m. intervals to coincide with concrete footpath joints (where the kerb is adjacent to the footpath). Crack control joints between bluestone kerb blocks shall be approximately 20mm wide (measured at the top and front faces) with neat square jointing 2 to 4 mm proud. Joints must located either side of vehicle crossings.
2. Bedding:
   Kerbing must be laid on 300mm. min. GAP65 subbase in roads and 100mm GAP40 in footpaths (where subgrade CBR>5). If the subgrade CBR<5 then roads and footpaths must be undercut and backfilled with appropriate backfill material.
3. Concrete Grades:
   Precast kerb blocks 20 MPa. In-Situ channel and haunching 20 MPa. Extruded concrete 25 MPa fibre reinforced.
4. All chamfers 20mm

Transport Design Manual | Standard Engineering Details

Review 1
DATE: February 14, 2020

**TDM TECHNICAL STANDARDS**
Kerb and channel - Type 3 - 8

Date: Document in Review
SED No. **KC0002** Version **A**

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | ZW/KL |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

AT TDM DETAILS - SHEET 2 OF 4

N

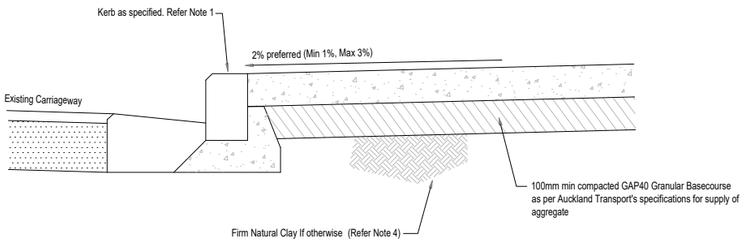
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| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2981-RD | |



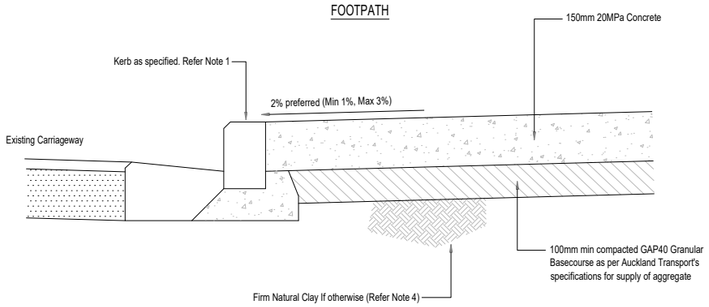
Plot Date: ---, ---, YUEF

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FP0001




FOOTPATH




HEAVY DUTY FOOTPATH

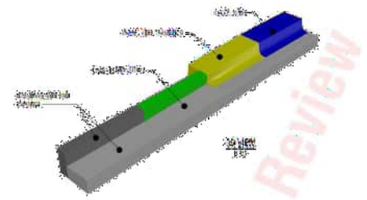
NOTES

1. Kerb profiles can be found in the kerb & Channel drawing set. Refer to Urban and Rural Roadway Engineering Design Code for further details.
2. All Services Lids must be raised or lowered to be flush with footpath levels.
3. Concrete to have minimum compressive strength of 20MPa at 28th day strength.
4. Basecourse (or bedding) layer depth must be increased for weak subgrade (CBR<3).
5. Concrete surface finish must comply with NZS 3114.
6. If footpath to be trafficked by service vehicles 664 mesh or fibre reinforcement must be used.

Transport Design Manual | Standard Engineering Details

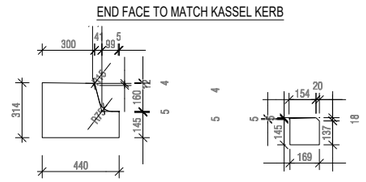
| Review 1 | TDM TECHNICAL STANDARDS | Date: Document in Review |
|---|---|---|
| DATE: February 14, 2020 | Concrete footpath | SED No. FP0001 / Version A |

KC0030

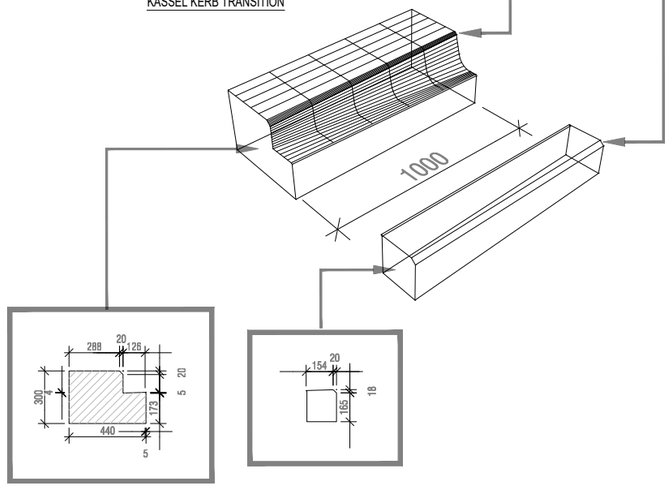


3D VIEW
N.T.S

END FACE TO MATCH KASSEL KERB




KASSEL KERB TRANSITION




END FACE TO MATCH CHANNEL TRANSITION

Transport Design Manual | Standard Engineering Details

| Review 1 | TDM TECHNICAL STANDARDS | Date: Document in Review |
|---|---|---|
| DATE: February 14, 2020 | Kassel Kerb and Channel Transition | SED No. KC0030 / Version A |

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS | KEPA RD / KUPE ST ŌRĀKEI AUCKLAND 1071 |
|---|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF | |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | ZW/KL | |
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| | | | | APPROVED | BF | WOODS.CO.NZ |

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

AT TDM DETAILS - SHEET 3 OF 4

N

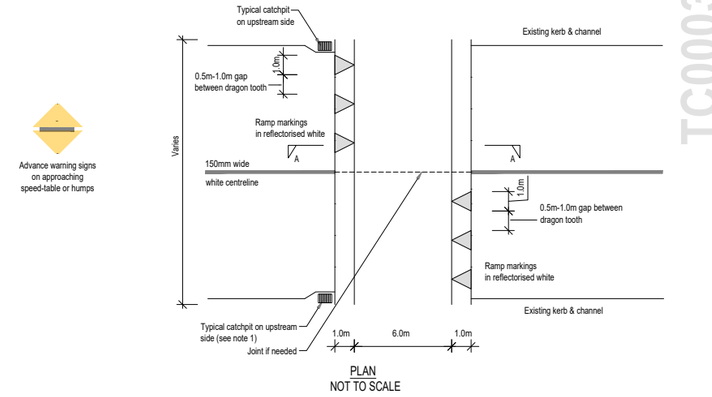
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| SCALE | 1:40 @ A3 | 2 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2982-RD | |



Plot Date: ---, ---, YUEF

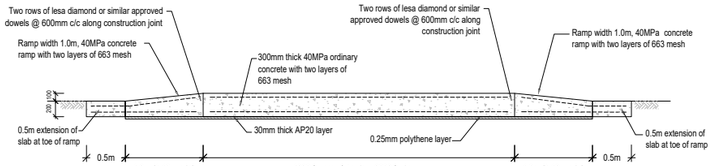
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FOR INFORMATION ONLY

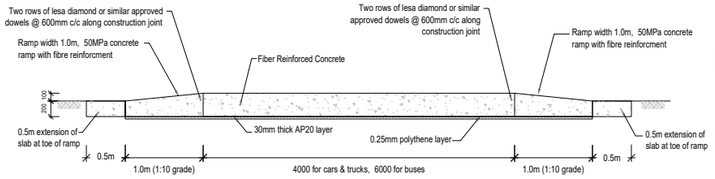



Advance warning signs on approaching speed-table or humps

PLAN
NOT TO SCALE




SECTION A-A
NOT TO SCALE




SECTION A-A (ALTERNATE OPTION)
NOT TO SCALE

NOTES
1. See Engineering Design Code - Road drainage for design of catchpits or alternative drainage.
2. All work to have a tolerance of ±5mm.
3. Reinforcing to be placed on spacers.
4. PW-39 sign with supplementary as shown to be erected in advance of treatment on both sides of the carriageway facing approaching traffic
5. Where the speed table is greater than 6.0m in width a longitudinal joint shall be created

TC0003

Transport Design Manual | Standard Engineering Details

Review 1
DATE: February 14, 2020

**TRANSPORT DESIGN MANUAL**
Speed table with upstream catchpit

Date: Document in Review
SED No. TC0003 Version A

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | ZW/KL |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
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WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

AT TDM DETAILS - SHEET 4 OF 4

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:40 @ A3 | 2 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-2983-RD | |

Plot Date: ---, ---, YUEF

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## NOTES

1. ALL WORKS AND MATERIALS TO COMPLY WITH AUCKLAND COUNCIL STANDARDS AND WATERCARE STANDARDS.
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## LEGEND

PROPOSED STORMWATER LINE AND PIT

EXISTING STORMWATER

CATCHPIT

EPA APPROVAL BOUNDARY

KUPE STREET

COATES AVENUE

KEPA ROAD

Z SERVICE STATION

RETAIL SHOPS

POUREWA COMMUNITY HUB

P22-440-00-3001-DR

P22-440-00-3002-DR

P22-440-00-3003-DR

5

Auckland Council

**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 2 | ISSUED FOR EPA | YF | 24/04/2024 | DESIGNED | YF |
| 3 | ISSUED FOR RFI | YF | 17/05/2024 | DRAWN | YF/KL |
| 4 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | CHECKED | BP |
| 5 | ISSUED FOR EPA AMENDMENT | YF | 31/10/2024 | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

STORMWATER RETICULATION PLAN - SHEET 1 OF 4

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:1500 @ A3 | 5 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-3000-DR | |



Plot Date: ----,----, YUEF

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## NOTES

1. ALL WORKS AND MATERIALS TO COMPLY WITH AUCKLAND COUNCIL STANDARDS AND WATERCARE STANDARDS.
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## LEGEND

PROPOSED STORMWATER LINE AND PIT

EXISTING STORMWATER

CATCHPIT

EPA APPROVAL BOUNDARY

Auckland Council

**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

WOODS EST.1970

Plot Date: ---, ---, YUEF

Lot 1 DP 204292
2058m²
93800 NA132D/920

Lot 2 DP 204292
1903m²
93366 NA132D/921

Part Section 724 TN OF Orakei
10707m²
NA132D/922 NA22C/1034

Lot 149 DP 37691
1614m²
NA1014/221

Z SERVICE STATION

Lot 148 DP 41054
1341m²
1101067 NA67B/706

Part Lot 147 DP 41054
1234m²

COATES AVENUE

X Rangitoto SD
NA974/199

EX. CATCHPIT (GIS ID:2000952965) TO BE REMOVED, AND CONNECTION TO BE CAPPED

MH 200014

W1
3001

MH 03/1

0201/1

MH. 2000092796

EXISTING PIPE TO BE EXTENDED AND EX. CATCHPIT (GIS ID:2000099610) TO BE REMOVED, EXISTING PIPES TO BE ABANDONED AND CONNECTIONS TO BE CAPPED

KEPA ROAD

225mmØ

150mmØ

150mmØ

225mmØ

375mmØ

300mmØ

375mmØ

MH. 2

Lot 4 DP 180110

Section 2 SO 445650
268259m²
607968

4

PROPOSED SEMI-RECESSED CATCHPIT TO CONNECTED TO EXISTING MANHOLE

0201/1

SW

MH. 2000092796

EXISTING PIPE TO BE EXTENDED AND EX. CATCHPIT (GIS ID:2000099610) TO BE REMOVED

W1
6001

## KEPA ROAD STORMWATER CONNECTION DETAILS

SCALE 1:200@A3 1:100@A1

0 2.0m

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | YF |
| 3 | ISSUED FOR RFI | YF | 17/05/2024 | CHECKED | BP |
| 4 | ISSUED FOR RFI | YF | 31/05/2024 | APPROVED | BF |

KEPA RD / KUPE ST
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AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

STORMWATER RETICULATION PLAN - SHEET 2 OF 4

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 4 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-3001-DR | |

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Lot 1 DP 42218
458m²
NA24B/302

RETAIL SHOPS

Lot 165 DP 45557
1899m²
NA85A/935

Section 19 Block IX Rangitoto SD
1818m²
NA72A/341

Part Lot 147 DP 41054
1234m²

Z SERVICE STATION

Lot 148 DP 41054
1341m²
1101067 NA67B/706

KUPE STREET

EX. CATCHPIT (GIS ID:2000259836) UNABLE TO FOUND ONSITE.

EXISTING CATCHPIT TO BE REMOVED AND CONNECTION TO BE CAPPED.

PROPOSED STORMWATER MANHOLE 03/2. EXISTING PIPE GRADIENT TO REMAIN

EXISTING CATCHPIT (GIS ID 2000008736) TO BE REPLACED AND CONNECT TO PROPOSED NEW MANHOLE

225mmØ

100mmØ

0302/1

MH 03/2

MH. 3000045677

MH. 2000006696

MH 2000142641

W2 3002

225mmØ

225mmØ

0303/1

EX. CATCHPIT (GIS ID:2000952965) TO BE REMOVED AND EXISTING CONNECTION TO BE CAPPED

300mmØ

MH 03/1

0301/1

375mmØ

KEPA ROAD

EX. CATCHPITS (GIS ID:2000401291 AND GIS ID:2000480310) TO BE REMOVED. EXISTING PIPES TO BE ABANDONED AND CONNECTIONS TO BE CAPPED

EX. CATCHPIT (GIS ID:2000613675) TO BE REMOVED AND EXISTING CONNECTION TO BE CAPPED

375mmØ

375mmØ

MH.2000467361

EXISTING CATCHPIT TO REMAIN

PROPOSED 800 x 500 STREET CATCHPIT 0301/1

375mmØ

0301/1

EX. CATCHPITS (GIS ID:2000401291 AND GIS ID:2000480310) TO BE REMOVED. EXISTING PIPES TO BE ABANDONED AND CONNECTIONS TO BE CAPPED

Section 2 SO 445650
268259m²
607968

## NOTES

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## LEGEND

PROPOSED STORMWATER LINE AND PIT

EXISTING STORMWATER

CATCHPIT

EPA APPROVAL BOUNDARY

Auckland Council

**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

W2 3002 KEPA ROAD STORMWATER CONNECTION DETAILS 02

SCALE 1:200@A3 1:100@A1

0 2.0m

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 2 | ISSUED FOR EPA | YF | 24/04/2024 | DESIGNED | YF |
| 3 | ISSUED FOR RFI | YF | 17/05/2024 | DRAWN | YF/KL |
| 4 | ISSUED FOR RFI | YF | 13/09/2024 | CHECKED | BP |
| 5 | ISSUED FOR EPA AMENDMENT | YF | 01/10/2024 | APPROVED | BF |

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NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

STORMWATER RETICULATION PLAN - SHEET 3 OF 4

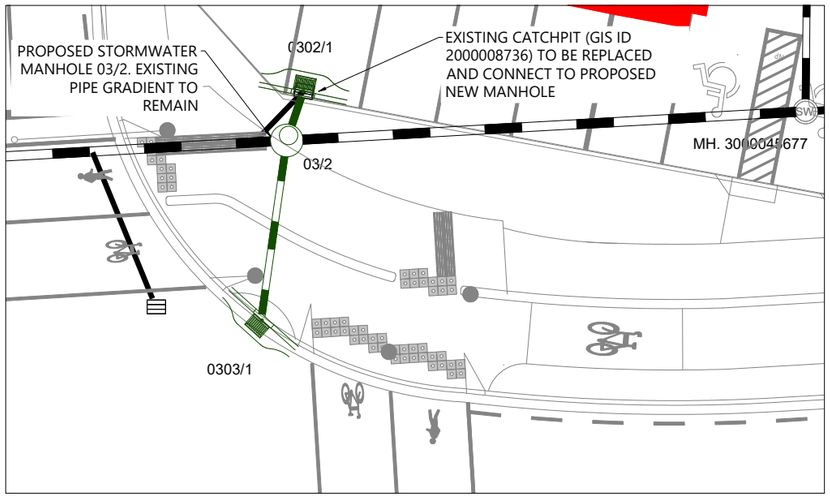
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| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 5 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-3002-DR | |



Plot Date: ----, YUEF

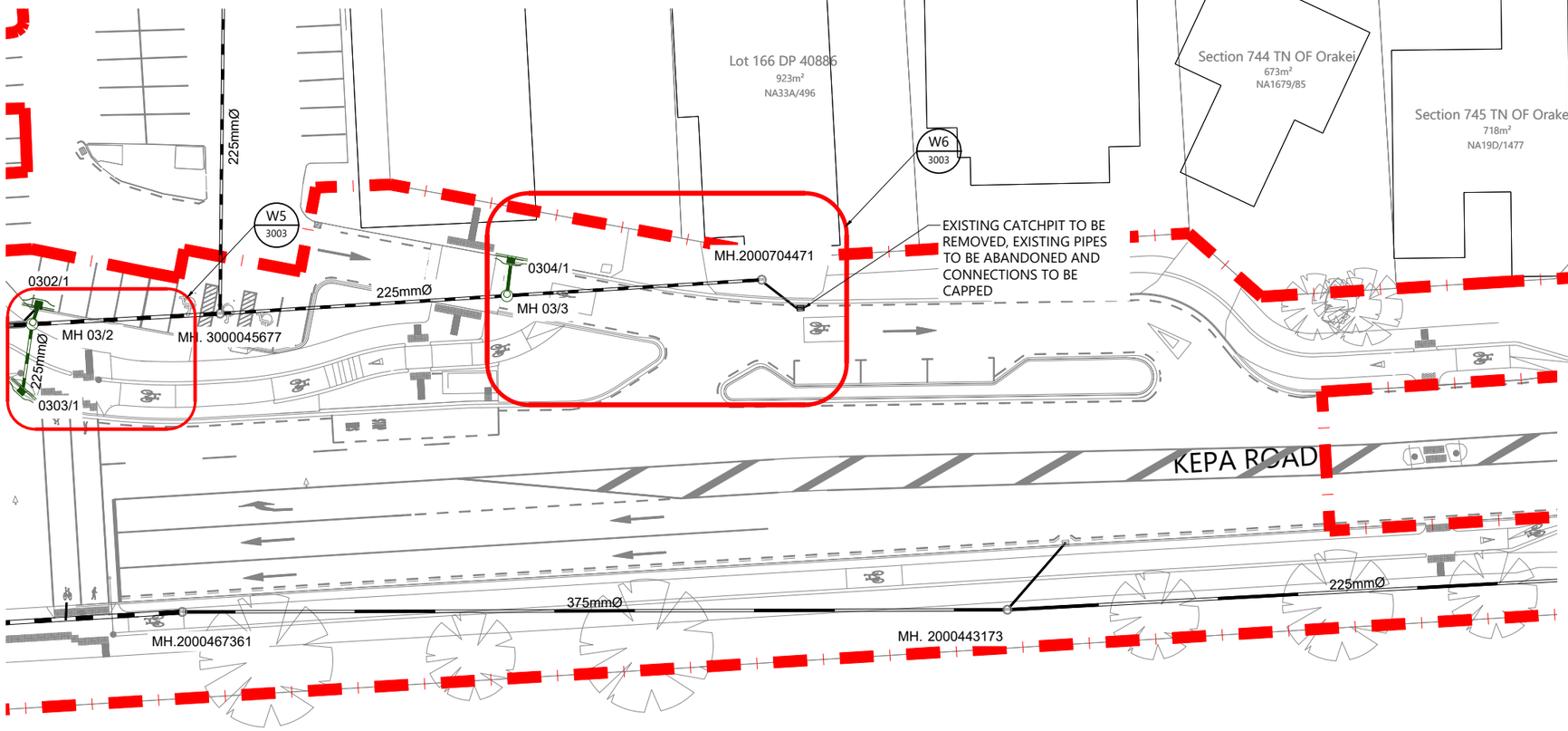
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W5 3003 KEPA ROAD STORMWATER CONNECTION DETAILS 05

SCALE 1:200@A3 1:100@A1

0 2.0m




**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

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## LEGEND

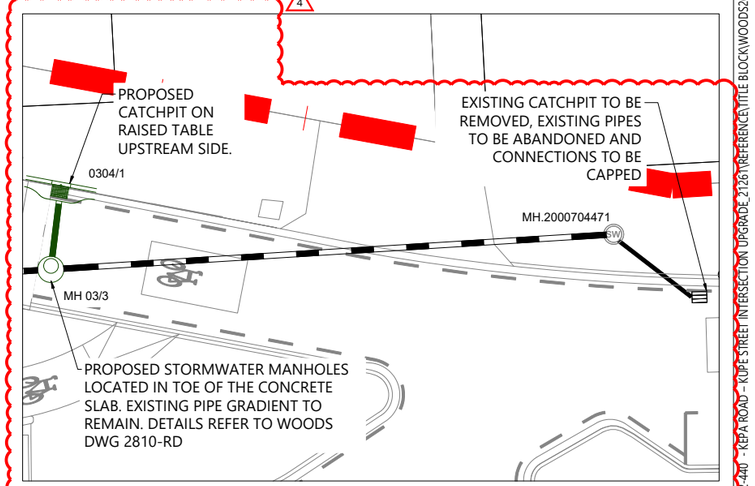
PROPOSED STORMWATER LINE AND PIT

EXISTING STORMWATER

CATCHPIT

EPA APPROVAL BOUNDARY

4




W6 3003 KEPA ROAD STORMWATER CONNECTION DETAILS 06

NOT TO SCALE

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
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AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

STORMWATER RETICULATION PLAN - SHEET 4 OF 4

N

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | 1:500 @ A3 | 4 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-3003-DR | |



Plot Date: ----, ----, YUEF

File: C:\12DSYNERGY\DATA\WP-PEN-APP-01\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\REFERENCE\TITLE BLOCK\WOODS2017_HORIZONTAL.DWG

## NOTES

1. ALL WORKS AND MATERIALS TO COMPLY WITH AUCKLAND COUNCIL STANDARDS AND WATERCARE STANDARDS.
2. FOR PIPE BEDDING DETAILS REFER TO STANDARD DETAIL SHEETS UNLESS OTHERWISE NOTED ON THE DRAINAGE LONG SECTIONS IN WHICH CASE SUCH NOTES TAKE PRECEDENCE).
3. CONCRETE PIPES ARE TO BE CLASS 2 (X) RRJ UNLESS OTHERWISE NOTED ON THE DRAINAGE LONG SECTIONS IN WHICH CASE SUCH NOTES SHALL TAKE PRECEDENCE.
4. SS PIPES ARE TO BE 150mm DIA. UNLESS OTHERWISE NOTED ON THE DRAINAGE LONG SECTION IN WHICH CASE SUCH NOTES SHALL TAKE PRECEDENCE.
5. ALL PIPE CROSSINGS UNDER ROADS TO BE HARDFILL BACKFILLED.
6. ALL MANHOLES ARE TO BE 1050mm DIA. UNLESS OTHERWISE NOTED ON THE DRAINAGE LONG SECTION IN WHICH CASE SUCH NOTES SHALL TAKE PRECEDENCE.
7. ALL SW AND SS 100mm DIA. RAMPED RISERS ARE TO BE EXTENDED AND CAPPED OFF 1.0m BELOW THE FINISHED GROUND SURFACE.
8. ALL CATCHPITS ARE TO BE STANDARD 675mm X 450mm.
9. THE CONTRACTOR IS TO PEG MANHOLES AND CHECK FINISHED EARTHWORKS LEVELS (MH LID LEVELS) PRIOR TO ORDERING MANHOLES.
10. PIPE GRADES ON THE LONG SECTIONS ARE CALCULATED FROM MANHOLE CENTRE TO MANHOLE CENTRE. THIS MAY RESULT IN CREEP (ON STEEP SITES PARTICULARLY) AND THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT LASER LEVELS ARE SET TO COMPENSATE FOR THIS.

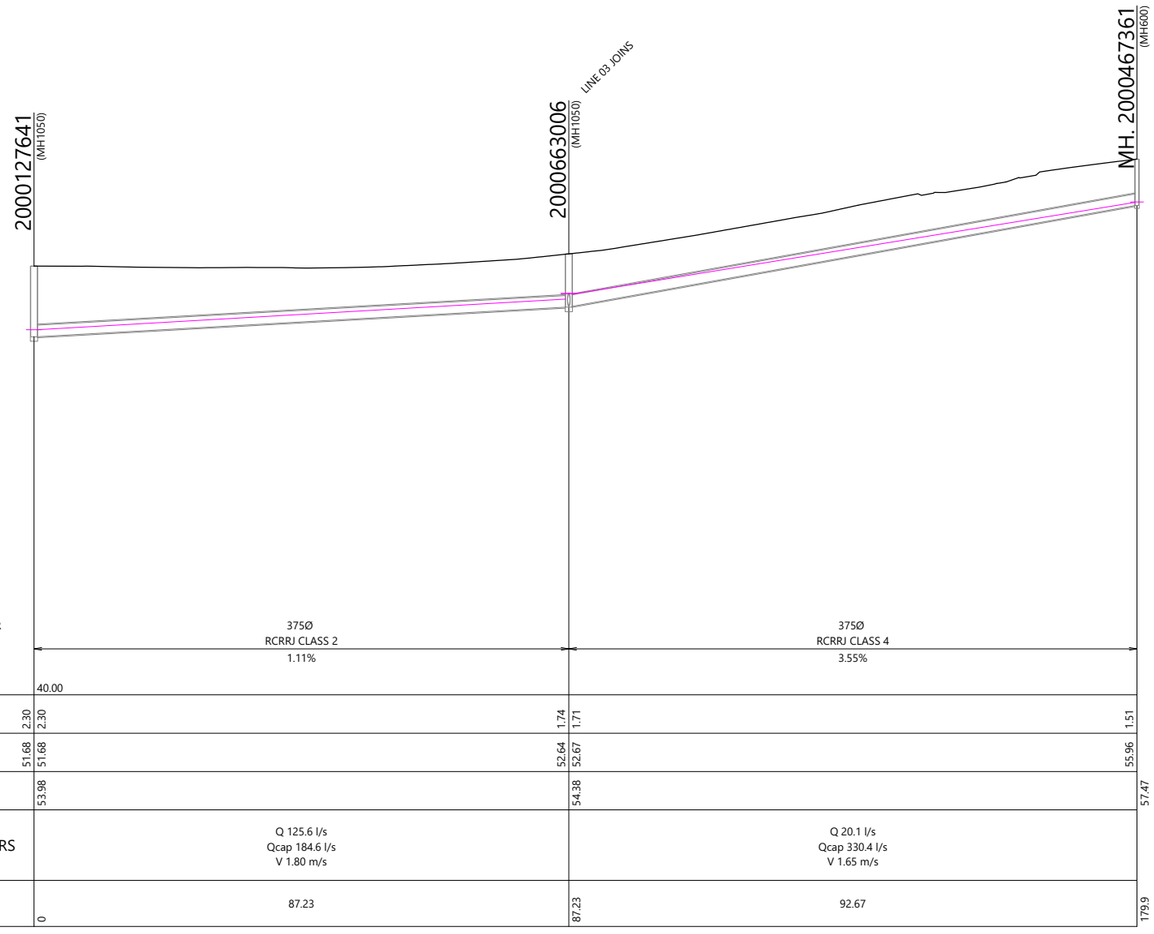
Auckland Council

**ENG60426682 AMD 2**

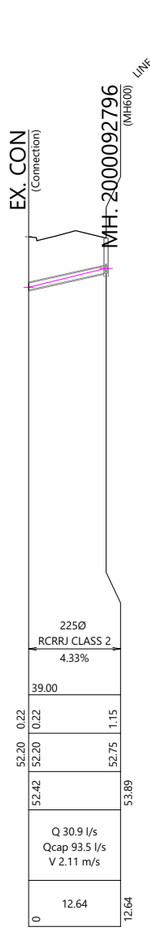
Approved Engineering Plan

10/01/2025

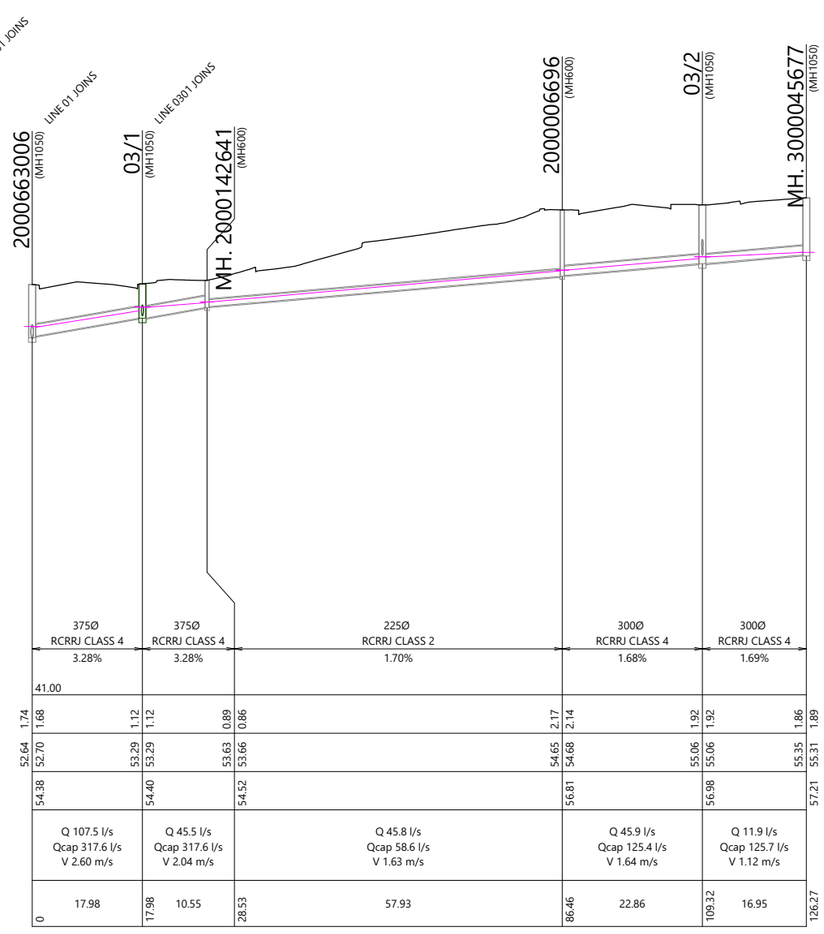
WOODS EST.1970




01




02




03

## STORMWATER LONGITUDINAL SECTION

SCALEBAR (m)
HOR. 0 10 20 50
VERT. 2 4
SCALE | 1:1000 @A3 | 1:500 @A1|
**SCALE | 1:200 @A3 | 1:100 @A1|**

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | YF |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

PROPOSED STORMWATER LONG SECTION - SHEET 1 OF 2

| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
| SCALE | AS SHOWN | 2 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-3500-DR | |

Plot Date: ---, ---, YUEF

File: C:\12DSYNERGY\DATA\WP-PEN-APP-01\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\REFERENCE\TITLE BLOCK\WOODS2017_HORIZONTAL.DWG

## NOTES

1. ALL WORKS AND MATERIALS TO COMPLY WITH AUCKLAND COUNCIL STANDARDS AND WATERCARE STANDARDS.
2. FOR PIPE BEDDING DETAILS REFER TO STANDARD DETAIL SHEETS UNLESS OTHERWISE NOTED ON THE DRAINAGE LONG SECTIONS IN WHICH CASE SUCH NOTES TAKE PRECEDENCE).
3. CONCRETE PIPES ARE TO BE CLASS 2 (X) RRJ UNLESS OTHERWISE NOTED ON THE DRAINAGE LONG SECTIONS IN WHICH CASE SUCH NOTES SHALL TAKE PRECEDENCE.
4. SS PIPES ARE TO BE 150mm DIA. UNLESS OTHERWISE NOTED ON THE DRAINAGE LONG SECTION IN WHICH CASE SUCH NOTES SHALL TAKE PRECEDENCE.
5. ALL PIPE CROSSINGS UNDER ROADS TO BE HARDFILL BACKFILLED.
6. ALL MANHOLES ARE TO BE 1050mm DIA. UNLESS OTHERWISE NOTED ON THE DRAINAGE LONG SECTION IN WHICH CASE SUCH NOTES SHALL TAKE PRECEDENCE.
7. ALL SW AND SS 100mm DIA. RAMPED RISERS ARE TO BE EXTENDED AND CAPPED OFF 1.0m BELOW THE FINISHED GROUND SURFACE.
8. ALL CATCHPITS ARE TO BE STANDARD 675mm X 450mm.
9. THE CONTRACTOR IS TO PEG MANHOLES AND CHECK FINISHED EARTHWORKS LEVELS (MH LID LEVELS) PRIOR TO ORDERING MANHOLES.
10. PIPE GRADES ON THE LONG SECTIONS ARE CALCULATED FROM MANHOLE CENTRE TO MANHOLE CENTRE. THIS MAY RESULT IN CREEP (ON STEEP SITES PARTICULARLY) AND THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT LASER LEVELS ARE SET TO COMPENSATE FOR THIS.

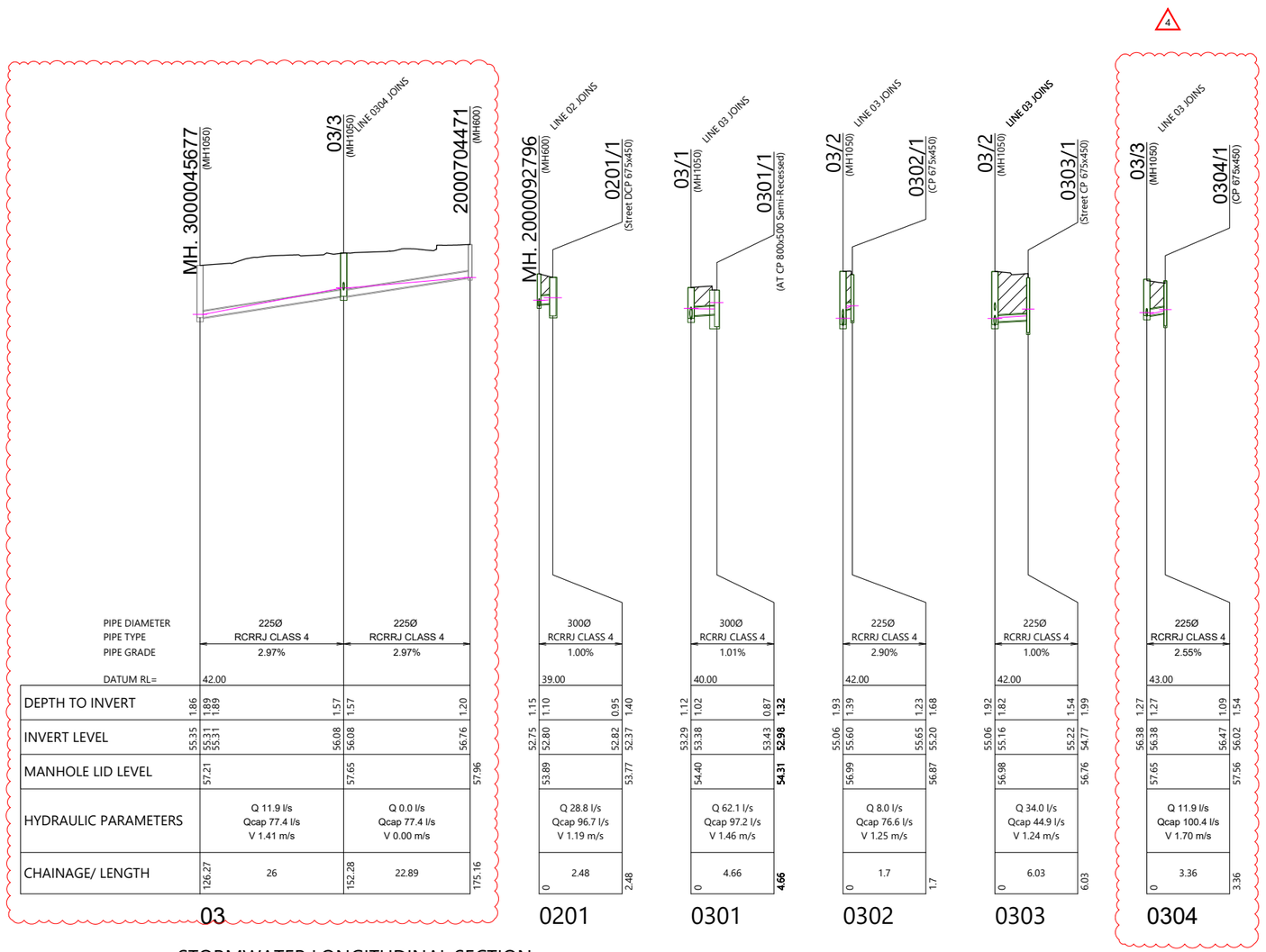
Auckland Council

**ENG60426682 AMD 2**

Approved Engineering Plan

10/01/2025

WOODS EST.1970




## STORMWATER LONGITUDINAL SECTION

SCALEBAR (m) HOR. 0 10 20 50 VERT. 2 4

SCALE | 1:1000 @A3 | 1:500 @A1|

**SCALE | 1:200 @A3 | 1:100 @A1|**

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| 2 | ISSUED FOR RFI | YF | 24/04/2024 | DRAWN | YF/KL |
| 3 | ISSUED FOR RFI | YF | 31/05/2024 | CHECKED | BP |
| 4 | ISSUED FOR EPA AMENDMENT | YF | 19/11/2024 | APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

PROPOSED STORMWATER LONG SECTION - SHEET 2 OF 2

| STATUS | ISSUED FOR EPA | REV |
|---|---|---|
| SCALE | AS SHOWN | 4 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-3501-DR | |



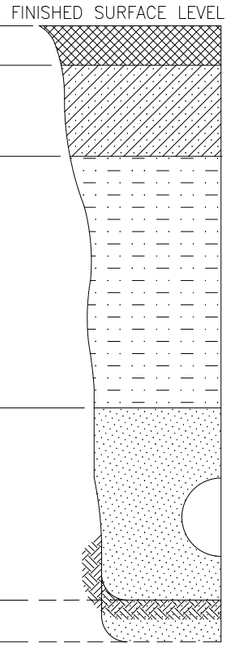
Plot Date: ----,----, YUEF

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FOR INFORMATION ONLY

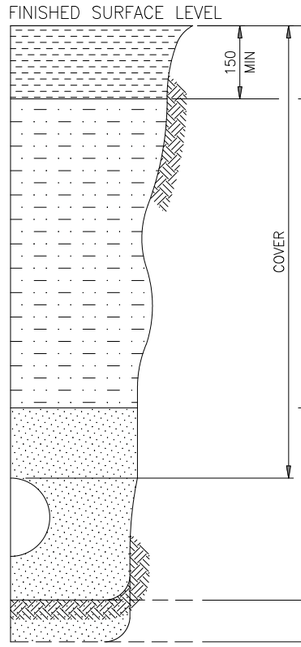
## NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. EMBEDMENT, TRENCH FILL AND COMPACTION SHALL MEET THE REQUIREMENT OF DESIGN DRAWINGS OR SPECIFICATIONS.
3. SIDES OF EXCAVATION SHALL BE KEPT VERTICAL TO AT LEAST 150mm ABOVE THE PIPE.




| MATERIAL | ZONE |
|---|---|
| TO AUCKLAND TRANSPORT REQUIREMENTS | SURFACE COURSE |
| TO MATCH EXISTING ROAD BASE OR TO AUCKLAND TRANSPORT REQUIREMENTS | ROAD BASE |
| TRENCH FILL MATERIALS IN ACCORDANCE WITH SW02 AND SW03, COMPACTED IN LAYERS OF NOT MORE THAN 300mm OR AS SPECIFIED | TRENCH FILL (AS SPECIFIED IN DESIGN DRAWINGS) |
| EMBEDMENT MATERIAL IN ACCORDANCE WITH SW02 AND SW03 | EMBEDMENT |
| | OVER-EXCAVATION |

VEHICULAR LOADING (CARRIAGEWAY)




| ZONE | MATERIAL |
|---|---|
| TOPSOIL OR PAVEMENT | ORIGINAL OR IMPORTED MATERIAL TO MATCH EXISTING |
| TRENCH FILL (AS SPECIFIED IN DESIGN DRAWINGS) | INORGANIC FILL MATERIAL PLACED IN LAYERS NOT MORE THAN 300mm OR AS SPECIFIED |
| EMBEDMENT | EMBEDMENT MATERIAL IN ACCORDANCE WITH SW02 AND SW03 |
| OVER-EXCAVATION | |

NO VEHICULAR LOADING (NON CARRIAGEWAY)

INCLUDES LOCATIONS WHERE OCCASIONAL VEHICLE LOADING OCCURS

STORMWATER CODE OF PRACTICE
STANDARD DETAILS

REVISION: 3
REV DATE: 17 JANUARY 2022
CAD FILENAME: AC-STD-SW01.DWG

AUCKLAND COUNCIL

# EMBEDMENT & TRENCHFILL

TYPICAL ARRANGEMENT

ENVIRONMENTAL-SW

ORIGINAL SCALE A3
SCALE: N.T.S.
DRAWING SET: SWCoP
SHEET: 1 OF 1
DRAWING No.: SW01
REV: 3

PLOT DATE 15/12/2021 9:06 am \\akic.govt.nz\Shared\COO\ES\ETS\2. DTG\5. Standards\1. Codes of Practice\Chapter 4 - SWCoP\7. SWCoP v3.0\Drawings SWCoP V3\SWCoP Drawings - 20180612\AC-STD-SW01.dwg

Plot Date: ---, ---, YUEF

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| REVISION DETAILS | | INT | DATE |
|---|---|---|---|
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| | |
|---|---|
| SURVEYED | WOODS |
| DESIGNED | YF |
| DRAWN | NW |
| CHECKED | BP |
| APPROVED | BF |

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# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

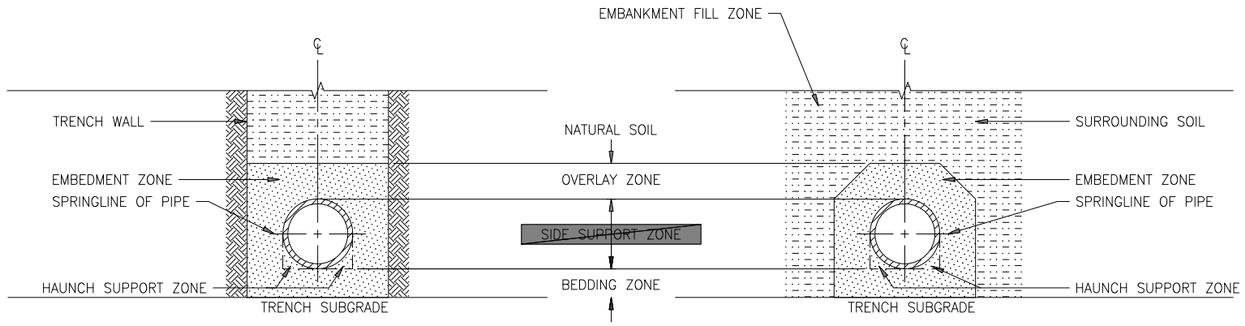
AUCKLAND COUNCIL STORMWATER CODE OF PRACTICE DETAILS - SHEET 1 OF 3

N

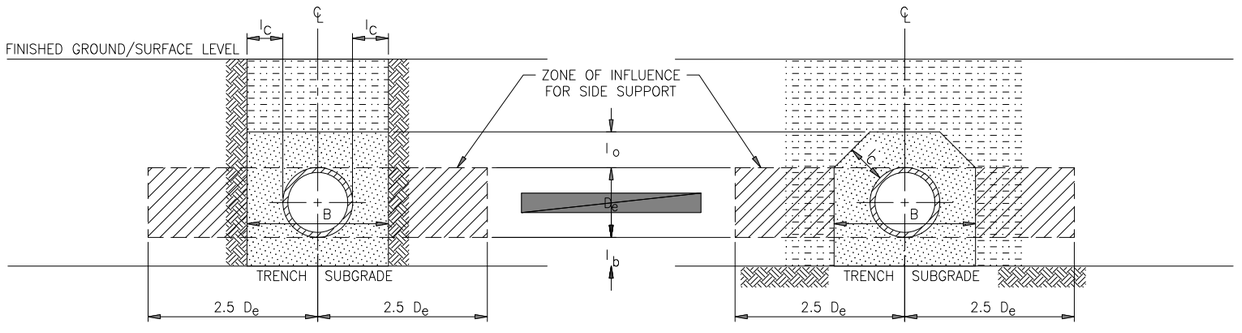
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|---|---|
| STATUS | ISSUED FOR EPA |
| SCALE | NTS |
| COUNCIL | AUCKLAND COUNCIL |
| DWG NO | P22-440-01-3850-DR |

REV: 1

FOR INFORMATION ONLY



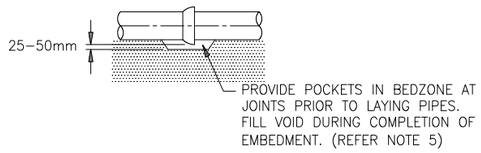

(a) TRENCH (b) EMBANKMENT




(a) TRENCH (b) EMBANKMENT

## NOTES:

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH SW01.
2. FLEXIBLE PIPES INCLUDES PVC, GRP, PP AND PE.
3. PLACEMENT OF EMBEDMENT, TRENCHFILL, & COMPACTION SHALL MEET THE REQUIREMENTS OF DRAWINGS AND SPECIFICATIONS.
4. EXCAVATE OR COMPACT TRENCH FLOOR TO PROVIDE A FLAT FIRM BASE TO SUPPORT BEDDING MATERIAL AND MINIMISE PIPELINE SETTLEMENT. REPLACE EXCAVATED MATERIAL WITH SUITABLE GRANULAR MATERIAL FOR BEDDING.
5. ENSURE THAT THE BEDDING IS DEEP ENOUGH SO THAT PIPE JOINT PROJECTIONS (SOCKETS, FLANGES) DO NOT TOUCH THE TRENCH FLOOR (SEE DETAIL BELOW).
6. BEDDING MATERIALS SHALL BE GAP/SAP < 12.
7. THIS DRAWING IS BASED ON AS/NZS 2566 PART 2: 2002 "BURIED FLEXIBLE PIPELINES & INSTALLATION" AND REPRODUCED WITH THE PERMISSION OF STANDARDS NEW ZEALAND.




PIPE JOINT BEDDING POCKETS
FOR JOINT PROJECTIONS

## MINIMUM EMBEDMENT ZONE DIMENSIONS

| $D_e$ (mm) | MINIMUM DIMENSION (mm) | | | |
|---|---|---|---|---|
| | $l_b$ | $l_c$ | $l_o$ | $B=D_e+2l_c$ |
| $75 \le D_e \le 150$ | 75 | 100 | 100 | 275 – 350 |
| $150 < D_e \le 300$ | 100 | 150 | 150 | 450 – 600 |
| $300 < D_e \le 450$ | 100 | 200 | 150 | 700 – 850 |
| $450 < D_e \le 900$ | 150 | 300 | 150 | 1050 – 1500 |
| $900 < D_e \le 1500$ | 150 | 350 | 200 | 1600 – 2200 |
| $1500 < D_e \le 4000$ | 150 | $0.25D_e$ | 300 | 2250 – 6000 |

## DEFINITIONS OF SYMBOLS USED:

- B — TRENCH WIDTH
- $D_e$ — EXTERNAL DIAMETER OF PIPELINE.
- $l_b$ — DEPTH OF BEDDING UNDER BARREL OF PIPELINE.
- $l_c$ — MINIMUM DISTANCE BETWEEN SPRINGLINE OF PIPE AND PERMANENT SIDE OF TRENCH.
- $l_o$ — MINIMUM DEPTH OF COVER OVER SOFFIT OF PIPELINE.

STORMWATER CODE OF PRACTICE
STANDARD DETAILS

REVISION: 3
REV DATE: 17 JANUARY 2022
CAD FILENAME: AC–STD–SW02.DWG

**AUCKLAND COUNCIL**

# PIPE EMBEDMENTS

STANDARD EMBEDMENT FOR FLEXIBLE PIPES

ENVIRONMENTAL–SW

ORIGINAL SCALE A3
SCALE: N.T.S.
DRAWING SET: SWCoP
SHEET: 1 OF 1
DRAWING No.: SW02
REV: 3

PLOT DATE: 15/12/2021 9:07 am \\akic.govt.nz\Shared\COO\ES\ETS\2. DTG\5. Standards\1. Codes of Practice\Chapter 4 – SWCoP\7. SWCoP v3.0\Drawings SWCoP V3\SWCoP Drawings – 20180612\AC–STD–SW02.dwg

Plot Date: ---, ---, YUEF

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| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
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| | | | | DRAWN | NW |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

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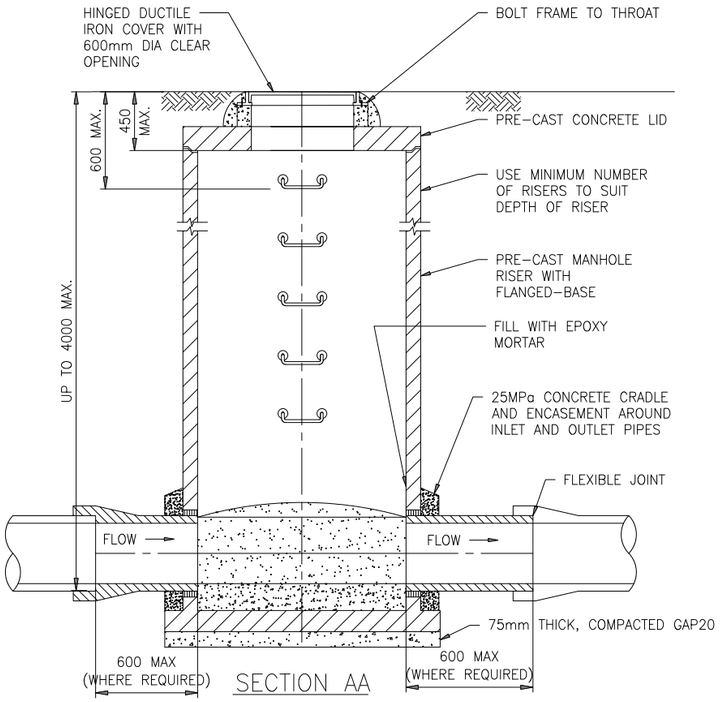
NGĀTI WHĀTUA ŌRĀKEI

KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

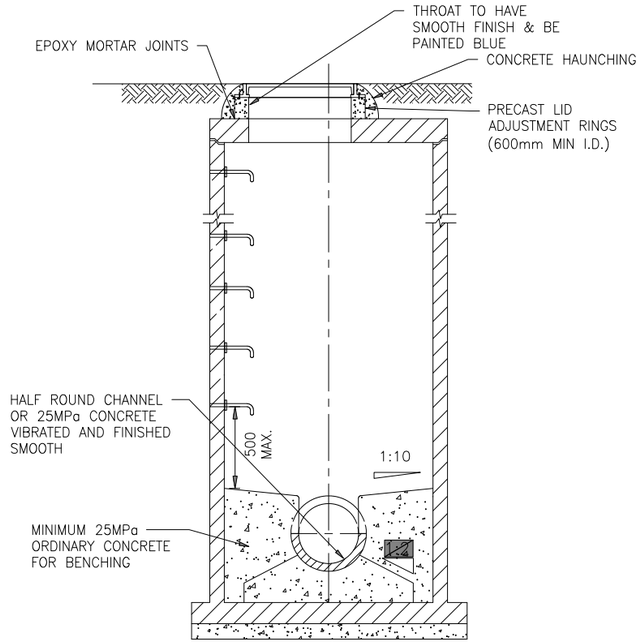
AUCKLAND COUNCIL STORMWATER CODE OF PRACTICE DETAILS - SHEET 2 OF 3

N

| STATUS | ISSUED FOR EPA | REV |
|---|---|---|
| SCALE | NTS | 1 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-3851-DR | |




SECTION AA

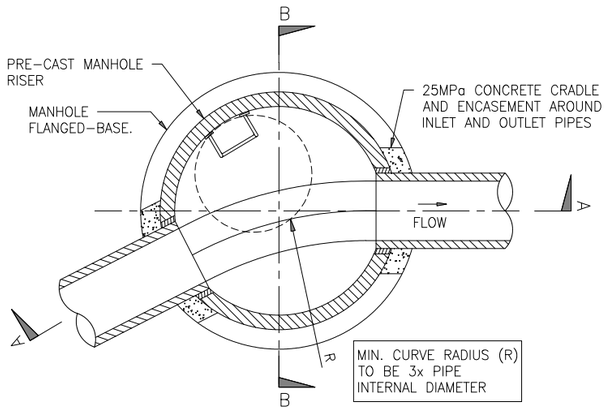



SECTION BB

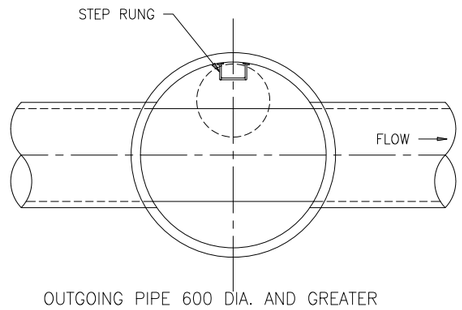
## NOTES:

1. MANHOLES SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH THIS DRAWING AND SECTION 4.3.10 OF THE SWCoP AND IN COMPLIANCE WITH MANUFACTURERS SPECIFICATION.
2. MANHOLE RISER DIAMETER IS TO ALLOW FOR A MINIMUM CURVE RADIUS BETWEEN THE INLET AND OUTLET PIPES OF THREE TIMES THE INTERNAL DIAMETER OF THE OUTLET PIPE.
3. PRECAST LID ADJUSTMENT RINGS TO BE INSTALLED TO MANUFACTURER'S SPECIFICATION.
4. FOR FLEXIBLE PIPELINES, UP TO 300mm DIA, ON GRADIENTS OF 10% AND GREATER, REQUIRED BENCHING DEPTHS WITHIN THE DOWNSTREAM MANHOLE CAN BE REDUCED, BY THE REDUCTION OF THE GRADIENT IMMEDIATELY OUTSIDE THE MANHOLE. THIS MAY BE ACHIEVED BY INSTALLING A MANUFACTURED, PRE-FORMED BEND WITH VERTICAL RADIUS MIN. 8x INSIDE PIPE DIAMETER.

# STANDARD MANHOLE UP TO 4.0m DEPTH TO INVERT - ELEVATION

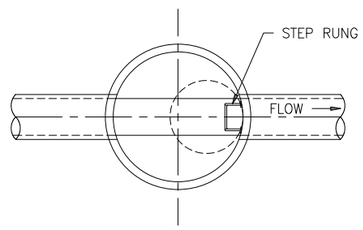



MANHOLE BASE & BENCHING PLAN




OUTGOING PIPE 600 DIA. AND GREATER

MANHOLE COVER AND RUNG ORIENTATION PLAN




OUTGOING PIPE LESS THAN 600 DIA.
(OR WHERE DEPTH TO INVERT ≤1.5m)

MANHOLE COVER AND RUNG ORIENTATION PLAN

| | | | |
|---|---|---|---|
| STORMWATER CODE OF PRACTICE STANDARD DETAILS<br>REVISION: 3<br>REV DATE: 17 JANUARY 2022<br>CAD FILENAME: AC-STD-SW05.DWG | AUCKLAND COUNCIL<br>STANDARD STORMWATER MANHOLE<br>SUITABLE FOR UP TO 4.0m DEPTH TO INVERT | ENVIRONMENTAL-SW | ORIGINAL SCALE A3<br>SCALE: N.T.S.<br>DRAWING SET: SWCoP<br>SHEET: 1 OF 1<br>DRAWING No.: SW05<br>REV: 3 |

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
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| | | | | DRAWN | NW |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

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KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

AUCKLAND COUNCIL STORMWATER CODE OF PRACTICE DETAILS - SHEET 3 OF 3

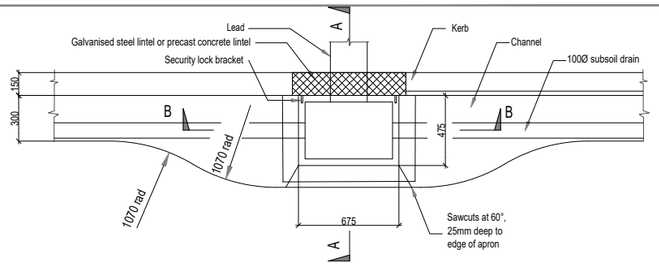
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| | | |
|---|---|---|
| STATUS | ISSUED FOR EPA | REV |
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| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-3852-DR | |

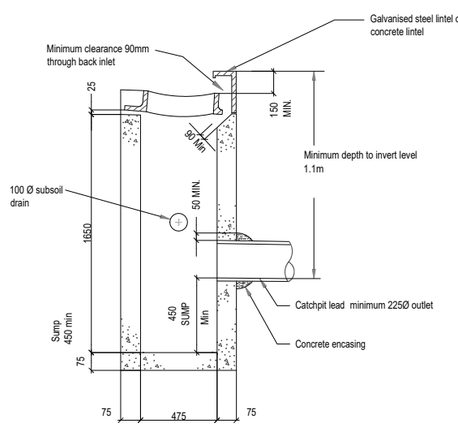


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Plot Date: ---, ---, YUEF
File: C:\12DSYNERGY\DATA\WP-PEN-APP-01\P22-440 - KEPA ROAD - KUPE STREET INTERSECTION UPGRADE_21261\REFERENCE\TITLE BLOCK\WOODS2017_HORIZONTAL.DWG

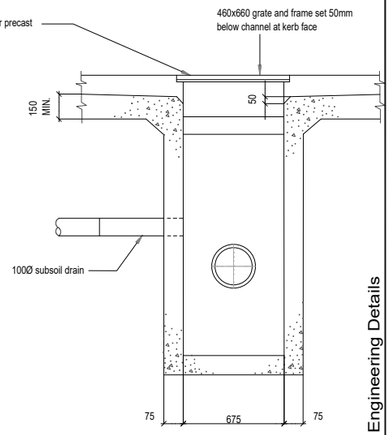
**FOR INFORMATION ONLY**




PLAN




SECTION A-A




SECTION B-B

NOTES

1. Concrete 25MPa, Fair faced finish.
2. Cast Iron hardware to be supplied ex. approved Foundry.
3. Not cycle-friendly. Do not use where cycle access permitted.
4. Half syphon to be used in combined catchment areas only.
5. Catchpits to be 1.4m deep.
6. Nominal Dimensions only. Refer "Manufacturers Precast Field Catchpit Specifications". Minimum wall thickness 75 mm, Sump depth 450 min. Minimum depth to catchpit lead invert 725mm in grassed areas.
7. Increase class of pipe where minimum cover of 900mm cannot be achieved for Catchpit leads.
8. Standard cast iron grate and frame is shown in drawing. Generally, a shallower ductile iron grate and frame will be used.
9. RD0032 steel back plate may be used in place or concrete lintel where inlet capacity of an existing catchpit requires increasing and RD0040 extended lintel cannot be used

1. For Design purposes, entry flow to catchpit = 16-18 l/s.
2. See table below for Catchpit Efficiency Guide for gradient of channel flow.

| Channel Gradient | % of water collected |
|---|---|
| 1% | 82.3 |
| 2% | 78.2 |
| 3% | 76.5 |
| 6% | 71.7 |
| 8% | 64.6 |
| 12% | 59.8 |

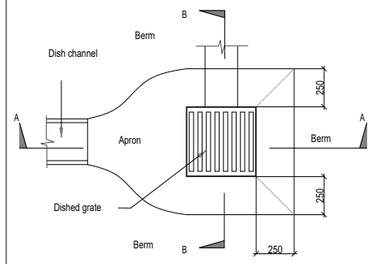
RD0027

Transport Design Manual | Standard Engineering Details

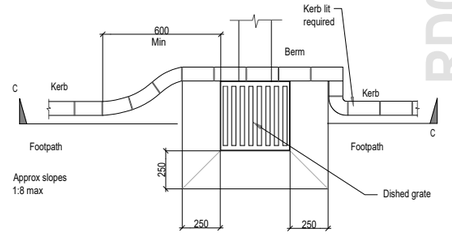
Review 1
DATE: February 14, 2020

**TDM TECHNICAL STANDARDS**
Standard catchpit

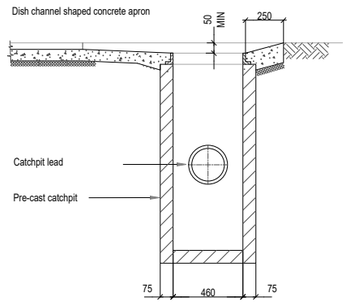
Date: Document in Review
SED No. **RD0027** Version **A**



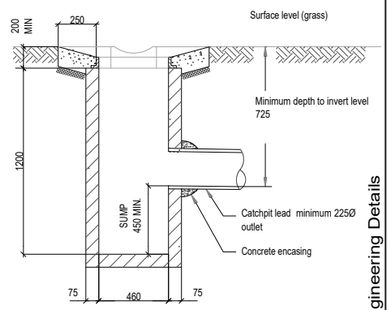

PLAN



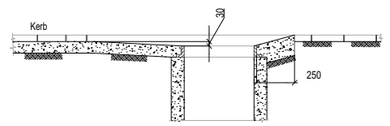

PLAN
FOR LOW LEVEL FOOTPATHS




SECTION A-A




SECTION B-B




SECTION C-C

NOTES

1. Concrete 25mpa, fair faced finish.
2. Cast iron hardware to be supplied ex. Approved foundry.
3. Not cycle-friendly. Do not use where cycle access permitted.
4. Half syphon to be used in combined catchment areas only.
5. Catchpits to be 1.4m deep.
6. For design purposes, inlet capacity = 10 l/s
7. Nominal dimensions only. Refer "manufacturers precast field catchpit specifications". Minimum wall thickness 75 mm, sump depth 450 min. Minimum depth to catchpit lead invert 725mm in grassed areas.
8. Increase class of pipe where minimum cover of 900mm cannot be achieved for catchpit leads.

RD0028

Transport Design Manual | Standard Engineering Details

Review 1
DATE: February 14, 2020

**TDM TECHNICAL STANDARDS**
Field catchpit 440 x 440

Date: Document in Review
SED No. **RD0028** Version **A**

| REVISION DETAILS | | INT | DATE | SURVEYED | WOODS |
|---|---|---|---|---|---|
| 1 | ISSUED FOR EPA | YF | 28/11/2023 | DESIGNED | YF |
| | | | | DRAWN | NW |
| | | | | CHECKED | BP |
| | | | | APPROVED | BF |

KEPA RD / KUPE ST
ŌRĀKEI
AUCKLAND 1071

WOODS.CO.NZ

NGĀTI WHĀTUA ŌRĀKEI

# KEPA ROAD - KUPE STREET INTERSECTION UPGRADE

AT TDM DETAILS - SHEET 1 OF 1

N

| STATUS | ISSUED FOR EPA | REV |
|---|---|---|
| SCALE | NTS | 1 |
| COUNCIL | AUCKLAND COUNCIL | |
| DWG NO | P22-440-01-3853-DR | |

Plot Date: ---, ---, YUEF

File C:\12DSYNERGY\DATA\WP-PEN-APP-01\P22-440 - KEPA ROAD – KUPE STREET INTERSECTION UPGRADE_21261\REFERENCE\TITLE BLOCK\WOODS2017_HORIZONTAL.DWG

# ATTACHMENT 9: Site visit photos 20.03.2025


Kepa Rd
EV charging
Rewards
260.9
266.9
285.9
TRAILER RENTAL
SHOPS OPEN




FOOTPATH CLOSED
PLEASE USE
OTHER SIDE


FOOTPATH CLOSED
PLEASE USE
OTHER SIDE
Hireapool
15 15 15
DEMPSEY WOOD
KOBELCO
EUP407


TE POUREWA
TE MARA KAI








25


25
DETOUR ENDS
Recycling




Nau mai, haere mai, welcome
Kupe Reserve
Putanga ki Orakei Tennis Club
Access to Orakei Tennis Club
































ROAD CLOSED
PASS WITH CARE
NO ENTRY
NO ENTRY

GIVE WAY

EMPSEY WOOD

Hirepool
15 15 15


GIVE
WAY
HI RISE BAKERY
CULT
EVANS KEBABS
EMPSEY WOOD


Hirepool
0800 15 15 15


EV charging
Rewards
SPEED LIMIT
5 kph
Watch for
Children

Free
Confidential Advice

Citizens
Advice
Bureau
Te Pou Whakaaiāinaki o Aotearoa
0800 FOR CAB (0800 367 227)

Community notice board

OVER 150
VENUES FOR HIRE
Most are available to book online
www.aucklandcouncil.govt.nz/communityvenues

156

EV charging

Rewards

91 up to 100 Litres 260.9

91 266.9

95 285.9

Diesel 203.9

Hirepool

15 15 15

Rewards

20¢ per litre


Rewards
Join today and get:
3x FILLS
20c off per litre
HIREFACE

EV charging

Rewards

91 up to 100 Litres 260.9

91 266.9

95 285.9

Diesel 202.9

CHEESE BURGER PIE

$6.90 Each

Limited time only.
Taste one now.


124
HIREACE
TRAILER RENTAL



# ATTACHMENT 10: Suggested draft conditions of consent (should independent hearing commissioners decide to grant resource consent)

# Conditions

Under sections 108 and 108AA, I recommend any grant of this resource consent is subject to the following conditions:

1. This consent must be carried out in accordance with the documents and drawings and all supporting additional information submitted with the application, detailed below, and all referenced by the council as resource consent number LUC60431090.

    - Application Form and revised Assessment of Environmental Effects prepared by Maiah Barnfield of Barker & Associates Limited, dated 20 June 2024.

| Report title and reference | Author | Rev | Dated |
|---|---|---|---|
| Infrastructure Assessment Report | Eighty6 Engineering | C | 20/05/2024 |
| Proposed Stormwater catchment | Eighty6 Engineering | / | 13/07/2023 |
| Planting Maintenance Schedule | / | / | / |
| Planting Specification | / | / | / |
| Integrated Transport Assessment | Traffic Planning Consultants Limited | C | 16/02/2025 |
| Technical Memo | Commute Transportation Consultants | / | 26/02/2025 |
| Drive Through Management Plan | / | / | / |
| Servicing and Loading Management Plan | / | / | / |
| Proposed Lighting Concept & Luminaire Options | IBEX | / | May 2024 |
| Project: McDonald's Restaurant Pylon Sign Illumination Levels | Coates Signco Ply Ltd | / | / |
| Environmental Site Assessment: Preliminary and Detailed Site Investigation at 152 Kepa Road, Orakei | Soil & Rock Consultants | B | 15/08/2023 |
| Site Management Plan | Soil & Rock Consultants | / | 09/08/2023 |
| Arboricultural Assessment of Park Tree Issue Associated with a Proposed Development at 152 Kepa Rd, Orakei | Peers Brown Miller Ltd | / | 16/08/2023 |

| | | | |
|---|---|---|---|
| Acoustic Assessment Report | SLR Consulting New Zealand | v1.1 | 20/03/2024 |
| Transportation Peer Review | Commute Transport Consultants | / | 20/02/2025 |

| Drawing title and reference | Author | Rev | Dated |
|---|---|---|---|
| Overall Site Plan, RC010 | ASC Architects Group | C | 19/08/2024 |
| Signage Schedule, RC050 | ASC Architects Group | A | 16/05/2024 |
| Signage Schedule, RC051 | ASC Architects Group | / | March 2024 |
| Overall Floor Plan, RC100 | ASC Architects Group | / | March 2024 |
| Roof Plan, RC170 | ASC Architects Group | / | March 2024 |
| Overall Exterior Elevations, RC200 | ASC Architects Group | A | 19/08/2024 |
| Overall Exterior Elevations, RC201 | ASC Architects Group | / | March 2024 |
| Exterior Elevations, RC202 | ASC Architects Group | / | March 2024 |
| Exterior Elevations, RC203 | ASC Architects Group | / | March 2024 |
| Overall Sections, RC301 | ASC Architects Group | / | March 2024 |
| Landscape Concept Plan, LA01 | Gaynor Revill Design | RC2-2 | 07/10/2024 |
| Earthworks Plan Finish Contour, FP383-20 | Eighty6 Engineering | B | 08/03/2024 |
| Architectural Layout Change, FP383-21 | Eighty6 Engineering | B | 08/03/2024 |
| Sediment and Erosion Control, FP383-22 | Eighty6 Engineering | A | 17/07/2023 |
| Retaining Wall Layout Plan, RP383-26 | Eighty6 Engineering | B | 08/03/2024 |
| Retaining Wall Longitudinal Sections, FP383-27 | Eighty6 Engineering | B | 08/03/2024 |

| | | | |
|---|---|---|---|
| Driveway and Carpark Layout Plan, FP383-30 | Eighty6 Engineering | B | 12/10/2023 |
| Driveway Longitudinal Sections, FP383-31 | Eighty6 Engineering | A | 17/07/2023 |
| Kerb Layout Plan, FP383-36 | Eighty6 Engineering | B | 12/10/2023 |
| Drainage Layout Plan, FP383-40 | Eighty6 Engineering | C | 08/03/2024 |
| Drainage Longitudinal Sections, FP383-41 | Eighty6 Engineering | A | 17/07/2023 |
| Stormwater Catchment Plan, FP383-42 | Eighty6 Engineering | A | 17/07/2023 |
| Wastewater Catchment Plan, FP383-43 | Eighty6 Engineering | A | 17/07/2023 |
| Water Plan, FP383-50 | Eighty6 Engineering | C | 08/03/2024 |

| Other additional information | Author | Rev | Dated |
|---|---|---|---|
| Iwi Consultation on proposed McDonalds development at 152 Kepa Road | Barker & Associates | / | / |
| Consultation Summary | Barker & Associates | / | 13/06/2024 |
| Exterior Perspective, RC900, RC901, RC902 | ASC Architects Group | / | March 2024 |
| Email correspondence | Hannah Hoogeveen | / | / |
| Section 92 Request Tracking Table | Barker & Associates Limited | / | 20/06/2024 |
| S92 response | Traffic Planning Consultants | / | 21/06/2024<br>16/08/2024<br>05/09/2024<br>02/10/2024<br>27/10/2024<br>25/02/2025 |
| Legal response | Greenwood Roche | / | 22/05/2024<br>30/08/2024 |

2. Under section 125 of the RMA, this consent lapses five years after the date it is granted unless:

   a. The consent is given effect to; or

   b. The council extends the period after which the consent lapses.

3. The consent holder must pay the council an initial consent compliance monitoring charge of $1,170 (inclusive of GST), plus any further monitoring charge or charges to recover the actual and reasonable costs incurred to ensure compliance with the conditions attached to this consent.

   **Advice note:**

   *The initial monitoring deposit is to cover the cost of inspecting the site, carrying out tests, reviewing conditions, updating files, etc., all being work to ensure compliance with the resource consent. In order to recover actual and reasonable costs, monitoring of conditions, in excess of those covered by the deposit, must be charged at the relevant hourly rate applicable at the time. The consent holder will be advised of the further monitoring charge. Only after all conditions of the resource consent(s) have been met, will the council issue a letter confirming compliance on request of the consent holder.*

## Pre-commencement conditions

**Finalised architectural design plans**

4. Prior to the approval of Building Consent, the consent holder must submit a finalised set of architectural detail drawings and materials specifications must be submitted to the council. The information must include the following:

   a. details of the building's façade treatment / architectural features;

   b. materials schedule and specification, sample palette of materials, surface finishes, and colour schemes (including colour swatches) referenced on the architectural elevations; and

   c. external / rooftop services / plant, and visual / aural screening elements.

   d. The pedestrian crossing from Kepa Road to the restaurant building.

   The finalised set of drawings must ensure that the building's proposed architectural treatment and finished appearance is consistent with the plans and information referenced at Condition 1.

   All works must then be carried out with the details confirmed by the council, and thereafter retained and maintained, in accordance with the confirmed plans.

   **Advice note:**

   *As part of the condition monitoring process, Council's monitoring inspectors will liaise with members of the Council's Tāmaki Makaurau Design Ope (Urban Design Unit) to provide confirmation of design compliance in relation to architectural drawings and materials specifications under this condition. The confirmation of design compliance does not relate to Building Act 2004 or Building Code compliance. A*

*separate building consent application is required, and all building work must comply with the provisions of the Building Act and Building Code. We recommend that you seek appropriate specialist advice to ensure coordination between compliance with design requirements and Building Act and Building Code compliance.*

**Finalised signage design**

5. Prior to the approval of Building Consent, the consent holder must provide detailed information to illustrate the finalised design details of the proposed signage, including the proposed locations, dimensions, colours, materials, and surface finishes. The finalised design details must be established prior to the development hereby consented being first operated, and thereafter retained and maintained in perpetuity.

**Advice note:**

*As part of the design compliance process, Council's monitoring officers will liaise with the Council's Tāmaki Makaurau Design Ope (Urban Design Unit) to ensure that the submitted details are consistent with the approved plans and information.*

**Finalised lighting plans**

6. Prior to the approval of Building Consent, the consent holder must provide a Lighting Plan and Certification/ Specifications prepared by a qualified Lighting Engineer, to the council. Lighting is required for pedestrian access and vehicle access which will be used during the hours of darkness. Lighting for pedestrian and vehicle areas must be calculated in accordance with the methods described in the AS/NZS1158 series of standards and certified in a statement by a suitably qualified and experienced lighting professional.

   The lighting design must include the following elements:

   a. Lighting must comply fully with the requirements of AS/NZS1158.3.1.

   b. Lighting must as a minimum provide the lighting subcategory performance determined in accordance with AS/NZS1158.3.1, but not less than the following minimum lighting subcategories:

      (i) PR2 minimum for pedestrian access adjacent to vehicle access.

      (ii) PC2 minimum for car parking.

      (iii) PP3 minimum for pedestrian only access paths.

      (iv) A3 minimum for connecting elements, steps, stairways and ramps.

      (v) PR4 minimum for vehicle access for 10-19 parking spaces.

   c. Detail compliance of the design as required by AS/NZS1138.3.1.

   d. All light fittings when installed must not project any light at or above the height of their light source.

   e. All light emitted from light fittings must have a correlated colour temperature of 3000K (Kelvin) or less.

f. Spill light and glare from the lighting must comply with E24.6.1(8).

g. The lighting must have automatic daylight controls such that the lights are on during the hours of darkness. Automatic presence detection or sensor lighting is to be avoided and where proposed must be supported by a safety assessment.

h. The lighting installation is to be maintained in accordance with AS/NZS1158.3.1.

**Finalised landscape design drawings, specifications and maintenance requirement**

7. Prior to the commencement of any work on site, the consent holder must provide to the council, a finalised set of detailed landscape design drawings and supporting written documentation which have been prepared by a landscape architect or suitably qualified professional. The submitted information must be consistent with the consented landscape concept plans by Gaynor Revill Design, dated 7th October 2024, and, at a minimum, must include landscape design drawings, specifications and maintenance requirements including:

- An annotated planting plan(s) which communicates the proposed location and extent of all areas of planting.
- A plant schedule based on the submitted planting plan(s) which details specific plant species, plant sourcing, the number of plants, height and/or grade (litre) / Pb size at time of planting, and estimated height / canopy spread at maturity.
- Details of draft specification documentation for any specific drainage, soil preparation, tree pits, staking, irrigation and mulching requirements.
- An annotated pavement plan and related specifications, detailing proposed site levels and the materiality and colour of all proposed hard surfacing.
- An annotated street furniture plan and related specifications which confirm the location and type of all bins, lights, fences, walls and other structural landscape design elements.
- A landscape maintenance plan (report) and related drawings and specifications for all aspects of the finalised landscape design, including in relation to the following requirements:
  - (i) Irrigation
  - (ii) Weed and pest control
  - (iii) Plant replacement
  - (iv) Inspection timeframes
  - (v) Contractor responsibilities
  - (vi) All specimen trees must be 160L in size at time of planting.
  - (vii) The retaining walls abutting the reserve to the north and west must be of keystone construction or stained in a dark recessive colour to ensure that the walls do not adversely affect the amenity qualities of the reserve.

The finalised landscape design must be consistent with the landscape design intent / objectives identified in the conceptual plans and information referenced at condition 1 and confirm responsibilities for ongoing maintenance requirements.

**Advice note:**

*It is recommended that the consent holder consider a minimum three-year management / maintenance programme for plant establishment and provide, in particular, details of maintenance methodology and frequency, allowance for fertilising, weed removal / spraying, replacement of plants, including specimen trees in case plants are severely damaged / die over the first five years of the planting being established and watering to maintain soil moisture. As part of the certification process, the Council's monitoring team will liaise with landscape architects from the Council's Tāmaki Makaurau Design Ope (Urban Design Unit). to ensure that the submitted drawings and related information are consistent with the originally consented landscape concept plan(s).*

**Finalised construction traffic management plan**

8. Prior to the commencement of any physical works on the site, the consent holder must submit a detailed Construction Traffic Management Plan (CTMP) to the council. The CTMP must include the following aspects of the construction process:

    - Estimation on number of heavy vehicle movements per hour and per day during the construction period.
    - Hours of work, staging of the development and construction period.
    - Details of how effects on the surrounding environment including pedestrian-and bicycle traffic as well as public transport will be managed.
    - Parking management plan for visitors and construction traffic. All parking must be contained within the site.
    - Location of loading/working areas.
    - Heavy vehicles including truck and trailer operation must be prohibited between the hours of 7 am – 9 am and 2:55 pm to 6 pm, Monday to Friday.
    - Detail of where cleaning facilities will be provided within the site to thoroughly clean all vehicles prior to exit to prevent mud or other excavated material from being dropped on the road. In the event that material is dropped on the road resources should be on hand to clean-up as soon as possible.
    - How the transportation and parking of oversize vehicles such as cranes will be managed.
    - Traffic management plans in compliance with the latest edition of the NZTA "Code of Practice for Temporary Traffic Management" (COPTTM) document.
    - A pedestrian management plan including temporary pedestrian routes which must be easily traversable, well-marked and safely separated from moving vehicles.

- Requirement that the site access point be clearly signposted and to ensure that access to neighbouring properties is not compromised.

The consent holder must not commence any construction activity until the CTMP has been confirmed by the council (at least three months prior to the commencement of construction), and all construction traffic must be managed at all times in accordance with the finalised CTMP.

**Advice Notes:**

*Construction loading or unloading from the street is to be permitted only with the approval of Auckland Transport.*

*The CTMP must be included in the application for a Corridor Access Request.*

**Construction Management Plan**

9. At least 20 working days prior to the commencement of physical works, the consent holder must provide a development-specific Construction Management Plan (CMP) prepared in conjunction with the primary construction contractor/s and appropriately qualified personnel to the council. Physical works must not proceed until a CMP has been confirmed by the council.

   The objectives of the CMP are to:

   a. avoid as far as practicable, and minimise when avoidance is not practicable, adverse effects arising from construction activities; and

   b. ensure compliance with the SMP certified by the Council in accordance with condition 3 in relation to site specific earthworks.

   This plan shall include but not be limited to:

   a. Location of construction vehicle access to the site from Kepa Road;

   b. Contractor parking;

   c. Loading/unloading areas;

   d. Machinery parking;

   e. Site containment fencing/gates;

   f. Measures to limit migration of soil to the surrounding road network;

   g. Inspection and cleaning of material from surrounding road network (if/when required);

   h. Noise limit monitoring and management;

   i. Mitigation and monitoring of any vibration or noise in accordance with NZS6803:1999;

   j. Erosion and sediment controls;

k. Roles, responsibilities, and contact details (phone and email) for all relevant sitestaff (foreman) and key personnel (including environmental roles);

The ability to amend and adapt the plan from time to time as a consequence of monitoring, changing site circumstances, and factors not previously anticipated.

**Tree conditions**

10. The consent holder must engage the services of a qualified arborist (works arborist) appointed by the consent holder to assist with and oversee any works being undertaken in the vicinity of the trees and vegetation within Kupe Reserve, adjacent to the site. The arborist must meet with the site manager at the outset of the project to discuss the protection of the trees and vegetation and agree on the key activities that will require arborist's input.

11. Prior to any construction works commencing on the site, and the erection of the required site fencing, the trees and shrubbery in Kupe Reserve that have portions of growth extending across the site boundary must be pruned to clear the boundary line. All pruning must be undertaken by a Council-approved arboricultural contractor working at the direction of the consent holder's appointed works arborist.

**Pre-start meeting**

12. Prior to the commencement of the earthwork activity, the consent holder must hold a pre-start meeting that:

    a. Is located on the subject site;

    b. Is scheduled not less than five days before the anticipated commencement of earthworks;

    c. Includes representation from the council including monitoring officer[s]; and

    d. Includes representation from the contractors who will undertake the works

    e. Work arborist

    The following information must be made available at the pre-start meeting and available within the site until the completion of the construction work.

    - Timeframes for key stages of the works authorised under this consent,
    - Resource consent conditions
    - Engineering Plan / Building Consent Approval
    - Finalised Landscape Plan
    - Construction Traffic Management Plan
    - Construction Management Plan
    - Works around trees and vegetation within Kupe Reserve

    **Advice Note:**

*To arrange a pre-start meeting, please contact the Team Leader, Compliance and Monitoring – Central. The conditions of consent should be discussed at this meeting. All additional information required by the council should be provided a minimum of 2 days prior to the meeting.*

## Development in progress conditions

**Soil contamination management**

13. The consent holder must undertake all earthworks in accordance with the Site Management Plan, prepared by Soil & Rock Consultants and dated 9 August 2023 ('the SMP'). Before the commencement of earthworks, the consent holder must notify and submit to the council if there are any variations to the SMP, making sure the SMP can appropriately manage actual and potential soil contamination effects and are within the scope of this consent.

    **Advice Note: Site Management Plan**

    *The Council acknowledges that the SMP is intended to provide flexibility of the management of the works. Accordingly, the SMP may need to be updated. Any updates should be limited to the scope of this consent and be consistent with the conditions of this consent. If you would like to confirm that any proposed updates are within scope, please contact the council. The Council's certification of the SMP relates only to those aspects of the plans that are relevant under the RMA. The certification does not amount to an approval or acceptance of suitability by the Council of any elements of the management plan that relate to other legislation, for example, the Building Act 2004 or the Health and Safety at Work Act 2015.*

14. Discharges of dust must not cause offensive or objectionable effects at any location beyond the boundary of the Site, in the opinion of an enforcement officer when assessed in accordance with the Good Practice Guide for Assessing and Managing Dust (Ministry for the Environment, 2016). The consent holder must ensure that dust management during the works generally complies with the recommendations of this Good Practice Guide and minimises dust generation as far as practicable. This includes having sufficient water to dampen exposed soil and unsealed areas, and/or other dust suppressing measures, available as necessary.

15. In the event of the incidental discovery of contamination during earthworks which has not been previously identified, including asbestos material, the consent holder must immediately cease the works in the vicinity of the contamination, notify the council, and engage a Suitably Qualified and Experienced contaminated land Practitioner (SQEP) to assess the situation (including possible sampling and revision of the SMP) and decide on the best option for managing the material.

    **Advice Note: Incidental discovery of contamination**

    *Where unanticipated contamination is discovered during the works, a revision of the SMP may be required to ensure that the contamination is appropriately managed. Any revision of the SMP is required to be submitted to the council prior to its implementation.*

16. Any excavated material that is not re-used on site must be disposed of at an appropriate facility licensed to accept the levels of contamination identified. Evidence of the locations where excavated material has been disposed of must be retained by the consent holder during the works and made available to the council on request.

17. The consent holder must ensure that the contamination level of any soil imported to the site complies with the definition of 'Cleanfill material', as set out in the AUP(OP).

**Tree conditions**

18. The works arborist must be present to supervise, and assist with, any works on the ground in the vicinity of the Golden Rain tree located within Kupe Reserve. Any roots of the tree that may be encountered during any ground scraping or excavation activity must be severed cleanly by the works arborist to no further back than the boundary line.

19. The works arborist must be consulted if any activity associated with the stormwater connection to the public system in the reserve is deemed to affect any trees or vegetation in the reserve.

20. Washings from the production of concrete must not be flushed onto open ground within the root zone of any tree or shrub in Kupe Reserve.

21. A detailed log, with photographs, of all site visits, instructions and supervision carried out by the works arborist must be maintained. This log would serve as a compliance report – to be presented to the consent holder and the Urban Forest Specialist at the conclusion of the project.

**Mechanical plant and equipment**

22. The consent holder must ensure the selection, design and installation of building services plant and equipment on the subject site is overseen by a suitably qualified acoustic professional to ensure the permitted noise levels set out in AUP (OP) E25.6.8 and E25.6.19 are met at all times. On receipt of a written request from the council, a copy of the acoustic assessment overview, in the form of a report, must be provided to council within twenty (20) working days of the request.

**Car parking and access**

23. The pedestrian access within the site from Kepa Road must be a raised table and be of contrasting surface material and / or colour from that of the vehicle accessway to ensure it is distinguished from other trafficable areas.

24. Prior to the operation of the activity, the consent holder must design and form the new proposed vehicle crossing in accordance with the application plans RC010 in consultation with Auckland Transport at the consent holder's expense.

    The consent holder must design and include treatment for the new proposed vehicle crossing to discourage right-hand turns from the site, including a triangular left-out-only raised island in liaison with Auckland Transport with relevant sign/marking and provided in accordance with application plans RC010. Detail design shall be determined at the Engineering Approval Stage.

25. Prior to the operation of the activity, the consent holder must provide no right turn signage internally to the site as indicated on application plans RC010 revision F. The signage must face inwards towards the site and be visible to motorists within the site, the sign must be located on the eastern side of the proposed vehicle crossing. This sign must be provided in consultation with Auckland Transport, at the expense of the consent holder. The sign must also be maintained in working order for the duration of the activity at the expense of the consent holder. The sign board itself must not obstruct the visibility of vehicles leaving the site towards pedestrians on the public footpath.

26. The consent holder must install a speed management device and sign reading "Do Not Block Footpath" (or similar measures that achieve the same or better outcome) at the exit of the site to the vehicle crossing.

    The consent holder must design and form measures to ensure that entering vehicles do not block the footpath.

    The location and design of the speed management device and signage must be determined at the Engineering Approval Stage in liaison with Auckland Transport.

27. Prior to the operation of the activity, all access, parking and manoeuvring areas must be formed, sealed with an all-weather surface, marked out, sign posted and drained in accordance with the approved plans. The surface finish of the vehicle access, parking areas and pedestrian paths must be in accordance with the approved plans, with the exception of the pedestrian detail specified in Conditions 4 and 23 ("Pedestrian access from Kepa Road").

    **Advice note:**

    *Parking areas should be marked out in accordance with the approved site plan to ensure appropriate parking supply, access, signage, directions and vehicle manoeuvring.*

28. Prior to the operation of the activity, the 17 required car parking spaces plus the grill order space must be marked and/or identified through signage in accordance with the approved plans. The angle parking must be marked with 100mm wide reflectorised white lines with a minimum length of 5m marked at the 90-degree angle to the kerbs.

**Bicycle parking**

29. The development must provide two secure long-term bicycle parking spaces and two short-stay visitor bicycle parking spaces on site. The bicycle parking spaces must be operational before commencement of the consented activity and must be provided at the expense of the consent holder.

**Redundant crossing**

30. Prior to the operation of the activity, all redundant vehicle crossings must be removed and reinstated as kerbing, berm, and footpath to Auckland Transport's Transport Design Manual requirements, including a regrade of the footpath across the vehicle crossing to 2% cross-fall. This must be undertaken at the consent holder's expense.

    **Advice note:**

*Works within the road reserve require prior approval from Auckland Transport. This includes vehicle crossings, reinstatement of kerbing and temporary occupation of the footpath/verge/berm during construction. The consent holder should contact Auckland Transport as soon as possible to ensure any required approvals are issued prior to construction.*

**Pedestrian Visibility Splay**

31. A pedestrian visibility splay (hatched yellow on RC010) must be provided on both sides of the proposed vehicle crossings. Any boundary fencing and/or landscaping within the visibility splay areas of 5mx2m (5m on either side of the driveway within the site and 2m on both sides of the front boundary from the edge of the crossing) must not exceed 600mm. Landscaping in the visibility splay area will need to be trimmed and maintained in perpetuity to comply with the stipulated height by the consent holder. Any signage in this splay area must be mounted on a slim metal pole with the sign being above 2m in height.

## Post-development conditions

**Works completion report – contamination**

32. Within three months of the completion of earthworks on the site, a Works Completion Report (WCR) must be submitted to the Council for review and certification. The WCR must be prepared by a SQEP in accordance with the Contaminated Land Management Guidelines No. 1: Reporting on Contaminated Sites in New Zealand (Ministry for the Environment, revised 2021) and contain sufficient detail to address the following matters:

    a. A summary of the works undertaken, including the locations and dimensions of excavations and the volume of soil excavated;

    b. Conditions of the final site contamination profile, including details and results of any validation testing undertaken;

    c. Details and results of any other contamination testing undertaken during the works (including any sampling undertaken on materials re-used on site or imported to site);

    d. Records/evidence of the volumes and disposal locations for any material containing elevated levels of contaminants removed from the site;

    e. Records of any unexpected contamination encountered during the works and response actions, if applicable;

    f. Reports of any complaints, health and safety incidents related to contamination, and/or contingency events during the earthworks; and

    g. A statement certifying that all works have been carried out in accordance with the requirements of the SMP and consent, otherwise providing details of relevant approved variations or breaches, if applicable.

    **Advice Note: Works Completion Report**

    *The WCR will enable the Council to update the property file information relating to soil contamination. Until a WCR is submitted and certified by the Council, the Land*

*Information Memorandum for the property will not be updated to reflect any soil contamination remediation work undertaken.*

**Advice Note: Asbestos Containing Materials**

*If you are demolishing any building that may have asbestos containing materials (ACM) in it:*

- *You have obligations under the relevant regulations for the management and removal of asbestos, including the need to engage a Competent Asbestos Surveyor to confirm the presence or absence of any ACM.*
- *Work may have to be carried out under the control of person holding a WorkSafe NZ Certificate of Competence (CoC) for restricted works.*
- *If any ACM are found, removal or demolition will have to meet the Health and Safety at Work (Asbestos) Regulations 2016.*
- *Information on asbestos containing materials and your obligations can be found at www.worksafe.govt.nz.*

*If ACM are found on site following the demolition or removal of the existing buildings you may be required to remediate the site and carry out validation sampling. Dependent on the amount of soil disturbance a further consent application may be required.*

**Work completion report – lighting**

33. Prior to the operation of the LED digital billboard, the consent holder must submit the council a report from a suitably qualified and experienced lighting practitioner, confirming the following:

    a. The added vertical illuminance measured on the property boundaries does not exceed 10 lux.

    b. The maximum luminance of the illuminated 6m pylon does not exceed 1,000 cd/$m^2$ limit.

    c. There is no obtrusive glare to road users and/or to the occupants of the nearby residential properties at night-time.

**Implementation of landscape plan**

34. Prior to the operation of the activity and within the first planting season, the consent holder must implement the landscape design required under condition 7 and thereafter retain and maintain this landscape (planting, pavement and street furniture) in perpetuity in accordance with the landscape maintenance plan which has been approved under condition 7.

**Servicing and loading management plan**

35. The consent holder must comply with the Servicing and Loading Management Plan, dated June 2024 for loading and servicing requirements. The consent holder must keep a copy of the Servicing and Loading Management Plan on site and adhere to it at all times.

**Drive-through management plan**

36. Prior to the operation of the activity, the consent holder must prepare and submit a finalised Drive-through Management Plan to the council. The management plan must be developed in accordance with the draft drive-through management plan, required under condition 1.

    The objective of the Drive-Through Management Plan is to establish the procedures and protocols for day-to-day managing of customer vehicles to avoid vehicle queues extending from the site onto Kepa Road.

    The finalised Drive-through Management Plan must include, but not be limited to:

    a. Staff Training and Roles: Guidelines for staff roles and responsibilities, training programs, and customer service protocols relating to drive-through operations.

    b. Health and Safety Measures: Protocols to ensure the safety of both customers and staff when using the drive-through.

    c. Technology Integration: Use of technology to enhance efficiency, such as point-of-sale systems, order tracking, and queue monitoring mechanisms.

    d. Performance Metrics and Evaluation: Methods for measuring the effectiveness of the drive-through operations, including customer satisfaction surveys and operational efficiency metrics.

37. The Final Drive-through Management Plan must be adhered to by the consent holder on an ongoing basis.

38. In the event that Phase 3 management is triggered, resulting in temporary crossing closure. The consent holder must:

    a. Record the date, time, cause of queue, Kepa Road conditions and management actions, in report format.

    b. Capture and retain video footage as supporting evidence.

    c. Submit the report, including the footage, to the council within two weeks of the Phase 3 activation.

**Litter management plan**

39. Prior to the operation of the activity, the consent holder must provide a Litter Management Plan to the council.

    The objective of the Litter Management Plan is to set out the procedures and protocols for day-to-day management of the McDonald's Orakei to mitigate litter on and around the restaurant and to encourage people in the neighbourhood to dispose of rubbish responsibly.

    The consent holder must adhere to the Litter Management Plan on an ongoing basis.

**Monitoring and review conditions**

40. Pursuant to s128 of the RMA the conditions of this consent may be reviewed by the Manager, Resource Consents for a 5-year period following the operation of the activity at the consent holder's cost for the following:

    a. Right-hand turn exits from the site vehicle crossing.

    b. Right-hand turn enters into the site from Kepa Road.

    c. Operation, safety and queuing issues of the drive-through restaurant resulting from the trip generation and servicing time.

41. The consent holder must review all records captured under condition 38 if applicable and undertake a 24-hour video monitoring survey for the busiest weekday and typical Saturday, three months and six months after the full operation of the activity, and then annually thereafter for five years. The survey is to:

    a. Analysis of the cause of the record queuing and efficiency of the management plan. To ascertain whether the temporary closure will result in further queuing beyond the site.

    b. Ascertain whether any vehicles, while waiting to turn onto Kepa Road, are disrupting pedestrian and cyclist flow past the site or contributing to added delays for queued vehicles at the order points for the drive-through lanes.

    c. Ascertain whether queuing from the drive-through lanes is affecting the operation of the restaurant carpark or the site entrance or adjacent pedestrian/cycling paths on Kepa Road.

42. Should any safety or operational issues (e.g. blockage on Kepa Road or cycle/pedestrian paths) be identified in any of the reviews carried out in accordance with condition 40, the consent holder must submit a mitigation plan to the council in liaison with Auckland Transport. Any required mitigation measures must be implemented by the consent holder (at the consent holder's cost) within one month of the mitigation plan being approved. The mitigation measures including, but are not limited to:

    a. The installation of a physical median on Kepa Road to physically prevent right turns into the site and right turns into Kepa Road, to manage and reduce the trip generations and right turn exit non-compliance.

    b. The provision of additional signage within the site (in addition to the no-right turn signage required by condition 25.

    c. Physical changes to the vehicle crossing design to further encourage left turn exit movements and discharge blocking the footpath and bicycle path. This may include a solid median barrier in liaison with Auckland Transport.

    d. Further on-site management measures to minimise queuing within the drive-through lane and from the order points, in particular reducing the servicing time.

## Advice notes

1. *Any reference to number of days within this decision refers to working days as defined in s2 of the RMA.*

2. *For the purpose of compliance with the conditions of consent, "the council" refers to the council's monitoring officer unless otherwise specified. Please email monitoring@aucklandcouncil.govt.nz to identify your allocated officer.*

3. *For more information on the resource consent process with Auckland Council see the council's website: www.aucklandcouncil.govt.nz. General information on resource consents, including making an application to vary or cancel consent conditions can be found on the Ministry for the Environment's website: www.mfe.govt.nz.*

4. *If you disagree with any of the above conditions, and/or disagree with the additional charges relating to the processing of the application(s), you have a right of objection pursuant to sections 357A and/or 357B of the Resource Management Act 1991. Any objection must be made in writing to the council within 15 working days of your receipt of this decision (for s357A) or receipt of the council invoice (for s357B).*

5. *The consent holder is responsible for obtaining all other necessary consents, permits, and licences, including those under the Building Act 2004, and the Heritage New Zealand Pouhere Taonga Act 2014. This consent does not remove the need to comply with all other applicable Acts (including the Property Law Act 2007 and the Health and Safety at Work Act 2015), regulations, relevant Bylaws, and rules of law. This consent does not constitute building consent approval. Please check whether a building consent is required under the Building Act 2004.*

6. *All machinery associated with the earthworks activity should be operated in a way, which ensures that spillages of hazardous substances such as fuel, oil, grout, concrete products and any other contaminants are prevented.*

7. *Litter such as plastic bags/bottles and building material wrappings shall be removed from the work site at the end of each workday.*

8. *Adhesives, solvents, paints and other contaminants from building operations shall be prevented from entering stormwater drains and adjacent waterways.*

9. *A geotechnical report detailing filling works and recommendations for foundation design and construction may be required with the Building Consent application*

10. *Unless specifically provided for by this consent, there must be no damage to public roads, footpaths, berms, kerbs, drains, reserves or other public asset as a result of the earthworks and construction activity.*

    *In the event that such damage does occur, the Council will be notified within 24 hours of its discovery. The costs of rectifying such damage and restoring the asset to its original condition must be met by the consent holder.*

11. *Works within the road reserve require prior approval from Auckland Transport. The consent holder should contact Auckland Transport as soon as possible to ensure any required approvals are issued prior to construction.*

# ATTACHMENT 11: Qualifications of specialists

**From:** Neil Stone (AT)
**To:** Perry Ng; Paul Schischka
**Subject:** RE: 152 Kepa Road specialist qualification
**Date:** Monday, 31 March 2025 12:19:14 pm

Hi Paul,

Can you please provide a section of your qualifications and experiences to Perry.

@Perry Ng, see below.

The hearing will be attended by Neil Stone who has the following qualifications and professional memberships:

- Neil Stone is a Principal Development Planner for Auckland Transport and has a bachelor's degree in Town and Regional Planner from the University of Pretoria (2015).
- Neil holds an Associate membership with the New Zealand Planning Institute.

Neil has been working in the private sector development planning space from 2015 to 2019 and in public section master planning and urban development space from 2019 to present. Since joining AT in 2019 Neil has been working on the Kainga Ora housing programme from a master planning as well as development planning perspective. From late 2021 Neil's role transitions from Kainga Ora master planning and consent review into general consent review.

Thanks,

---

**From:** Perry Ng <perry.ng@aucklandcouncil.govt.nz>
**Sent:** Monday, 31 March 2025 11:52 am
**To:** Neil Stone (AT) <Neil.Stone@at.govt.nz>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; Jin Lee <jin.lee@aucklandcouncil.govt.nz>; Nicholas Allan <nicholas.allan@aucklandcouncil.govt.nz>; Andrew Gordon <Andrew.Gordon@aucklandcouncil.govt.nz>; Fran Osten <fran.osten@aucklandcouncil.govt.nz>; Laz Petkovic <laz.petkovic@aucklandcouncil.govt.nz>; Paul Hansen <Paul.Hansen@aucklandcouncil.govt.nz>
**Subject:** 152 Kepa Road specialist qualification
**Importance:** High

Hi Team,

We appreciate you provided us with your technical memo earlier. In addition to this, can you please provide us with a blurb on your qualifications (a few sentences) for my hearing report by COB Wednesday, 2nd April?

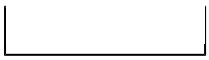
This could be in email or word doc format, please ignore this email if you have provided one.

Any questions please let me know.

@Neil Stone can you liaise with Paul for his summary?

Perry

Kind Regards | Ngā mihi
**Perry Ng | Intermediate Planner**
**Division of Planning and Resource Consents**
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz



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**From:** Paul Schischka
**To:** Neil Stone; Perry Ng
**Subject:** RE: 152 Kepa Road specialist qualification
**Date:** Monday, 31 March 2025 2:16:59 pm
**Attachments:** CV Paul Schischka PTM.pdf

---

Hi Neil

The hearing will be attended by Paul Schischka who has the following qualifications and professional memberships:

- Paul Schischka is a Principal Transportation Engineer for PTM Consultants and has a bachelor's degree in Civil Engineering from the University of Auckland (2004).
- Paul is a member of Engineering New Zealand.

Paul has 21 years of experience as a transportation engineer.

Over the last four years Paul has provided specialist road safety and traffic engineering advice to Auckland Transport for over 1,000 resource consent applications.

I have attached a copy of my CV.

Regards

Paul Schischka

---

**From:** Neil Stone (AT) <Neil.Stone@at.govt.nz>
**Sent:** Monday, 31 March 2025 12:19 pm
**To:** Perry Ng <perry.ng@aucklandcouncil.govt.nz>; Paul Schischka <Paul.Schischka@ptmconsultants.co.nz>
**Subject:** RE: 152 Kepa Road specialist qualification

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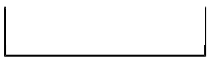
This could be in email or word doc format, please ignore this email if you have provided one.

Any questions please let me know.

@Neil Stone can you liaise with Paul for his summary?

Perry

Kind Regards | Ngā mihi
**Perry Ng | Intermediate Planner**
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# Paul Schischka



BE (Civil), MEngNZ

Principal Transportation Engineer

Mobile: 021 537 227 | Email: paul.schischaka@ptmconsultants.co.nz

Paul has 21 years road design and construction experience through his roles in numerous transportation projects. He specialises in road safety and active modes (walking and cycling) projects. He is highly effective in project and programme management.

He is an experienced road safety auditor and team leader, having undertaken numerous audits on both small and large projects throughout his career.

Paul is well respected for his expertise in all aspects of traffic engineering, including road safety, traffic management, safety barrier design and walking and cycling planning and design.

Paul has a strong understanding of local authority issues that influence council requirements, community needs and expectations in relation to roading and traffic issues. He has played an integral role in leading design teams preparing many Auckland area small safety improvement designs for the current Traffic Engineering Professional Services Supplier Panel. He has an extensive knowledge of the local area and conditions, has excellent existing relationships within Auckland Transport and is adept at knowledge sharing within a Panel environment.

## Professional Development

| | |
|---|---|
| NZTA Road Safety Engineering Workshop | Construct Safe |
| Australian College of Road Safety Conference 2022 | Waka Kotahi Safety Barrier Installation and Maintenance Workshop |
| Engineering New Zealand Transportation Group Conference 2020 and 2021 | SiteSafe Consultants Passport Safety Card |
| Planning and Design for Cycling | |

## Career Summary

- **Principal Transportation Engineer** - PTM 2018 to present
- **Senior Transportation Engineer** – Stantec NZ Ltd, 2012 to 2018
- **Traffic Design Engineer** – MWH NZ Ltd, 2007 to 2012
- **Transport Engineer** – Waitakere City Council, 2004 to 2007

## Project Experience

**External Consultant Auckland Transport Development Engineering Team, 2021 to Present**

Paul assisted the Auckland Transport (AT) Development Engineering Team with specialist road safety and traffic engineering advice in relation on over 1,000 resource consent applications potentially impacting the safety or operation of the AT network.

**External Consultant Auckland Transport Road Safety Engineering Team, 2018 to 2020**

Paul assisted the Auckland Transport (AT) Road Safety Engineering Team with the Papakura Safer Communities, High Risk Corridor Investigations, and Mass Action Pedestrian Improvements Programme. He undertook reviews of designs prepared by both AT's internal design team and external consultants, resource consent application, engineering approval applications, and road safety audits.

**Road Safety Audits**

Paul has undertaken numerous road safety audits throughout his career. In the 2022 calendar year he undertook 56 audits for a mix of Auckland Transport and private clients. The Auckland Transport projects where primarily minor safety type projects including raised zebra crossings, traffic calming, and walking and cycling type projects, while the audits for private clients were of new subdivisions.

Most recently he undertook a Safe System Audit of a design to signalise and install a raised safety platform the intersection of Cosgrave Road and Old Wairoa Road, Papakura, Auckland.

Paul has also undertaken several Safe System Assessment Framework (SSAF) assessments as stand alone assessments separate to a road safety audit.

**Minor Safety Works 2022 to Present**

Since the start of 2022 Paul has part of the design team for 11 minor safety projects for Auckland Transport. These include new mid-block signalised crossings in Matakana Road (Matakana) and Rosebank Road (Albany), new raised zebra crossing in Corinthian Road (Albany), La Rosa Road (Green Bay), Long Drive (Kohimarama), Selwyn Road (Howick), Beach Road (Castor Bay), St Andrews Road (Three Kings), Flat Bush School Road (Flat Bush), Allenby Road (Papatoetoe), and road safety barrier design for at site on Triangle Road, Massey.

Paul had a technical leadership role in these projects, and undertook initial review of the scope, meetings with the client to confirm their requirements, site visits, identification of options, technical leadership and advice to the CAD designers, input into cost estimates and design reports, internal quality assurance checks of the design drawings and final deliverables.

**Driver Feedback Signs 2022**

Paul assisted Auckland Transport with their electronic Driver Feedback Sign (DFS) programme. This work involved identifying a short list of routes where DFS would provide the maximum safety benefit based on an initial longer list supplied by Auckland Transport of routes where speed limits had recently been reduced and around schools where Auckland Transport had already identified speed related road safety concerns.

Once the short list was developed Paul undertook site visits to 200 potential locations to confirm site suitability and optimal sign position.

**State Highway 30/Te Ngae Road Detailed Business Case (DBC) 2018**

Paul was design manager for this NZTA project which extends along SH30 between Iles Road through to the Rotorua Airport entrance. This business case examined measures to improve road safety, travel time reliability and promote active travel modes. Options considered were widening the road to four lanes, improvements to up to seven intersections and shared paths along one or both sides.

**Quay Street Cycleway, Auckland Transport, 2015 to 2016**

Paul was project technical lead for the design of a 1km long two way protected cycleway running along Quay Street in Auckland's city centre between Lower Hobson Street and Plumer Street. Paul also assisted Auckland Transport during the construction phase with design solutions to issues arising during the works.

The cycleway runs along the edge of the Waitemata Harbour. It passes through seven signalised intersections along a road that combines high volumes of traffic with high levels of pedestrian activity. Paul undertook the traffic engineering aspects of the design and co-ordinated the work of the design team. His ability to respond to change and develop innovative solutions to technical problems was particularly valuable to the smooth running of this project.

## Perry Ng

| | |
|---|---|
| From: | Honwin Shen |
| Sent: | Tuesday, 1 April 2025 10:52 am |
| To: | Perry Ng |
| Subject: | LUC60431090 152 Kepa Road Final memo |
| Attachments: | LUC60431090 - Traffic Memo 152 Kepa Road incl Submissions _FINAL.pdf |

My name is Honwin Shen, Senior Traffic Engineer. I prepared the traffic technical specialist report that informed the s42A hearing report.

I have the qualifications and experience set out in the report, I hold a Master of Engineering in Transportation from University of Auckland, which I obtained in 2005. I have 23 years of traffic engineering experience, included working as Senior Traffic Engineer in Auckland Council, and Senior Project Manager and Senior Transport Modeller in Auckland Transport, Transport Engineer in Waitakere City Council. I am a Transportation member of the Engineering New Zealand

I have read the code of conduct for expert witnesses contained in the Environment Court Practice Note 2023 and have complied with it in preparing this memo and agree to comply with it when giving any oral evidence to the Commissioners at the Hearing.

Kind regards,

**Honwin Shen | Senior Traffic Engineer**
**Planning and Resource Consents**
Mobile 027 318 0238
Auckland Council, Level 6, 135 Albert Street, Auckland CBD
Visit our website: www.aucklandcouncil.govt.nz




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## APPENDIX 1: QUALIFICATIONS & RELEVANT EXPERIENCE

**Name:** Nicholas Allan

**Organisation:** Tāmaki Makaurau Design Ope, Auckland Council

**Role:** Specialist Urban Designer

**Qualifications and Professional Membership**

- Master of Urban Planning and Urban Design (Professional) 2019, University of Auckland
- Bachelor of Arts with a double major in Sociology and Spanish 2016, University of Auckland

**Work experience:**

- Specialist Urban Designer (10/2021 – present), Tāmaki Makaurau Design Ope, Auckland Council
- Intermediate Planner Resource Consents (07/2021 – 10/2021), Central Resource Consents, Auckland Council
- Planner Resource Consents (09/2019 – 07/2021), Central Resource Consents, Auckland Council

I have five years of experience working in urban design and urban planning within the Auckland context.

My role of the last three and a half years has consisted of providing urban design assessments for resource consent applications, fast track applications, private and public plan changes, and resource consent monitoring for built development. The bulk of my work has been residential and consisted of both the development of new green field communities and brown field urban redevelopment. I have also been involved in a handful of commercial and community activities across Auckland. In addition, to my work on resource consent applications, I have been involved in public and private plan changes including drafting provisions and rebuttal evidence for PC79 pedestrian access standards and the processing of the Milldale North Private Plan Change (not yet notified).

Prior to my Urban Design role, I was a resource consents planner in Central Resource Consents, Auckland Council. As a consenting planner, I processed a variety of residential, commercial, industrial, and community applications primarily within the Whau Local Board area.

**From:** Jin Lee
**To:** Perry Ng
**Subject:** RE: 152 Kepa Road specialist qualification
**Date:** Monday, 31 March 2025 11:58:48 am

Hi Perry,

Please see my blub below for your reference, please feel free to take what you think appropriate:

> Kuanjin (Jin) Lee holds the qualifications of a Masters in Earth Science and conjoint Bachelors of Arts and Science with a double major of geography, geology and specialisation of environmental science through the University of Auckland. Jin is a Chartered Member of Engineering New Zealand and Professional Engineering Geologist. She is also a member of New Zealand Geotechnical Society, International Association of Engineering Geologists, American Institute of Professional Geologists and New Zealand Planning Institute.
>
> Jin is a Senior Development Engineer at Auckland Council and has over 10 years experience in both private and public sectors for land development, hazard remediation and infrastructure projects across the Auckland region.

Kia noho kia ora marie - stay safe, stay well.

Kind Regards | Ngā mihi,

**Kuanjin (Jin) Lee | Senior Development Engineer**
Planning and Resource Consents Dept
Level 6, 135 Albert Street, Auckland City Centre
Visit our website: www.aucklandcouncil.govt.nz

---

**From:** Perry Ng <perry.ng@aucklandcouncil.govt.nz>
**Sent:** Monday, 31 March 2025 11:52 am
**To:** Neil Stone <NEIL.STONE@AT.GOVT.NZ>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; Jin Lee <jin.lee@aucklandcouncil.govt.nz>; Nicholas Allan <nicholas.allan@aucklandcouncil.govt.nz>; Andrew Gordon <Andrew.Gordon@aucklandcouncil.govt.nz>; Fran Osten <fran.osten@aucklandcouncil.govt.nz>; Laz Petkovic <laz.petkovic@aucklandcouncil.govt.nz>; Paul Hansen <Paul.Hansen@aucklandcouncil.govt.nz>
**Subject:** 152 Kepa Road specialist qualification
**Importance:** High

Hi Team,

We appreciate you provided us with your technical memo earlier. In addition to this, can you please provide us with a blurb on your qualifications (a few sentences) for my hearing report by

COB Wednesday, 2nd April?

This could be in email or word doc format, please ignore this email if you have provided one.

Any questions please let me know.

@Neil Stone can you liaise with Paul for his summary?

Perry

Kind Regards | Ngā mihi
**Perry Ng | Intermediate Planner**
**Division of Planning and Resource Consents**
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland
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**From:** Andrew Gordon
**To:** Perry Ng
**Subject:** RE: 152 Kepa Road specialist qualification
**Date:** Monday, 31 March 2025 1:51:42 pm

Hi,

I am employed as a Senior Specialist by Auckland Council in the Contamination, Air and Noise Team, Specialist Unit in the Planning and Resource Consents Department of Auckland Council.

I hold the qualifications of Bachelor of Science from the University of Auckland (1987), National Diploma in Environmental Health from Wellington Polytechnic (1989) and Certificate in Noise Assessment and Control from University of Western Sydney (extramural 1991). I am a member of the New Zealand Institute of Environmental Health and Affiliate of the New Zealand Acoustical Society.

I have worked as a Specialist focusing on noise and vibration since 2017 and as a Senior Specialist focusing on noise and vibration since 2022. I have experience reviewing noise effects for approximately eight applications to establish new McDonalds premises across the Auckland region.

Regards,

Andrew Gordon | Senior Specialist
Contamination, Air & Noise Team | Specialist Unit
Planning and Resource Consents Department
Auckland Council, 135 Albert Street, Auckland 1010
Ph 09 301 01 01 | Mobile 027 482 3527
Visit our website: www.aucklandcouncil.govt.nz

---

**From:** Perry Ng <perry.ng@aucklandcouncil.govt.nz>
**Sent:** Monday, 31 March 2025 11:52 am
**To:** Neil Stone <NEIL.STONE@AT.GOVT.NZ>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; Jin Lee <jin.lee@aucklandcouncil.govt.nz>; Nicholas Allan <nicholas.allan@aucklandcouncil.govt.nz>; Andrew Gordon <Andrew.Gordon@aucklandcouncil.govt.nz>; Fran Osten <fran.osten@aucklandcouncil.govt.nz>; Laz Petkovic <laz.petkovic@aucklandcouncil.govt.nz>; Paul Hansen <Paul.Hansen@aucklandcouncil.govt.nz>
**Subject:** 152 Kepa Road specialist qualification
**Importance:** High

Hi Team,

We appreciate you provided us with your technical memo earlier. In addition to this, can you please provide us with a blurb on your qualifications (a few sentences) for my hearing report by COB Wednesday, 2nd April?

This could be in email or word doc format, please ignore this email if you have provided one.

Any questions please let me know.

@Neil Stone can you liaise with Paul for his summary?

Perry

Kind Regards | Ngā mihi
**Perry Ng | Intermediate Planner**
**Division of Planning and Resource Consents**
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki  Auckland House, 135 Albert Street, Auckland
Visit our website:  www.aucklandcouncil.govt.nz



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**From:** Fran Osten
**To:** Perry Ng
**Subject:** RE: 152 Kepa Road specialist qualification
**Date:** Monday, 31 March 2025 1:11:31 pm

Kia ora Perry

Please see below a blurb on my qualifications :

I am a Specialist within the Contamination, Air & Noise Team at Auckland Council (Council). As part of my role at Council I undertake technical reviews of contaminated land assessments (PSIs/DSIs), site management plans and remedial action plans (SMPs/RAPs) and site validation reports (SVRs) for the purpose of evaluating resource consent applications. As part of these technical reviews, I have prepared technical memorandums for Council Lead Planners and Independent Duty Commissioners, involved in statutory processing of resource consent applications, to enable them to prepare consent determination reports, including appropriate and workable consent conditions. I have been employed by Council since November 2019. I have five years' experience in resource management and contaminated land management.

I hold a Bachelor of Science (BSc) degree in Geography and Environmental Science obtained from the University of Auckland.

I am a member of the Australasian Land & Groundwater Association (ALGA)

If you have any further questions let me know.

Ngā mihi | Kind regards

**Fran Osten | Specialist – Contaminated Land**
**Specialist Unit | Planning & Resource Consents**
Waea pūkoro | Phone 021 963 590
Te Kaunihera o Tāmaki Makaurau | Auckland Council
Level 6, Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz

---

**From:** Perry Ng <perry.ng@aucklandcouncil.govt.nz>
**Sent:** Monday, 31 March 2025 11:52 am
**To:** Neil Stone <NEIL.STONE@AT.GOVT.NZ>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; Jin Lee <jin.lee@aucklandcouncil.govt.nz>; Nicholas Allan <nicholas.allan@aucklandcouncil.govt.nz>; Andrew Gordon <Andrew.Gordon@aucklandcouncil.govt.nz>; Fran Osten <fran.osten@aucklandcouncil.govt.nz>; Laz Petkovic <laz.petkovic@aucklandcouncil.govt.nz>; Paul Hansen <Paul.Hansen@aucklandcouncil.govt.nz>
**Subject:** 152 Kepa Road specialist qualification
**Importance:** High

Hi Team,

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This could be in email or word doc format, please ignore this email if you have provided one.

Any questions please let me know.

@Neil Stone can you liaise with Paul for his summary?

Perry

Kind Regards | Ngā mihi
**Perry Ng | Intermediate Planner**
**Division of Planning and Resource Consents**
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz



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Perry Ng

From: Domenico De Vincentis <Domenico.DeVincentis@stwgn.co.nz>
Sent: Thursday, 3 April 2025 10:53 am
To: Perry Ng
Cc: Jared Osman
Subject: RE: LUC60431090 Consent update, 152 Kepa Road, Orakei

Hi Perry,

Thanks for you call….
My background, as follows:

*Domenico De Vincentis is an Associate Lighting Designer of Stephenson & Turner Wellington Ltd and carried out the assessment of the proposed 152 Kepa Road external lighting design.*
*I'm a former architect specialized in lighting design with 35 years' experience in indoor and outdoor lighting design, applications and reviews.*
*This includes roadway, open spaces, sports, carpark, security and feature lighting in urban and rural environments.*
*I'm also a lighting design lecturer at Massey University and past recipient of several national & international lighting awards.*

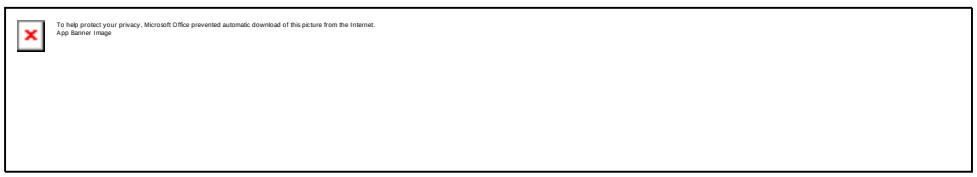
Please let me know if any additional information is required.

Regards,

**Domenico De Vincentis**
**Associate Lighting Designer**

027 547 8857 | www.stephenson-turner.com
domenico.devincentis@stwgn.co.nz
Level 2, 158 Victoria Street, Te Aro, Wellington

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From: Perry Ng <perry.ng@aucklandcouncil.govt.nz>
Sent: Thursday, April 3, 2025 10:37 AM
To: Domenico De Vincentis <Domenico.DeVincentis@stwgn.co.nz>
Cc: Jared Osman <Jared.Osman@aucklandcouncil.govt.nz>
Subject: RE: LUC60431090 Consent update, 152 Kepa Road, Orakei

Hi Domenico,

As discussed, please provide us with a brief summary of your background for the purposes of the hearing report.

Thanks

Perry

Kind Regards | Ngā mihi
Perry Ng | Intermediate Planner
Division of Planning and Resource Consents
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz

---

From: Perry Ng
Sent: Monday, 31 March 2025 11:18 am
To: Domenico De Vincentis <Domenico.DeVincentis@stwgn.co.nz>
Cc: Jared Osman <Jared.Osman@aucklandcouncil.govt.nz>
Subject: RE: LUC60431090 Consent update, 152 Kepa Road, Orakei

Hi Domenico,

Thank you for your patience. I am comfortable to take this email as your addendum to the technical memo, dated 15th July 2024.

In addition, can you provide us a blurb on your qualification (just a few sentences) in word or email format by COB Wednesday 2nd April? This is for the hearing report. Thanks

Perry
Kind Regards | Ngā mihi
Perry Ng | Intermediate Planner
Division of Planning and Resource Consents
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz

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From: Domenico De Vincentis <Domenico.DeVincentis@stwgn.co.nz>
Sent: Tuesday, 25 March 2025 12:20 pm
To: Perry Ng <perry.ng@aucklandcouncil.govt.nz>
Cc: Jared Osman <Jared.Osman@aucklandcouncil.govt.nz>
Subject: Re: LUC60431090 Consent update, 152 Kepa Road, Orakei

Hi Perry,

All submissions have been revised and there are some with comments regarding lighting, but nothing relevant under a technical point of view.
As noted, the proposed design is fully compliant with AUP E23 Signs and E24 Lighting.

Should I prepare a formal comment on this regard?
Additional to this, let me know if I should prepare formal evidence for the hearing.

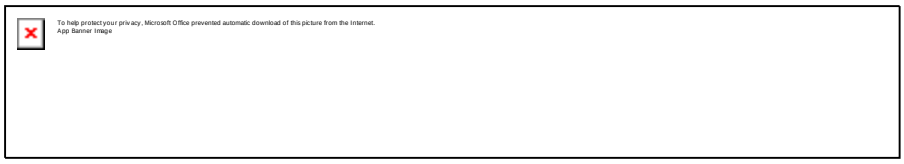
Regards,

**Domenico De Vincentis**
**Associate Lighting Designer**

027 547 8857 | www.stephenson-turner.com

domenico.devincentis@stwgn.co.nz

Level 2, 158 Victoria Street, Te Aro, Wellington




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From: Perry Ng <perry.ng@aucklandcouncil.govt.nz>
Sent: Friday, March 21, 2025 4:42 PM
To: Domenico De Vincentis <Domenico.DeVincentis@stwgn.co.nz>
Subject: RE: LUC60431090 Consent update, 152 Kepa Road, Orakei

Hi Domenico,

Trust you doing well. Following up if there's any further comment from your end. Would you provide an addendum to your memo or in email format as a confirmation? Thanks

Perry

Kind Regards | Ngā mihi
Perry Ng | Intermediate Planner
Division of Planning and Resource Consents
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz

From: Domenico De Vincentis <Domenico.DeVincentis@stwgn.co.nz>
Sent: Tuesday, 4 March 2025 11:01 am
To: Jared Osman <Jared.Osman@aucklandcouncil.govt.nz>
Cc: Perry Ng <perry.ng@aucklandcouncil.govt.nz>
Subject: Re: LUC60431090 Consent update, 152 Kepa Road, Orakei

Hi Jared,

My apologies for this late response.
I'm currently reviewing the submission and expect to require a maximum of 10 hours to complete their revision.
On the already reviewed submissions, I have not found any relevant comment regarding lighting. The submitters mention concerns regarding light pollution and glare, but comments are vague and do not point to any specific item.
In any case, the proposed development is fully compliant with AUP E24 Lighting rules and E23 Signs rules.

Once the revies is completed, I will contact you with my comments.

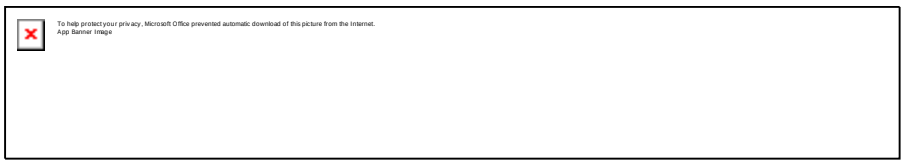
Regards,

**Domenico De Vincentis**
**Associate Lighting Designer**

027 547 8857 | www.stephenson-turner.com

domenico.devincentis@stwgn.co.nz

Level 2, 158 Victoria Street, Te Aro, Wellington




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From: Jared Osman <Jared.Osman@aucklandcouncil.govt.nz>
Sent: Monday, February 17, 2025 9:50 AM
To: Domenico De Vincentis <Domenico.DeVincentis@stwgn.co.nz>
Cc: Perry Ng <perry.ng@aucklandcouncil.govt.nz>
Subject: FW: LUC60431090 Consent update, 152 Kepa Road, Orakei

Hi Domenico,

Here is the full email from Perry with a link to the submissions

Attached is the original SoE – we can create an extension if you could give me an estimate of time to review submissions, plus I can put an additional 16 hours for hearing attendance / prep in revised SoE (we can easily adjust again later if more time is required)

Thanks,
Jared

**Jared Osman (him) | Team Leader – Contamination, Air & Noise**
Specialist Unit | Planning & Resource Consents Department
Waea pūkoro / Phone | 027 267 8412
Te Kaunihera o Tāmaki Makaurau / Auckland Council
Level 6 (north), Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland
**aucklandcouncil.govt.nz**

From: Perry Ng <perry.ng@aucklandcouncil.govt.nz>
Sent: Friday, 7 February 2025 4:03 pm
To: Jin Lee <jin.lee@aucklandcouncil.govt.nz>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; Neil Stone <NEIL.STONE@AT.GOVT.NZ>; Nicholas Allan <nicholas.allan@aucklandcouncil.govt.nz>; Andrew Gordon <Andrew.Gordon@aucklandcouncil.govt.nz>; Paul Hansen <Paul.Hansen@aucklandcouncil.govt.nz>; Laz Petkovic <laz.petkovic@aucklandcouncil.govt.nz>; Sharon Tang <Sharon.Tang@aucklandcouncil.govt.nz>
Cc: Sam Gibbs <sam.gibbs@aucklandcouncil.govt.nz>; Jared Osman <Jared.Osman@aucklandcouncil.govt.nz>
Subject: RE: LUC60431090 Consent update, 152 Kepa Road, Orakei
Importance: High

Hi team,

Hope you doing well. The submission for this consent was closed on 31st January, and we received around 360 submissions in total. Please take a look at the submission documents at the links below. Our admin team has prepared an Excel spreadsheet summarising the submission comments. Overall, the key topics are still traffic/safety matters, waste/litter and character, followed by noise and lighting, which may require additional attention from Traffic, AT, Urban Design, as well as noise and lighting specialists.

We haven't confirmed the hearing date, but the applicant team's proposed date is on the 5th of May, and I am also checking with the team for alternative dates, i.e., the first three weeks of May. Just in case we need to postpone the hearing for one to two weeks.

We will get in touch again next Monday 10th Feb for your availability. Thanks for putting this as your key priority.

CAN Team – Could you assist in liaising with Stephenson & Turner Ltd for comment?

Much appreciated.

Perry

| ACTION | DATE |
|---|---|
| Section 42A report | 8 April 2025 |
| | |
| **Applicant evidence due** | 15 April 2025 |
| Good Friday | 18 April 2025 |
| Easter Monday | 21 April 2025 |
| **Submitter expert evidence due** | 24 April 2025 |
| Anzac Day | 25 April 2025 |
| **Submitter non-expert evidence and legal submissions requested** | 30 April 2025 |
| **Hearing** | **5 May 2025** |

- Jin Lee – Senior Development Engineer, Auckland Council
- Honwin Shen – Senior Traffic Engineer, Auckland Council
- Neil Stone – Principal Development Planner, Auckland Transport
- Nicholas Allen – Urban Design Specialist, Auckland Council
- Andrew Gordon – Senior Specialist (Noise), Auckland Council
- Fran Osten – Specialist (Contaminated Land), Auckland Council
- Laz Petkovic – Parks Planner, Auckland Council
- Paul Hansen – Arborist, Auckland Council
- Glen Wright & Domenico De Vincentis – Consultant Lighting Specialist, Stephenson & Turner Limited

Submission for AC udrive link
\\aklc.govt.nz\Shared\COO\Resource Consents\Digital Consents - New\Central\K\Kepa Road Orakei,152 - LUC60431090\12. Notification and Hearing Documents\SUBMISSIONS

Submission for External specialists
https://1drv.ms/f/s!Atv6tEwxeAvBittq1MBe_HmxvjiHZQ?e=Mu16dJ

Kind Regards | Ngā mihi
Perry Ng | Intermediate Planner
Division of Planning and Resource Consents
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz

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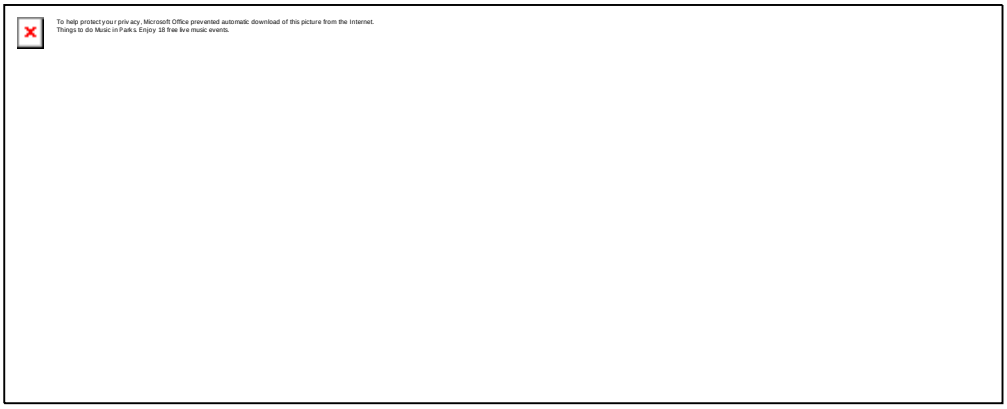
From: Perry Ng
Sent: Friday, 15 November 2024 3:04 pm
To: Jin Lee <jin.lee@aucklandcouncil.govt.nz>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; Neil Stone <NEIL.STONE@AT.GOVT.NZ>; Vignesh Divakar (AT) <Vignesh.Divakar@at.govt.nz>; Nicholas Allan <nicholas.allan@aucklandcouncil.govt.nz>; Andrew Gordon <Andrew.Gordon@aucklandcouncil.govt.nz>; Paul Hansen <Paul.Hansen@aucklandcouncil.govt.nz>; Jared Osman <Jared.Osman@aucklandcouncil.govt.nz>; Laz Petkovic <laz.petkovic@aucklandcouncil.govt.nz>
Cc: Sam Gibbs <sam.gibbs@aucklandcouncil.govt.nz>
Subject: LUC60431090 Consent update, 152 Kepa Road, Orakei
Importance: High

Hi team,

Hope this email finds you well. Just giving you an update that the applicant is requesting public notification of the above application. I will get back to you by mid-next week with an update on the next step. Thanks

Perry

Kind Regards | Ngā mihi
Perry Ng | Intermediate Planner
Division of Planning and Resource Consents
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki Auckland House, 135 Albert Street, Auckland
Visit our website: www.aucklandcouncil.govt.nz




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## Perry Ng

From: Laz Petkovic
Sent: Wednesday, 2 April 2025 4:07 pm
To: Perry Ng
Subject: RE: 152 Kepa Road specialist qualification
Attachments: LUC60431090 - Parks Memo.pdf

Hi Perry,

Please see attached updated Parks memo to address the submissions.

Please also see my position and qualifications blurb below:

> *I am a Parks Planner in the Parks and Community Facilities Department of Auckland Council. I hold a bachelor's degree in Urban Planning (Honours) from The University of Auckland, and an intermediate membership for the New Zealand Planning Institution. I have almost four years of full-time experience as a planner in New Zealand.*

Let me know if you need anything else thanks.

Cheers,

**Lazar Petkovic | Parks Planner**
Parks Planning | Parks & Community Facilities | Auckland Council
Mobile 027 289 7762
Auckland Council, Level 12, 135 Albert St, Auckland (Tuesday, Thursday, Friday)

---

From: Perry Ng <perry.ng@aucklandcouncil.govt.nz>
Sent: Monday, 31 March 2025 11:52 am
To: Neil Stone <NEIL.STONE@AT.GOVT.NZ>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; Jin Lee <jin.lee@aucklandcouncil.govt.nz>; Nicholas Allan <nicholas.allan@aucklandcouncil.govt.nz>; Andrew Gordon <Andrew.Gordon@aucklandcouncil.govt.nz>; Fran Osten <fran.osten@aucklandcouncil.govt.nz>; Laz Petkovic <laz.petkovic@aucklandcouncil.govt.nz>; Paul Hansen <Paul.Hansen@aucklandcouncil.govt.nz>
Subject: 152 Kepa Road specialist qualification
Importance: High

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@Neil Stone can you liaise with Paul for his summary?

Perry

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Perry Ng | Intermediate Planner
Division of Planning and Resource Consents

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## Perry Ng

From: Paul Hansen
Sent: Tuesday, 1 April 2025 9:19 am
To: Perry Ng; Fiona Harte
Subject: RE: 152 Kepa Road specialist qualification

Hi Fiona and Perry

I have a Dip in Business from Carrington Polytech, an Adv Cert in Arboriculture from Waikato Polytech and a Cert in Hort Science from Unitech.

I have been in Arboriculture for 30 years beginning work at Manukau Council before it amalgamated with Auckland Council

If anything, further is required, please let me know.

Cheers

**Paul Hansen – Arborist – Earth Streams and Trees**
**Planning & Resource Consents**
Mob 027- 4983464 | Email: paul.hansen@aucklandcouncil.govt.nz
Auckland Council
Level 6, 135 Albert Street,Auckland Central,
Private Bag 92 300, Auckland 1142
Visit our website: www.aucklandcouncil.govt.nz

**In the Office WFH = Work from home**

| Mon | Tue | Wed | Thu | Fri |
|---|---|---|---|---|
| Albert | Home | Home | Albert | Albert |

From: Perry Ng <perry.ng@aucklandcouncil.govt.nz>
Sent: Monday, 31 March 2025 12:07 pm
To: Fiona Harte <Fiona.Harte@aucklandcouncil.govt.nz>
Cc: Paul Hansen <Paul.Hansen@aucklandcouncil.govt.nz>
Subject: RE: 152 Kepa Road specialist qualification

Hi Fiona,

I trust you are doing well; I note Paul is on leave and returning next week.

He provided an arborist input earlier for the operation of a 24/7 drive-through at this site; in particular, there are trees within Kupe Reserve, and overall, it is assessed to be permitted activity.

To support the council s42A report, a blurb of Paul's qualifications (in a few sentences) would be appreciated. The council report is due to the hearing team this coming Friday 4th, Apr 9 am. Thanks

Perry

Kind Regards | Ngā mihi

Perry Ng | Intermediate Planner
Division of Planning and Resource Consents
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki  Auckland House, 135 Albert Street, Auckland
Visit our website:  www.aucklandcouncil.govt.nz

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From: Perry Ng
Sent: Monday, 31 March 2025 11:52 am
To: Neil Stone <NEIL.STONE@AT.GOVT.NZ>; Honwin Shen <honwin.shen@aucklandcouncil.govt.nz>; Jin Lee <jin.lee@aucklandcouncil.govt.nz>; Nicholas Allan <nicholas.allan@aucklandcouncil.govt.nz>; Andrew Gordon <Andrew.Gordon@aucklandcouncil.govt.nz>; Fran Osten <fran.osten@aucklandcouncil.govt.nz>; Laz Petkovic <laz.petkovic@aucklandcouncil.govt.nz>; Paul Hansen <Paul.Hansen@aucklandcouncil.govt.nz>
Subject: 152 Kepa Road specialist qualification
Importance: High

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This could be in email or word doc format, please ignore this email if you have provided one.

Any questions please let me know.

@Neil Stone can you liaise with Paul for his summary?

Perry

Kind Regards | Ngā mihi
Perry Ng | Intermediate Planner
Division of Planning and Resource Consents
Mobile 027 280 6785
Level 6, Te Wharau o Tāmaki  Auckland House, 135 Albert Street, Auckland
Visit our website:  www.aucklandcouncil.govt.nz

# ATTACHMENT 12: LUC60422724 Duty Commissioner notification decision

# Decision on notification of an application for resource consent under the Resource Management Act 1991

## Restricted discretionary activity

**Application number:** LUC60422724

**Applicant:** McDonald's Restaurants (New Zealand) Limited

**Site address:** 152 Kepa Road, Ōrākei, Auckland 1071

**Legal description:** Lot 149 DP 37691

**Proposal:**

To establish a drive-through restaurant, which will operate 24-hours per day, seven-days per week, with associated site works, parking and vehicle access, including a new vehicle crossing.

Resource consent is required for the following reasons:

## Land use consent (section 9) – LUC60422724

Auckland Unitary Plan (Operative in part) (AUP(OP))

**District land use (operative plan provisions)**

*E23 Signs*

i. Under rule E23.4.2.(A53), comprehensive development signage is a restricted discretionary activity (the proposal includes 14 freestanding signs and 10 signs fixed to the building).

*E27 Transport*

i. Under rule E27.4.1.(A2), parking, loading and access which is an accessory activity, but which does not comply with the standards for parking, loading and access, is a restricted discretionary activity. The proposal involves accessory loading and access that does not meet the following loading and access standards:

   a. Standard E27.6.2.7.(T109) requires one loading space to be provided for retail uses with a Gross Floor Area greater than 300m$^2$ up to 5,000m$^2$ (none is proposed); and

   b. Standard E27.6.4.3.(1)(b) requires (under E27.6.4.3.2.(T153)) a maximum vehicle crossing width, for two-way access, of 6.0m (7.0m proposed).

ii. Under rule E27.4.1.(A5), construction and use of a vehicle crossing which has a Vehicle Access Restriction (under standards E27.6.4.1.(2)-(3)), is a restricted discretionary activity (Kepa Road is identified as an arterial road on the planning maps).

*H13 Business – Mixed Use Zone*

i. Under rule H13.4.1.(A45), new buildings are a restricted discretionary activity.

ii. Under rule C.1.9.(2), the proposal is a restricted discretionary activity because it does not meet the landscaping requirements under standard H13.6.6 (relating to the width of areas).

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES-CS)

i. The site includes a 'piece of land' under Regulation 5.(7) of the NES-CS because activities included on the Hazardous Activities and Industries List have potentially been undertaken on the site and the soil disturbance proposed exceeds the Permitted Activity threshold for the 'piece of land' under NES-CS Regulation 8.(3). Under Regulation 9.(1) of the NES-CS, because a Detailed Site Investigation exists, this is a controlled activity.

## Decision

I have read the application, supporting documents, and the report and recommendations on the application for resource consent. I have visited the site and surrounding area. I have been provided with copies of correspondence on the application from: the Ōrākei Local Board[1], the Ngāti Whātua Ōrākei Trust[2] (as tangata whenua and ahi kā of the Ōrākei area); the Ōrākei Community Association[3]; St Joseph's Ōrākei; a local resident (Heather Lees); and I am aware of a petition which has gained over 2,000 signatures and raises concerns with the application.

I have read the relevant provisions of the AUP(OP), within the context of the matters of discretion that apply in this instance, as the statutory context to frame my assessment of the proposal's adverse effects. I am also aware that the applicant has adopted the conditions of consent that the council's reporting planner has recommended in their substantive (section 104 considerations) reporting before me, such that these conditions form part of the application.

I have made my own judgement on the scale of potential adverse effects of the proposal, following my consideration of the information that is before me. I am satisfied that I have sufficient information to consider the matters required by the Resource Management Act 1991 (RMA) and make a decision under delegated authority on notification.

### Public notification

Under section 95A of the RMA, this application shall proceed with public notification because:

1. Public notification is neither mandatory nor precluded under steps 1 and 2; however,
2. Under step 3, public notification is required as:
    a. while the application is for activities that are not subject to a plan rule or regulation in a National Environmental Standard that specifically requires public notification;
    b. the adverse effects on the environment will be more than minor.

        This is because, acknowledging that a drive-through restaurant activity is permitted within the Business – Mixed Use Zone, the cumulative adverse effects of the proposal's non-compliance with required standards, on amenity values will be more than minor. These adverse effects are relative to specific matters of discretion[4],

[1] Dated 18 September 2023.
[2] Dated 9 October 2023.
[3] Undated.
[4] H13.8.1.(3)(a)(i)-(v) and (g); H13.8.1.(5)(a)(i)-(iii); and C1.9.(3)(a)-(f).

objectives and policies[5], that require new development to be designed to a high standard and enhance the quality of streets and public open spaces within an area.

In this instance, the site is located in an area that contains formal public open space[6] immediately adjacent the site (Kupe Reserve) and publicly accessible open space[7] opposite the site. I agree with the council's urban design expert, Mr Allan, that the proposed landscaping will not provide an adequate buffer or screening between areas of proposed car parking and vehicular access and these public areas, nor will it be of sufficient quality to make a positive contribution to amenity values of these areas. The addition of a reasonably significant amount of signage to advertise the activity and to direct traffic through the site in a safe manner, is another factor in these considerations.

I note that other adverse effects (for example, relating to: transportation; vehicle access; parking; noise; arboriculture; and site contamination) from the proposal have been assessed by both the applicant and the council experts as being less than minor. To achieve this outcome, I note there is a reliance on a proposed mitigation measure to control and prevent vehicles turning right onto Kepa Road when exiting the site.

3. Consideration of step 4 is not required given the finding of step 3. However, the concerns that have been raised (regarding the potential adverse social effects of the proposal) by, in particular, the Ōrākei Local Board and the Ngāti Whātua Ōrākei Trust, for this activity in this location (being in an area that has high cultural significance to tangata whenua and with community vulnerability), may have resulted in me finding that special circumstances were relevant for this application, such that public notification was required under step 4.

Accordingly, this application shall be **PUBLICLY NOTIFIED**.



**Peter Kensington**

**Duty Commissioner**

27 November 2023

[5] In particular, policies H13.3.(3)(a)-(c), (7) and (12); and the purpose of standard H13.6.6 (Landscaping).

[6] Open Space – Sport and Active Recreation Zone.

[7] Open Space – Informal Recreation Zone.