

**50 Westney Road  
Plan Change**


Integrated Transport  
Assessment

October 2024

**flow**

TRANSPORTATION SPECIALISTS

**Project:** 50 Westney Road Plan Change  
**Title:** Integrated Transport Assessment  
**Document Reference:** P:\ROTO\001 50 Westney Road Plan Change\4.0 Reporting\4.2 Plan change transport assessment\R1A241001.docx  
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**Revisions:**

Date	Status	Reference	Approved by	Initials
17 July 2024	Draft	R1A241707	R.Brandon	
1 October 2021	A	R1A241001	R.Brandon	

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## SUMMARY OF OUR ASSESSMENT

Flow Transportation Specialists Ltd (Flow) has been commissioned by Rotokohu Investments Limited to identify and assess the transport planning and traffic engineering matters relating to the proposed private plan change (PPC) at 50 Westney Road, Māngere (Site)

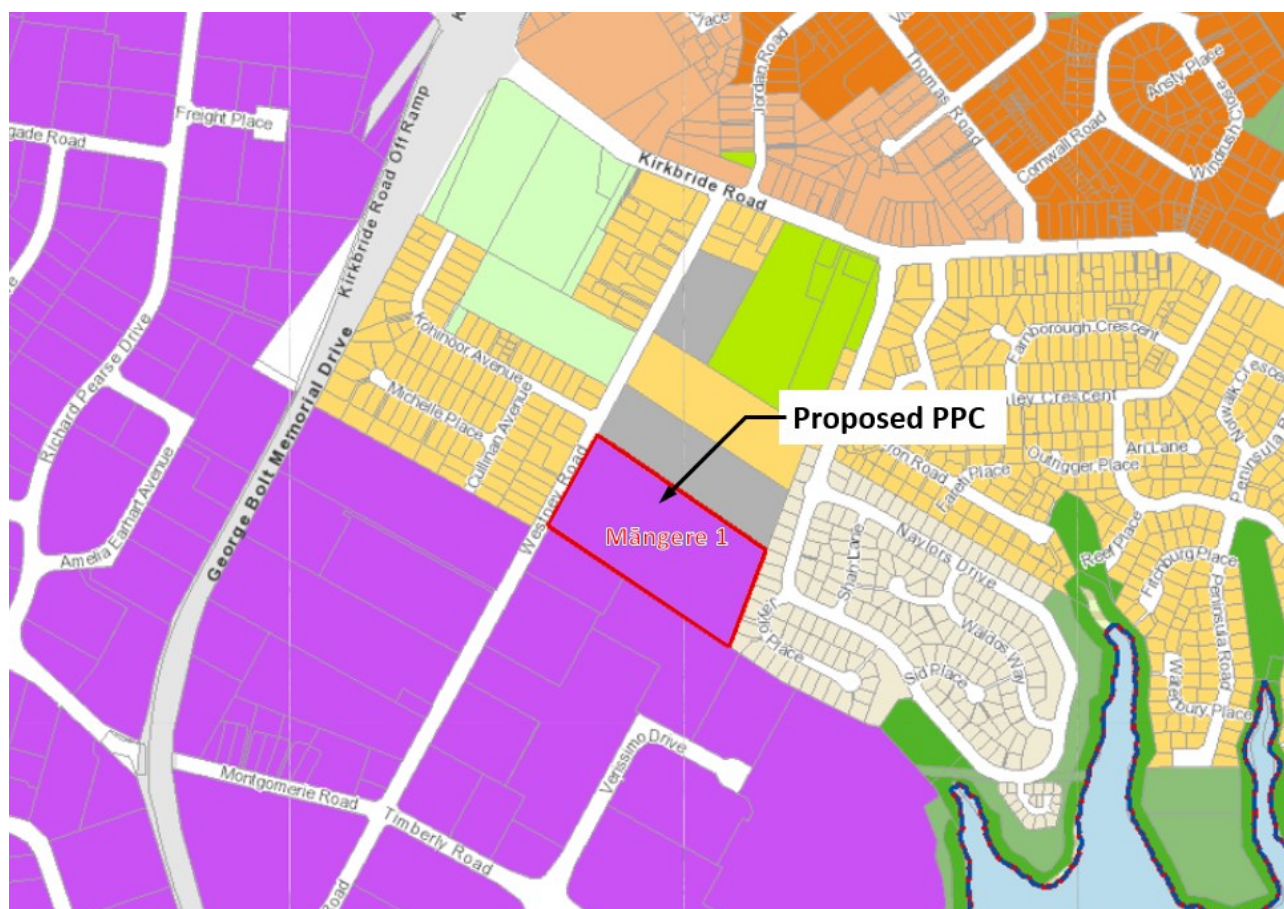
The Site is around 4 ha in size. It is zoned Residential - Mixed Housing Suburban, and is subject to the Māngere 1 Precinct (Precinct).

The Site currently accommodates the Māngere SPCA Animal Shelter. There are plans for the SPCA to relocate by 2026 and as such the Site no longer needs to accommodate this type of activity.

The proposed 50 Westney Road PPC is shown in Figure 2 and includes the following elements that are related to transport matters.

- ◆ Rezoning the Residential – Mixed Housing Suburban zone to a Business – Light Industrial Zone
- ◆ Removal of the Māngere 1 Precinct. The Precinct enables SPCA related activities and other activities such as commercial and office activities which are not otherwise permitted in the underlying residential zone.

**Figure 1: Proposed 50 Westney Road PPC**



This Integrated Transport Assessment addresses the transport planning and traffic engineering matters associated with the proposed PPC, including the following.

- ◆ A description of the proposed PPC, focussing on the transport related matters.
- ◆ A description of the surrounding transport environment and planning provisions as it relates to the Site, including site location, surrounding land use activities, existing zoning and precinct provisions, the surrounding road network, and road safety.
- ◆ An assessment of existing and future accessibility by all transport modes.
- ◆ An assessment of potential vehicle traffic generation and effects, and safety effects.
- ◆ Consideration of planning outcomes, including an assessment of whether planning provision will be adequate to manage future development enabled.
- ◆ A summary of consultation undertaken with Auckland Transport.
- ◆ An assessment of how the proposed PPC aligns with relevant transport policies and strategies.

Based on the analysis described in this report, it can be concluded that the proposal to rezone 50 Westney Road from Residential - Mixed Housing Suburban to Business – Light Industry will result in no noticeable effects relating to the function, capacity, and safety of the surrounding transport network.

- ◆ The Site has good access via all transport modes and is particularly well located for freight related traffic.
- ◆ The potential vehicle traffic generated by development enabled by the proposed PPC would be similar to or less than vehicle traffic generated by development enabled under the current zone and Precinct. As such the traffic effects will be negligible.
- ◆ There is an existing heavy vehicle ban on Westney Road which will limit any heavy vehicle traffic legally traveling past the residential activities and schools to the north of the Site. We do not anticipate that there will be any adverse safety issues generated by the proposed PPC.
- ◆ The current Auckland Unitary Plan rules and standards relating to transport are adequate to ensure good outcomes for development on the Site enabled by the proposed PPC. Specific transport provisions for the Site are not necessary.

It is therefore considered that there is no transportation planning or traffic engineering reason to preclude the implementation of the proposed PPC.

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## 1 INTRODUCTION

Flow Transportation Specialists Ltd (Flow) has been commissioned by Rotokohu Investments Limited to identify and assess the transport planning and traffic engineering matters relating to the proposed private plan change (PPC) at 50 Westney Road, Māngere (Site). The PPC proposes to rezone the Site from Residential – Mixed Housing Suburban to Business – Light Industrial.

This Integrated Transport Assessment addresses the transport planning and traffic engineering matters associated with the proposed PPC, including the following.

- ♦ A description of the proposed PPC, focussing on the transport related matters (refer to Section 2)
- ♦ A description of the surrounding transport environment and planning provisions as it relates to the Site, including site location, surrounding land use activities, existing zoning and precinct provisions, the surrounding road network, and road safety (refer to Section 3)
- ♦ An assessment of existing and future accessibility by all transport modes (refer to Section 4).
- ♦ An assessment of potential vehicle traffic generation and effects, and safety effects (refer to Section 5).
- ♦ Consideration of planning outcomes, including an assessment of whether planning provision will be adequate to manage future development enabled (refer to Section 6).
- ♦ A summary of consultation undertaken with Auckland Transport (refer to Section 7)
- ♦ An assessment of how the proposed PPC aligns with relevant transport policies and strategies (refer to Section 8)

These and other matters are addressed in the following sections of this report.

## 2 THE PROPOSAL

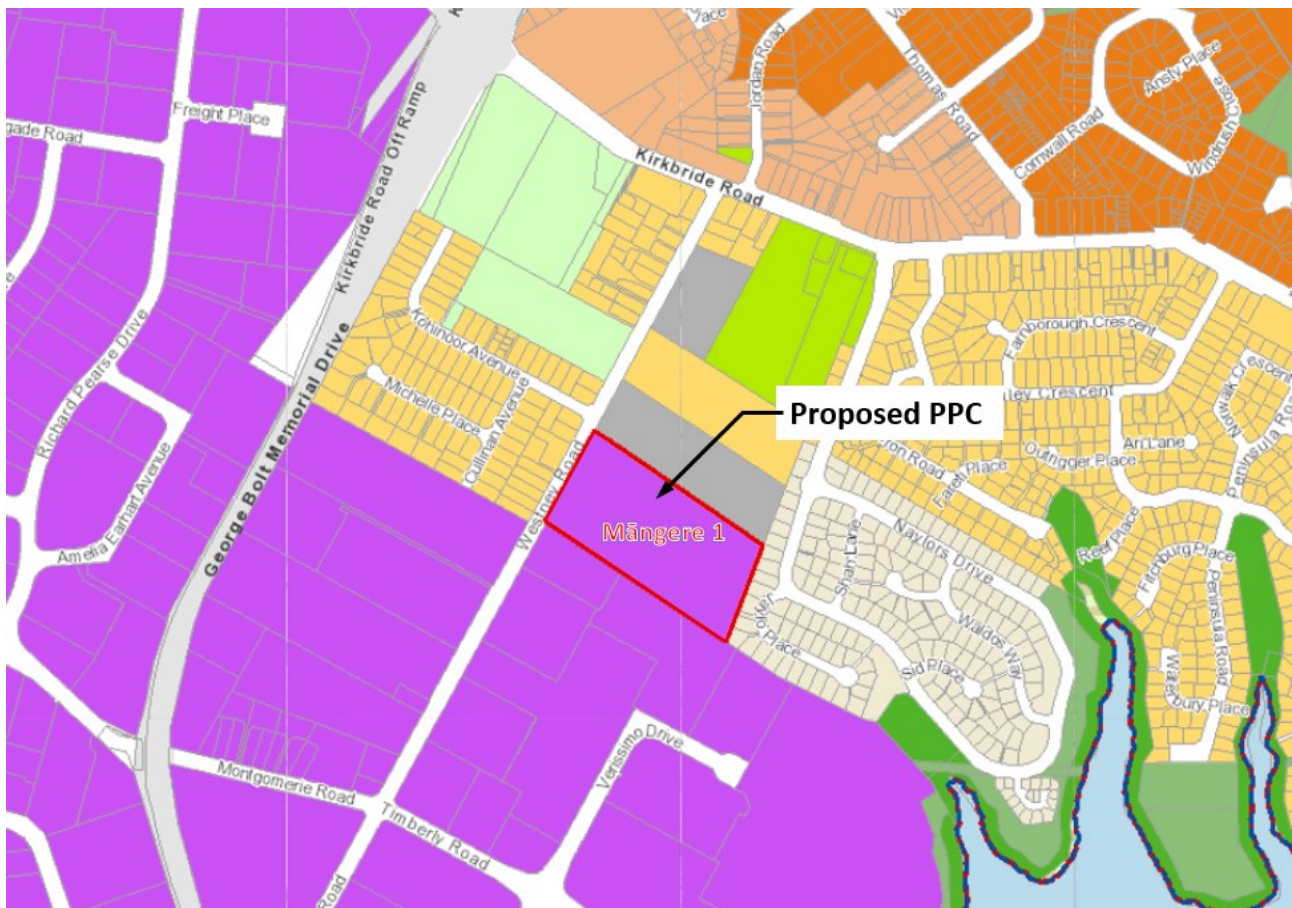
The Site is around 4 ha in size. It is zoned Residential - Mixed Housing Suburban, and is subject to the Māngere 1 Precinct (Precinct).

The Site currently accommodates the Māngere SPCA Animal Shelter. There are plans for the SPCA to relocate by 2026 and as such the Site no longer needs to accommodate this type of activity.

The proposed 50 Westney Road PPC is shown in Figure 2 and includes the following elements that are related to transport matters.

- ♦ Rezoning the Residential – Mixed Housing Suburban zone to a Business – Light Industrial Zone
- ♦ Removal of the Māngere 1 Precinct. The Precinct enables SPCA related activities and other activities such as commercial and office activities which are not otherwise permitted in the underlying residential zone.

**Figure 2: Proposed 50 Westney Road PPC**



## 3 A DESCRIPTION OF THE EXISTING ENVIRONMENT

### 3.1 The Site and surrounding environment

The location of the proposed PPC is shown in Figure 3 below. The Site is located on Westney Road approximately 2.5 km north of Auckland Airport, east of the State Highway 20A (SH20A), and on the northern edge of the existing Māngere industrial area.

As noted, the Site currently accommodates the Māngere SPCA Animal Shelter in. Existing development on the Site is shown in Figure 4.

**Figure 3: Location of the proposed Plan Change**



**Figure 4: Existing development on the Site.**

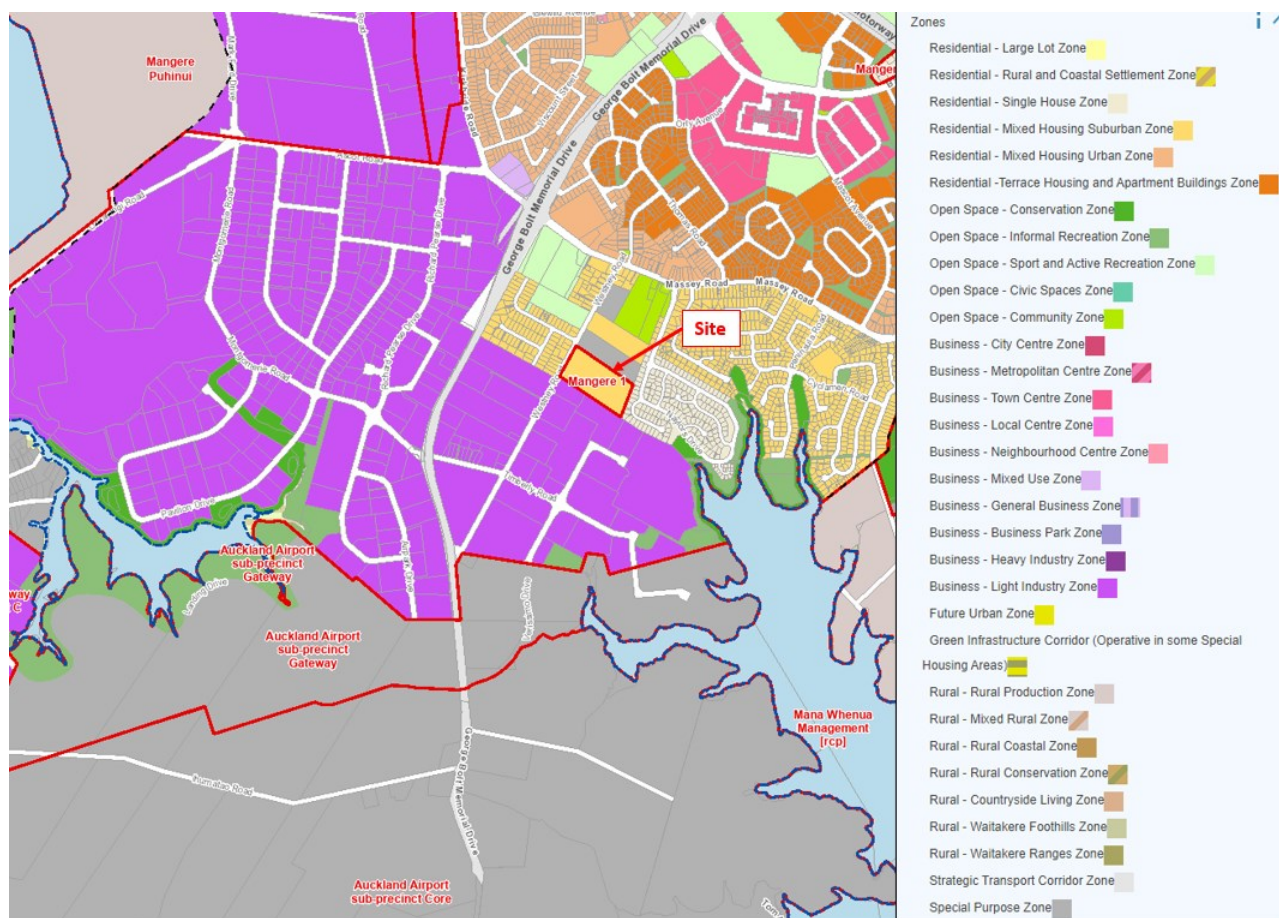


### 3.2 Existing Auckland Unitary Plan zoning

Existing Auckland Unitary Plan (AUP) zoning around the site is shown in Figure 5.

- ◆ The Site is currently zoned Residential - Mixed Housing Suburban.
- ◆ The land to the south of the Plan Change area is zoned as Business-light industry zone.
- ◆ The land to the north, west, and east of the Site is predominantly zoned Residential (Mixed Housing Suburban and Single House).
- ◆ To the north of the site is also land zoned Special Purpose - School (including adjacent to the northern boundary of the site) and Open Space.
- ◆ The Site is subject to the Māngere 1 Precinct.

**Figure 5: AUP Zone classifications in the nearby vicinity of the Plan Change**

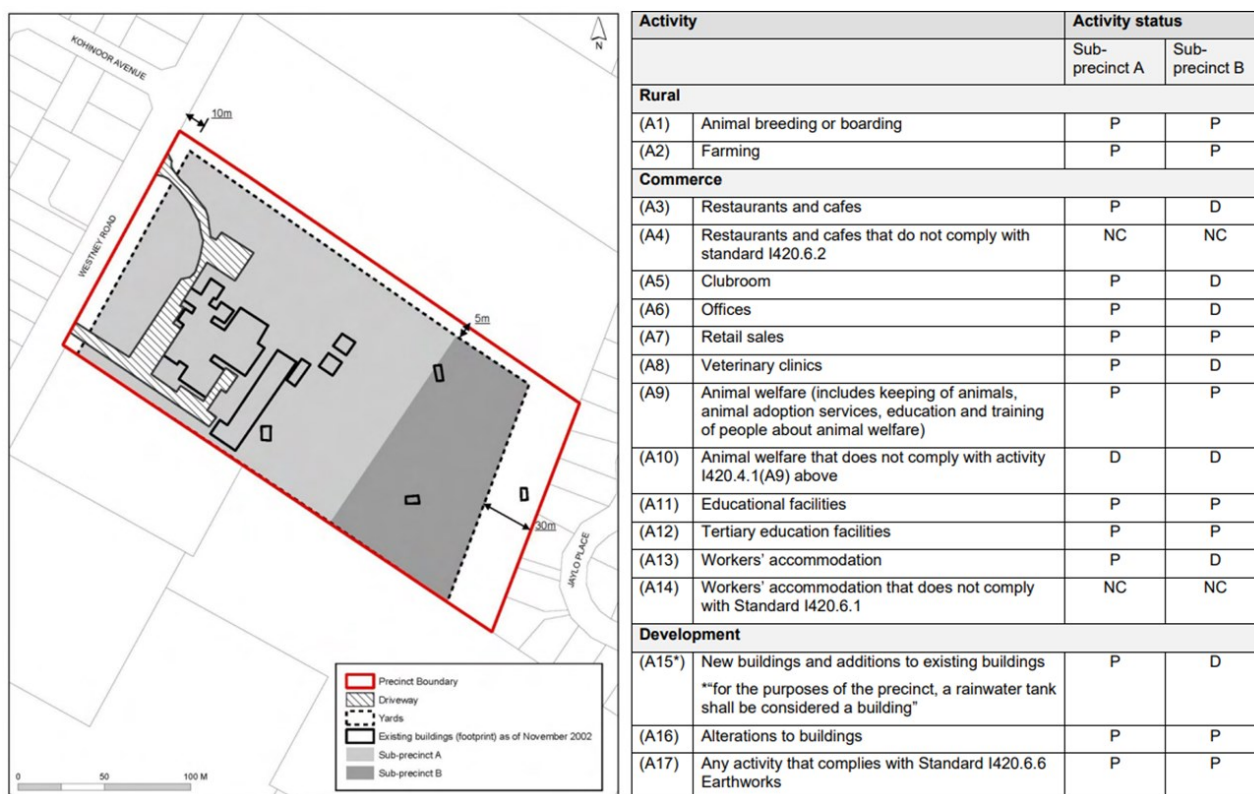


### 3.3 The Māngere 1 Precinct

The existing Māngere 1 precinct provides for the SPCA Animal Shelter currently on the Site. The precinct comprises of two sub-precincts A and B, with specific activities permitted based on the sub-precinct area. The list of activities permitted under the precinct is outlined in Figure 6 below.

There are no specific transport provisions in the Precinct. However we note that the Precinct notes educational facilities, and a restaurant or café, veterinary clinics, offices, and retail as permitted activities which are not otherwise permitted in the underlying zone. These activities are not required to be associated with the SPCA directly.

Figure 6: Māngere 1 Precinct plan and activities list



### 3.4 Existing land use activities in the surrounding area.

Existing land use activities surrounding the Site are shown in Figure 3 previously.

- Land use to the south is predominantly industrial and commercial with warehousing, logistics centres, industrial retail, and parking and accommodation associated with airport activity.
- Immediately to the north of the Site is Zayed College for Girls. This is a state integrated special character Islamic secondary school for girls Year 7 to 13, and has a roll of around 170<sup>1</sup>. It is not a zoned school and we assume it has a wide catchment from across Auckland.
- Further to the north on Westney Road is Al-Madinah School. This is a state integrated special character Islamic area school for students year 0 to 13. It has a roll of around 560<sup>2</sup>. This is also not a zoned school and we assume it has a wide catchment from across Auckland.
- To the east and west of the site is low density housing, some of which is directly accessed from Westney Road.
- To the north/north-west are also two reserves. House Park accommodates a tennis club, a community Hall, and playing fields. It fronts both Kirkbride Road and Westney Road. Old School Reserve accommodates early childhood centres, a community hall, and general open space. It fronts both Kirkbride Road and Naylors Drive.

<sup>1</sup> <https://www.educationcounts.govt.nz/> School roll as at July 2023

<sup>2</sup> <https://www.educationcounts.govt.nz/> School roll as at July 2023

### 3.5 Existing roads in the vicinity of the Plan Change

The Site's western boundary fronts Westney Road. This is the only frontage for vehicle access the Site has. The immediate surrounding roads that are used to access the Plan Change area is outlined in Figure 7 below.

**Figure 7: Site and immediately surrounding transport network**



### 3.5.1 Westney Road

Westney Road runs between Kirkbride Road in the north and George Bolt Memorial Drive (SH20A) in the south. It does not have a direct connection with SH20A. Access to SH20A to the south is via Timberly Road and Verissimo Drive, and to the north via Kirkbride Road.

Westney Road is classified as a local road in Auckland Transport's strategic network plan Future Connect<sup>3</sup>. However based on the location in the network and traffic volumes as outlined below, Westney Road functions more like a Collector. Westney Road is not identified as an Arterial under the AUP.

Westney Road along the site frontage looking to the north is shown in Figure 8, and from the site looking south in Figure 9. The road features include the following.

- ♦ Along the Site frontage and to the north Westney Road has a 10 m wide carriageway with a 2 m wide flush median. On-street parking is permitted in various locations along the length of the road.
- ♦ To the south of the Site the Westney Road has an 11.5 m wide carriageway. On-street parking is permitted in various locations along the length of the road.
- ♦ The intersection with Kirkbride Road is signalised. The intersection with Montgomerie Road and Timberly Road is Give Way controlled.
- ♦ There are footpaths on both sides of the road.

There is an existing heavy vehicle ban on Westney Road from the southern boundary of the Site up to Kirkbride Road. We understand that this ban was put in place when the industrial land to the south was first zoned. The purpose of this ban was to restrict heavy vehicle access on the existing section of Westney Road which was already developed with non-industrial activities.

**Figure 8: Westney Road (Looking north towards the residential area)**



<sup>3</sup> A local road in that it has not been given any other classification.

**Figure 9: Westney Road (Looking south towards the light industrial area)**



### 3.5.2 Kirkbride Road

Kirkbride Road is classified as Secondary Arterial in Future Connect, and an Arterial Road under the AUP. It runs between Massey Road and Mountain Road, crossing SH20A, forming a key east west corridor in the area.

Kirkbride Road in the vicinity of Westney Road is shown in Figure 10. The road features include the following.

- ◆ A 10 m wide carriageway accommodate a traffic lane in each direction, a flush median, and protected cycle lanes (west of Westney Road only)
- ◆ Bus stop facilities located immediately west of Kirkbride Road/Westney Road intersection.
- ◆ Footpaths on both sides of the road and pedestrian crossing facilities at the signalised Westney Road intersection.

**Figure 10: Kirkbride Road (Looking east towards the intersection with Westney Road)**



### 3.5.3 Verissimo Drive and Timberly Road

Verissimo Drive and Timberly Road provide a connection between Westney Road and SH20A to the south. The southern portion of Verissimo Drive is under Auckland Airport Control (rather than Auckland Transport) but we understand they have obligations to maintain public connectivity.

Verissimo Drive and Timberly Road are classified as local roads in Future Connect<sup>4</sup>. However, based on the location in the network and traffic volumes as outlined below, Timberly Road and the southern portion of Verissimo Drive function more like a Collectors. They are not identified as Arterials under the AUP.

A typical cross section for Verissimo Drive is shown in Figure 11. Verissimo Drive, Timberly Road and the surrounding streets in this area have been designed to accommodate industrial traffic. The road features include the following.

- ◆ A large roundabout at the intersection of Verissimo Drive and Timberly Road.
- ◆ An 11.5 m wide carriageway accommodating a traffic lane in each direction and on-street car parking.
- ◆ Pedestrian footpaths on both sides of the road.

**Figure 11: Verissimo Drive (Looking north to Timberly Road roundabout)**



<sup>4</sup> Local roads in that they have not been given any other classification.

### 3.6 Existing traffic volumes

The latest traffic volume data, obtained from Auckland Transport's traffic count portal for the primary roads used to access the Plan Change Area, is summarised in Table 1 below.

**Table 1: Traffic volume data**

Road	Location	Count Date	Average Daily Traffic (vpd)	Peak Hour Volume (vph)
Westney Road	Between Kirkbride Road and Kohinoor Ave	17/02/2024	10,301	844
Kirkbride Road	Between Jordan Road and Westney Road	21/08/2022	16,122	1318
Verissimo Drive	Between Timberly Road RAB and end of 1 <sup>st</sup> stage	29/07/2013	5,491	454

Additional development has occurred on Verissimo Drive since the most recent count was undertaken. Traffic volumes on Verissimo Drive may now be higher. No counts are available for Timberly Road, although it will likely carry a similar volume of traffic to Verissimo Drive.

The Westney Road counts are at the northern end of the road which will include school related vehicle traffic. As schools that do not have an exclusive catchment zone, it is likely that they generate a high volume of private vehicle traffic given most students will not live within walking or cycling distance.

### 3.7 Existing road safety

We have completed a historical search of Waka Kotahi's Crash Analysis System (CAS) for the five-year period from 2019 to 2023, as well as all available data for 2024<sup>5</sup>.

The search area is Westney Road from the Montgomerie Road/Westney Road/Timberly Road intersection to the Westney Road/Kirkbride Road intersection, and Timberly Road until the Verissimo Drive/Timberly Road roundabout, inclusive of the intersections. The number of crashes and severity within the search area are shown in Figure 12.

A summary of the key findings is outlined below, with further details available in Appendix A

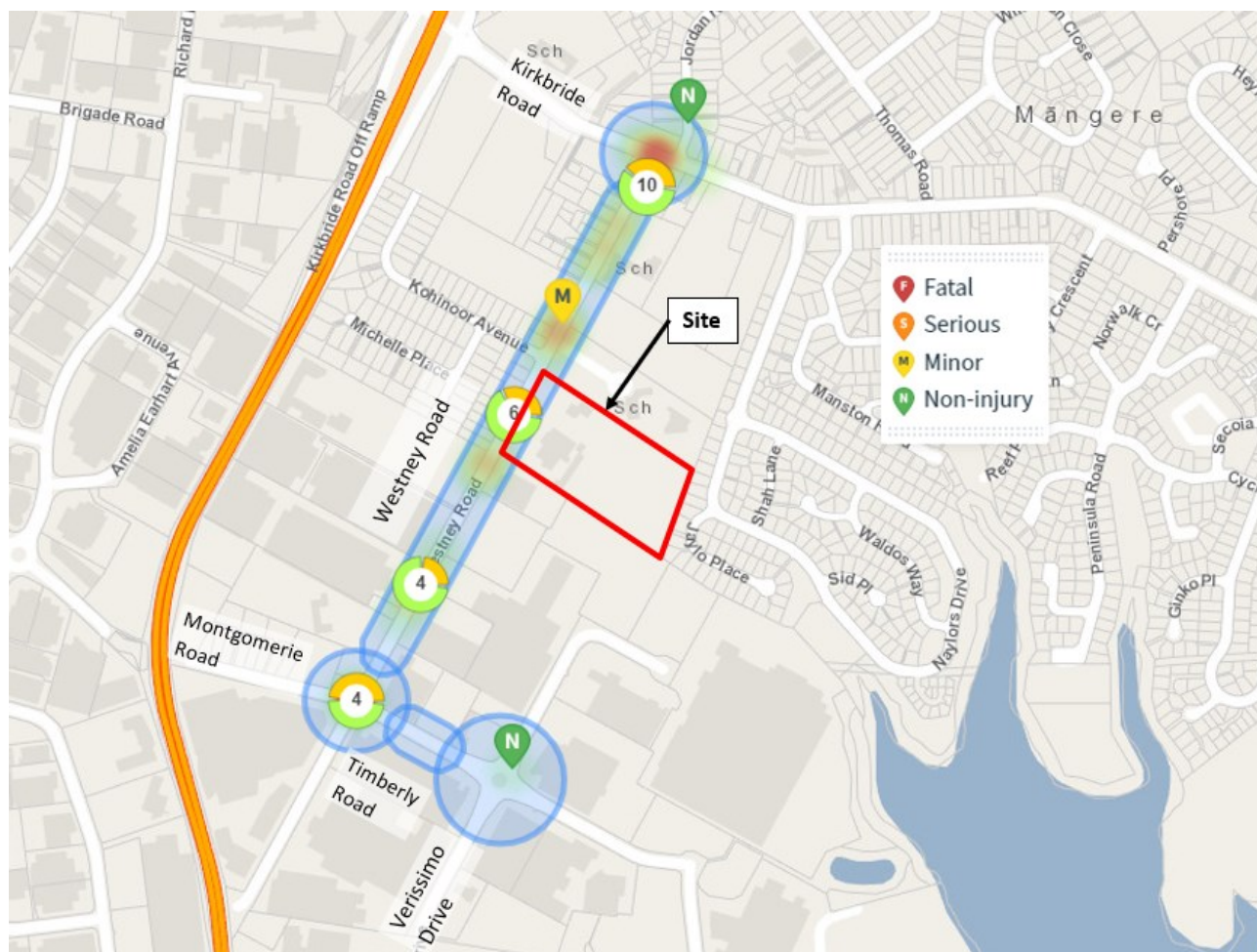
- ♦ A total of 22 crashes have been recorded in the vicinity of the Site, of which 8 were minor injury crashes and 14 were non-injury crashes.
- ♦ 3 minor and 4 non-injury crashes occurred within 100 m of the Plan Change site boundary fronting Westney Road.
  - ♦ One of the minor injury crashes involved a driver falling asleep and crashing into a parked truck on the roadside.

<sup>5</sup> Search undertaken October 2024.

- ◆ Another minor injury crash occurred when a vehicle hit another vehicles door when turning out of the school immediately north of the site. The driver was inattentive of a driveway reversing vehicle.
- ◆ The third minor injury crash involved a motorcycle collision as the rider was trying to overtake another vehicle which failed to check his blind spot when turning.
- ◆ Two crashes occurred at the intersection of Kirkbride Road and Westney Road. These consisted of 1 minor injury and 1 non-injury crash. The minor injury crash involved a 3 vehicle rear end collision which was attributed to road user factors and inattentive driving.
- ◆ Three crashes occurred at the Westney Road/Montgomerie Road/Timberly Road intersection. 1 minor and 2 non-injury crashes. The minor injury crash involved a head on collision as the at-fault driver do not oblige to the give-way control.

All crashes that occurred in the search area are low in severity and typical of busy roads in residential or industrial areas. There are no concerning crash trends.

**Figure 12: Site location, crash search area in blue and recorded crashes**



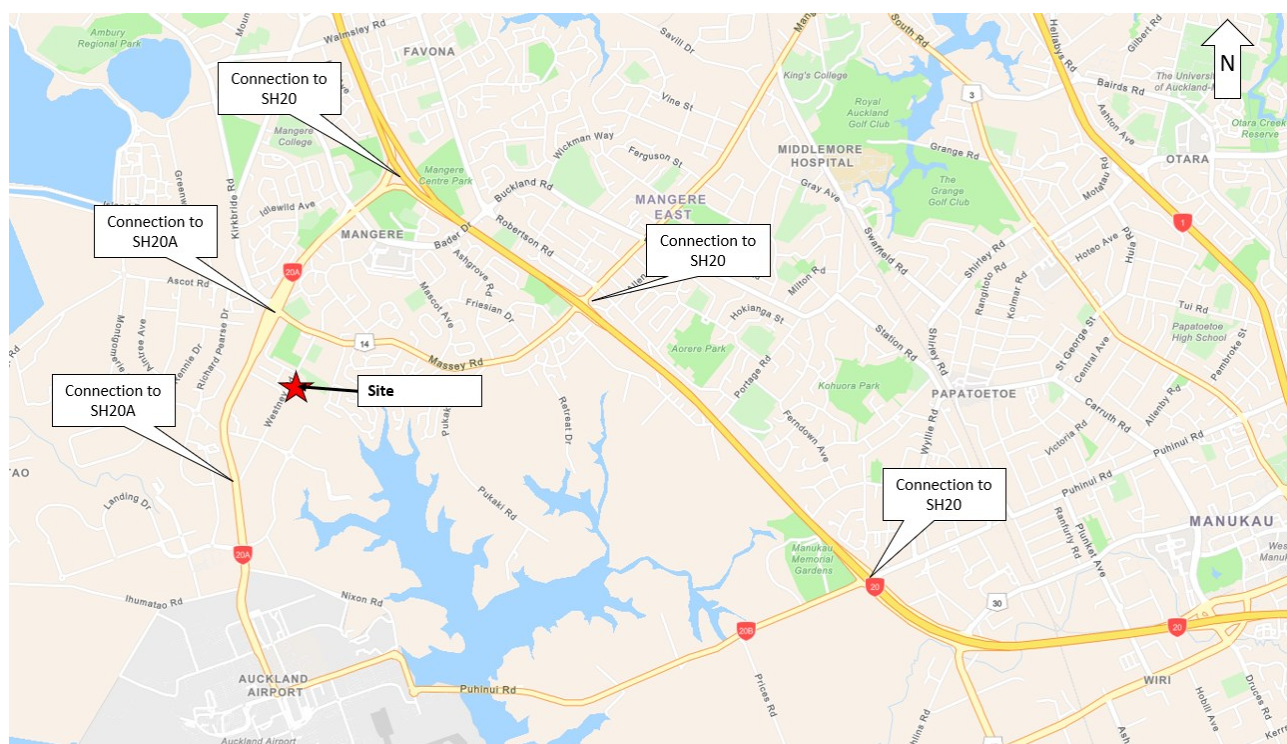
## 4 SITE ACCESSIBILITY

### 4.1 Existing private vehicle accessibility

As shown in Figure 13, the site is well located with respect to vehicle accessibility and in particular access to the state highway network.

- ◆ SH20A can be accessed via the interchanges at Kirkbride Road in the north (800 m) and Verissimo Drive in the south (1.6 km).
- ◆ The South Western Motorway (SH20) northbound can be accessed 2.5 km to the north. SH20 southbound can be accessed via Massey Road 3 km to the east, or via SH20B 8 km to the south east. The journey via SH20B is less than 2 km/5 minutes longer for general trips to the south, and would be the route heavy vehicles need to take.

**Figure 13: Site location in the strategic transport network**



### 4.2 Future private vehicle accessibility

The Draft RLTP 2024 does not include any specified projects for general vehicle capacity improvements in this area. However, roading improvements supporting the Auckland Housing Programme in Māngere are identified. There are no details provided regarding the types of projects intended to be funded, but it is most likely that vehicle capacity improvements will include some intersection upgrades. These types of upgrades may improve vehicle accessibility in the area, for people driving to and from the Site.

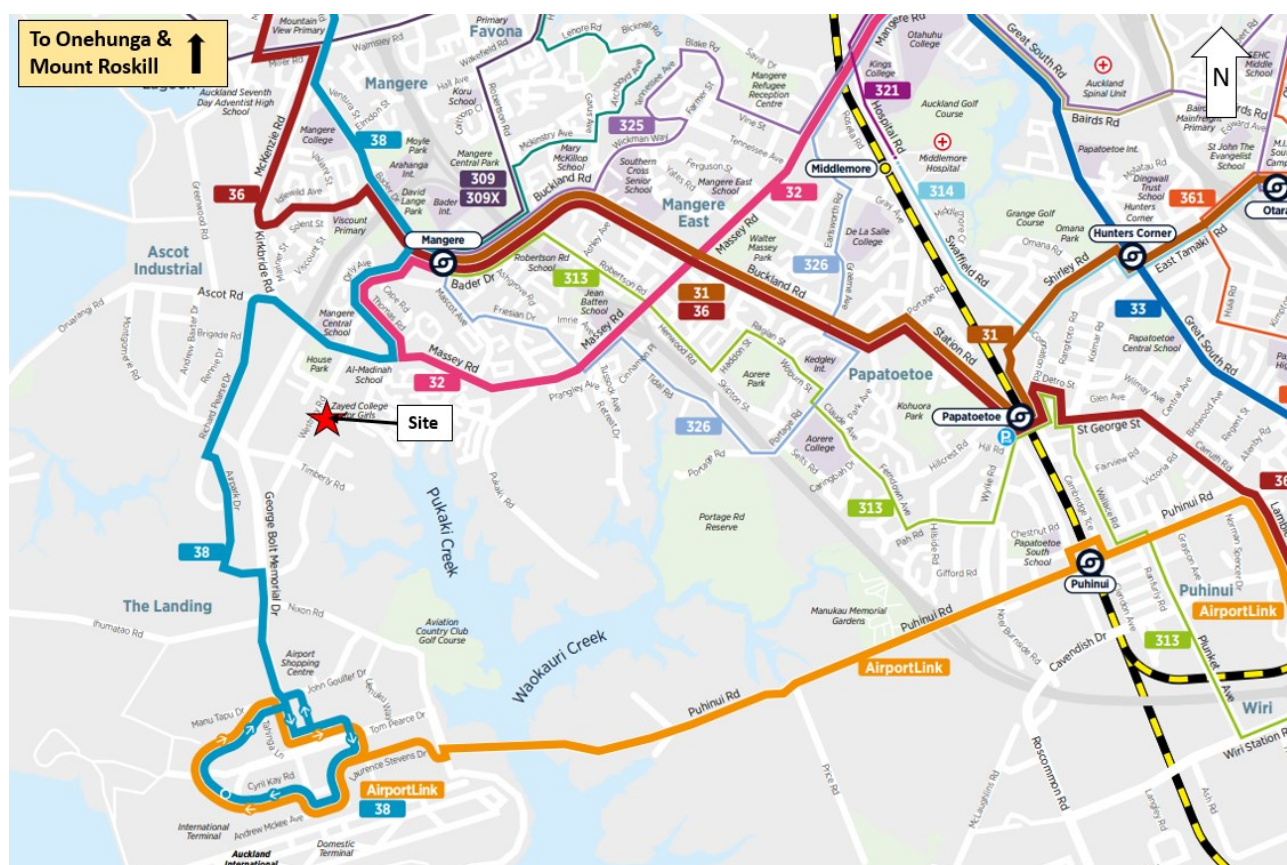
The Auckland Airport Masterplan identifies roading changes that may increase vehicle capacity and decrease travel times past the airport, between the Site and SH20B. Timing around this road connection is not confirmed.

### 4.3 Existing public transport accessibility

The site has good access to the current public transport with bus stops located within a 500 m walk.

- ♦ The bus routes are shown in Figure 14, with details of the routes given in Table 2. The two closest bus routes are the 38 and the 32 frequent services.
- ♦ The proximity of the Site to bus stop locations is shown in Figure 15. Bus stops providing access to the 38 route are a 450 m walk from the Site on Kirkbride Road. Bus stops providing access to the 32 route a 900 m walk on Thomas Road via Jordan Road. We note that this is outside a typical walkable catchment but is indicated for reference.
- ♦ Signalised pedestrian crossings are provided on Kirkbride Road giving easy access to bus stops in both directions.
- ♦ The 38 bus route connects the Site to Mangere where various other southern services can be connected to, and to Onehunga where various central services can be connected to, as well as the Onehunga Line of the rail network.

Figure 14: Map of existing public transport network in the vicinity of the Plan Change area



**Table 2: Nearest bus routes in the vicinity of the Plan Change area**

Route	Route Description	Bus Stop	Weekday Frequency	Weekend Frequency
38	Onewunga to Māngere Town Centre and Airport	Bus Stop 6656 and 6657 on Kirkbride Road	Every 30 minutes starting from 5:00 am then every 15 minutes from 7:00 am.	Every 30 minutes starting from 5:30 am then every 15 minutes from 7:30 am.
32	Māngere Town Centre to Ōtāhuhu Station, Ōtāhuhu Town Centre and Sylvia Park	Bus Stop 6640 and 6641 on Massey Road	Every 15 minutes for the peak periods, then varies for non-peak times	Every 15 minutes for the peak periods, then varies for non-peak times

**Figure 15: Bus stops in the vicinity of the Site**

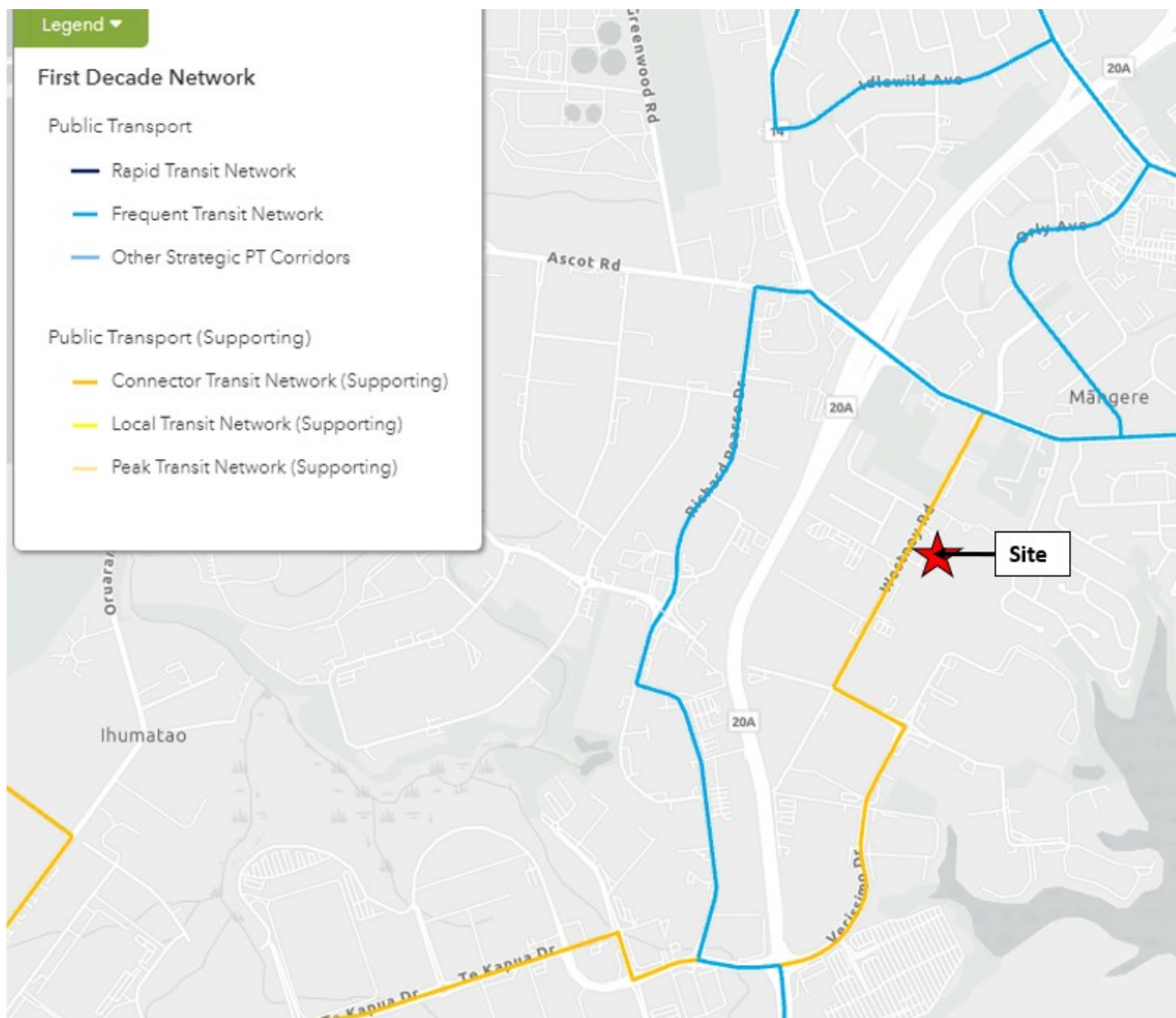


## 4.4 Future public transport accessibility

If current plans are implemented, public transport accessibility to the Site will improve.

- ◆ Future Connect currently indicates a proposed Public Transport Connector Transit route that travels along Westney Road. This new proposed route is shown in Figure 16 below.
- ◆ The Auckland Regional Public Transport Plan 2023-2031 has further outlined the proposed details of the future route. This indicates that the 324 local service will be upgraded to a Connector and extended from Māngere Town Centre to Ihumāto via Westney Road. Indicative bus stop locations are shown within 200 m of the Site.
- ◆ The new 324 route if implemented as currenting indicated will provide a connection to the southern rail line at Ōtāhuhu, and further southern bus network interchange opportunities.

**Figure 16: Future Connect First Decade Public Transport network in the vicinity of the Site.**



## 4.5 Existing walking and cycling accessibility

The roads surrounding the Site have good accessibility for pedestrians with footpaths on both sides of the road, and pedestrian crossings in key locations such as the Westney Road/Kirkbride Road intersection.

An indicative 10 minute (800 m) walking catchment from the Site frontage on Westney Road is shown in Figure 17. This includes some of the residential areas to the north, bus stops, and some of the industrial areas to the south.

There are no dedicated cycling facilities on Westney Road, with cyclists having to share the road with general traffic. However, there is a network of protected cycle lanes in Māngere that provide for some connectivity in the area. This includes some facilities on Kirkbride Road and a separated pathway along SH20A.

**Figure 17: Indicative 10 minute walking catchment**



## 4.6 Future walking and cycling accessibility

The Future Connect first decade strategic Cycle and Micromobility Network shows Massey Road and Kirkbride Road as a Major route, and Westney Road as a Local supporting route. If this network plan is realised, then the Site is well located to make use of the cycle network in the area.

The Draft RLTP 2024 includes Māngere West cycling improvements. If this project is completed, it will see dedicated cycling facilities available between Kirkbride Road and Māngere Bridge, giving access to the cycle network from Onehunga north.

The Draft RLTP 2024 also includes improvements supporting the Auckland Housing Programme in Māngere. This may see general improvements to walking and cycling in the area, making it easier for people living in this area to walk or cycle to and from the Site.

## 5 ASSESSMENT OF THE PLAN CHANGE

### 5.1 Vehicle traffic Generation

Considering the current and proposed base zoning alone, there are 2 high level development scenarios

- ♦ Residential development – up to 200 dwellings<sup>6</sup>
- ♦ Industrial development – up to 22,000 m<sup>2</sup> GFA.<sup>7</sup>

Table 3 shows estimated peak hour and daily vehicle trip generation for these two land use activities. In this scenario the proposed PPC could enable an increase in peak vehicle trips of 80 per hour, and daily vehicle trips of 360.

**Table 3: Existing and proposed zoning vehicle trip generation**

Scenario	Development Activity	Units	Peak hour vehicle trip rate	Estimated peak hour vehicle trips	Daily vehicle trip rate	Estimated daily trips
Existing zoning	Residential	200 dwellings	0.7 per dwelling <sup>8</sup>	140	7 per dwelling	1400
Proposed zoning	Industrial	22,000 m <sup>2</sup> GFA	1 per 100 m <sup>2</sup> GFA <sup>9</sup>	220	8 per 100 m <sup>2</sup> GFA	1,760
<b>Difference</b>	-	-	-	<b>80</b>	-	<b>360</b>

In addition to the above, we also note that Māngere 1 Precinct enables non-residential activities on the Site. Based on the location of the Site and the surrounding activities, we consider the following activities plausible.

- ♦ Restaurant/café - 200 m<sup>2</sup> on a 400 m<sup>2</sup> site<sup>10</sup>
- ♦ Retail – 2,000 m<sup>2</sup> of a 4,000m<sup>2</sup> site<sup>11</sup>
- ♦ Offices – 1,000 m<sup>2</sup> on a 2,000m<sup>2</sup> site<sup>12</sup>

<sup>6</sup> Based on an average development rate of 1 dwelling per 200 m<sup>2</sup>, similar to other developments in the area such as Otaimako Place to the east of the Site on Massey Road. And based on a site size of 4 ha

<sup>7</sup> Based on GFA equating to 55% of site area, based on the average building coverage/site area ratio of surrounding developed industrial sites.

<sup>8</sup> Based on an average of medium density housing (0.5 trips per dwelling) and low density housing (0.85) rates from the RTA, taking into account that a development of this size is will be higher density with lower car parking provision, but the location may result in more reliance on private vehicle travel. The same approach applies to the daily rate.

<sup>9</sup> Based on an average rate for warehousing, manufacturing and business park rates from the RTA and Research Report 453. The same approach applies to the daily rate.

<sup>10</sup> There does not appear to be any restaurants of cafes in the area, this GFA and site size is similar to what appears to be available in multiple locations on the western side of State Highway 20A.

<sup>11</sup> On the western side of State Highway 20A there a numerous retail stores of a similar size/site area. The location of the Site on the edge of the industrial zone makes it plausible for such an activity to be located here.

<sup>12</sup> An industrial area is a plausible site for offices to be developed noting the large volume of commercial activity that occurs in this area. Offices of this GFA/site size appear common in this area.

Table 4 shows the estimated peak hour and daily vehicle trip generation for these additional land use activities, assuming residential for the remainder of the Site. This indicates that the proposed PPC which also includes the removal of the Precinct could result in a reduction of vehicle trips compared to currently permitted development.

**Table 4: Existing and proposed zoning vehicle trip generation with additional activities**

Scenario	Development Activity	Units	Peak hour vehicle trip rate	Estimated peak hour vehicle trips	Daily vehicle trip rate	Estimated daily trips
Existing zoning	Restaurant/ Cafe	200 m <sup>2</sup> GFA	5 per 100 m <sup>2</sup> GFA <sup>13</sup>	10	60 per 100 m <sup>2</sup> GFA	120
	Retail	2,000 m <sup>2</sup> GFA	10 per 100 m <sup>2</sup> GFA <sup>14</sup>	200	90 per 100 m <sup>2</sup> GFA	1800
	Offices	1,000 m <sup>2</sup> GFA	2 per 100 m <sup>2</sup> GFA <sup>15</sup>	20	10 per 100 m <sup>2</sup> GFA	100
	Resulting residential	170 dwellings <sup>16</sup>	0.7 per dwelling	120	7 per dwelling	1200
	<i>Total</i>			<b>350</b>		<b>3,420</b>
Proposed zoning	Industrial	22,000 m <sup>2</sup> GFA	1 per 100 m <sup>2</sup> GFA <sup>17</sup>	220	8 per 100 m <sup>2</sup> GFA	1,760
<b>Difference</b>	-	-	-	<b>130</b>	-	<b>1,660</b>

## 5.2 Vehicle traffic effects

We have not undertaken any traffic modelling in this assessment of the proposed PPC as the potential additional vehicle traffic is low, or will be reduced depending on the scenarios considered. Overall, we consider that the vehicle traffic generated by development enabled under the PPC will not have any noticeable effects on the surrounding road network beyond what development enabled by the current zone and Precinct could.

- Compared to a fully residential development, industrial land use on the site may increase the overall vehicle trip generation. However this increase is not significant. An additional 80 vehicle trips in the peak hour and 300-400 per day are unlikely to have any noticeable effect on the operation of the surrounding road network.

<sup>13</sup> Based on RTA trip rates

<sup>14</sup> Based on an average of Research Report 453 low and high, and RTA slow trade retail trip generation rates. The same approach applies to the daily rate

<sup>15</sup> Based on an average of Research Report 453 low and high, and RTA office trip generation rates. The same approach applies to the daily rate

<sup>16</sup> Based on 200 m<sup>2</sup> per dwelling on the remaining 33,600 m<sup>2</sup> of the Site

<sup>17</sup> Based on an average rate for Warehousing. Manufacturing and business park rates from the RTA and Research Report 453. The same approach applies to the daily rate.

- ♦ The additional non-residential activities permitted by the Māngere 1 Precinct are more vehicle traffic intensive than residential. The existing zoning with the precinct provisions could possibly result in development that would generate more vehicle traffic than a typical industrial development on the same site.

We note that an increase in heavy vehicles generated by industrial development may have noticeable effects when considering the schools and residential land use in the area. However, we consider that the existing heavy vehicle ban on Westney Road mitigates this potential effect.

- ♦ The existing ban would restrict any additional heavy vehicle traffic generated by development enabled by the proposed PPC from travelling along the northern section of Westney Road past the schools and residential activity.
- ♦ The existing ban starts at the southern end of the Site's frontage on Westney Road. Heavy Vehicle access on the southern side of the site could work around this existing ban without any changes being needed.
- ♦ If needed, as part of any resource consent for development on the Site, the location of the ban southern start point could be adjusted to fit around any vehicle access. Auckland Transport have indicated that this is an option if required.
- ♦ The roads to the south are already designed for and accommodate heavy vehicle traffic associated with industrial activity. A connection to SH20A is available to the south. Additional heavy vehicle traffic generated by development enabled by the proposed PPC is unlikely to have any noticeable effect on these industrial streets. And we again note that the overall volume of traffic generated is not likely to be noticeable beyond the volume of traffic that could be generated under current zoning and precinct provisions.

### 5.3 Safety assessment

The proposed PPC is not considered to generate any adverse safety effects on the surrounding road network.

- ♦ There is no evidence of any existing crash trends that indicate the surrounding roads are unsafe. The low volume of additional vehicle traffic will not create any new issues.
- ♦ Any additional heavy vehicle traffic generated will be required to travel via the existing industrial area to the south where the roads are designed for this. There will not be additional heavy vehicle traffic travelling past schools or dwellings.
- ♦ The volume of traffic generated by development enabled by the proposed PPC is likely to be similar or less than traffic generated under current zoning and precinct provisions. As such the proposed PPC will not generate adverse safety effects by way of increase traffic volumes.

## 6 PLANNING OUTCOMES

No specific planning provisions are proposed to accompany the proposed PPC. The Precinct is proposed to be removed, and the current Auckland Unitary Plan rules and standards applied. We consider the current transport requirements adequate to enable transport matters for any future resource consent applications to be assessed and addressed as required.

### 6.1 Auckland Unitary Plan Chapter E27 Transport

Overall, it is considered that the provisions set out in Chapter E27 of the AUP will form an appropriate basis for the assessment of a resource consent under the proposed rezoning to Business – Light Industrial.

- ♦ It is likely that any development on the Site under the proposed zoning will trigger an assessment of vehicle traffic effects under Standard E27.6.1 Trip Generation. As per our assessment of vehicle traffic effects, GFA maybe greater than 20,000 m<sup>2</sup>, exceeding the thresholds listed in Table E27.6.1.1.
- ♦ The parking standard E27.6.2 will ensure that any development on the site will have adequate bicycle parking, end of trip facilities, and loading spaces.
- ♦ The access standard E27.6.4 is adequate to ensure that the design of any vehicle crossings and internal vehicle access can be designed to ensure the continued safe and efficient operation of Westney Road. In this regard we also note the existing heavy vehicle ban on the northern section of Westney Road which will also inform any vehicle access design

### 6.2 Auckland Unitary Plan Chapter E38 Subdivision

Chapter E38 would require consideration of at least some transport matters, such as access, for any subdivision of the Site under the proposed PPC.

- ♦ Subdivision of the site in general would be at least be a Restricted Discretionary activity (Table E38.4.3 - A33, A34, A35). Assessment criteria include consideration of safe and the convenient access to a legal road, the layout and design of roads. This enables vehicle access to be a matter of consideration for any subdivision application.
- ♦ Regarding subdivision of Business zoned lane, Chapter E38 has standards relating to parking areas (E38.9.1.2) and access (E38.6.2). Infringing these standards would trigger Discretionary activity status, enabling general/relevant transport matters to be considered.

### 6.3 Auckland Unitary Plan Chapter H17 Business Light Industry Zone

In general, transport matters for development enabled by the proposed PPC on the Site will be covered by chapters E27 and E38.

- ♦ Most general industrial activity in the Business – Light Industry zone is permitted.
- ♦ In some circumstances, such as non-industrial activities being located within 30 m of an industrial zone, the activity would be Restricted Discretionary and vehicle traffic is a matter of discretion.

## 7 CONSULTATION WITH AUCKLAND TRANSPORT

An initial assessment of the proposed PPC was prepared in December 2023 and provided to Auckland Transport for review. This included an initial assessment of the vehicle traffic generation and effects, and an assessment of the transport network providing access to the Site. The existing heavy vehicle ban on Westney Road was also discussed.

A meeting was held with Maguerite Pearson and Emeline Fonua (Transport Planners, Spatial Planning and Policy Advice) on 11 December 2023. Feedback during of meeting was generally accepting of the assessment which indicated vehicle traffic effects were negligible.

Following the meeting, an email was provided by Auckland Transport outlining further detailed feedback. This email is provided in Appendix B and is summarised as follows.

- ♦ Auckland Transport consider the existing heavy vehicle ban on Westney Road appropriate, but is open to changes to the extent of the ban in relation to any development that would be enabled by the proposed PPC on the Site.
- ♦ The connection to SH20A from the Site via Verissimo Drive is acknowledged as being under the control of Auckland Airport, but Auckland Transport note that there are obligations to keep these roads publically accessible.

Regarding any potential changes to the extent of the Westney Road heavy vehicle ban, we note that this does not need to be addressed as part of the proposed PPC. It's possible that heavy vehicle access can be provided without changes needed. Otherwise any changes can be addressed as part of any resource consent application for development on the site when vehicle access locations will be known.

## 8 CONSISTENCY WITH RELEVANT TRANSPORT STRATEGIES

Taking into account the size and location of the proposed PPC, the following relevant transport policies and strategies have been taken into consideration.

- ♦ Auckland Regional Transport Plan 2024
- ♦ Auckland Regional Public Transport Plan 2023
- ♦ Auckland Transport's Network Plan - Future Connect
- ♦ Auckland Freight Plan
- ♦ Vision Zero

## 8.1 Auckland Regional Land Transport Plan

The Regional Land Transport Plan 2024-2034 (RLTP) sets out which projects, programmes and operating items Auckland Transport, the New Zealand Transport Agency and KiwiRail seek to fund from the National Land Transport Fund.

The RLTP responds to the challenge of a growing population as well as Auckland Council and Government transport policy outcomes for the following.

- ♦ Faster and more reliable public transport
- ♦ Improved transport network resilience and sound asset management
- ♦ Improved regional economic productivity, including reduced congestion and faster travel times
- ♦ Improved safety and reduced deaths and serious injuries
- ♦ Continued decarbonisation of the transport system towards the 2050 target

A focus of the RLTP is maintenance and renewal of existing assets, improvements to existing public transport services, and completing projects already committed and in progress. There will be less funding available for new capital projects.

The proposed PPC is in alignment with the RLTP in that it is located adjacent to an existing and well established industrial area. It makes use of an existing transport network already established to cater for the type and volume of vehicle traffic likely to be generated, and is accessible via existing public transport routes.

The RLTP also includes some projects that will improve cycle connectivity to the Site from the north, and general transport improvements to accommodate housing growth in the adjacent residential areas. The proposed PPC enables employment growth adjacent to these growing residential areas, and the transport improvements may facilitate better access to the Site, particularly for walking and cycling.

## 8.2 Auckland Regional Public Transport Plan

The Auckland Regional Public Transport Plan (RPTP) outlines the investments that Auckland Transport has set out for the next 8 years from 2023 to 2031. The vision is to “To massively increase public transport use to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment.” The RPTP outlines the following

- ♦ How public transport will be managed and improved over the next 8-years, with a detailed focus on the first 3-years.
- ♦ The public transport services that will operate during this time period and how they will change.
- ♦ The goals, policies, and actions that will shape public transport.
- ♦ How we will monitor the performance of the public transport system and check its meeting Aucklanders’ expectations.

The proposed PPC puts additional employment on a planned public transport route and within 500 m of an existing frequent public transport route. This aligns with the goals of providing safe and accessible transport for everyone, and integrating public transport into a growing Auckland.

### 8.3 Future Connect

Future Connect is the long-term network plan for Auckland's transport system. Future Connect maps the strategic network for all transport modes, and sets the long term vision that informs the RLTP.

In the first decade, the Future Connect strategic network identifies Westney Road as a Level 3 Freight Route and a Public Transport Connector route. The proposed PPC aligns with this strategic direction in that it provides for more industrial activity on Westney Road, and puts more employment adjacent to an intended public transport corridor.

### 8.4 Auckland Freight Plan

The Auckland Freight Plan has been developed by Auckland Transport (AT) to improve freight literacy and provide a freight lens to inform integrated transport planning. The proposed PPC is located adjacent to an existing key industrial area identified in the plan and on a freight route already identified in the plan.

### 8.5 Vision Zero

Vision Zero for Tāmaki-Makaurau Auckland is a transport safety vision that states that there will be no deaths or serious injuries on our transport system by 2050. It is based on the Safe System approach which recognises that people make mistakes and we need to build a transport system that is forgiving of that.

The proposed PPC aligns with Vision Zero in that it is located adjacent to an existing industrial area where the roads have been designed to accommodate industrial traffic. While there are schools adjacent to the Site, there is an existing heavy vehicle ban that limits the mixing of heavy vehicles with school traffic and pedestrians.

## 9 CONCLUSIONS

Based on the analysis described in this report, we conclude that the proposal to rezone 50 Westney Road from Residential - Mixed Housing suburban to Business – Light Industry will result in no noticeable effects relating to the function, capacity, and safety of the surrounding transport network.

- ♦ The Site has good access via all transport modes and is particularly well located for freight related traffic.
- ♦ The potential vehicle traffic generated by development enabled by the proposed PPC would be similar to or less than vehicle traffic generated by development enabled under the current zone and Precinct. As such the traffic effects will be negligible.
- ♦ There is an existing heavy vehicle ban on Westney Road which will limit any heavy vehicle traffic legally traveling past the residential activities and schools to the north of the Site. We do not anticipate that there will be any adverse safety issues generated by the proposed PPC.
- ♦ The current Auckland Unitary Plan rules and standards relating to transport are adequate to ensure good outcomes for development on the Site enabled by the proposed PPC. Specific transport provisions for the Site are not necessary.

It is therefore considered that there is no transportation planning or traffic engineering reason to preclude the implementation of the proposed PPC.

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## APPENDIX A

## Crash history

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CODED CRASH ID	Crash road	Distance	Direction	Side road	Easting	Northing	Longitude	Latitude	ID	Date	Day of week	Time	Description of events	Crash factors	Surface condition	Natural light	Weather	Junction	Control	Casualty count fatal	Casualty count serious	Casualty count minor	Social Cost \$(m)
1225713	JORDAN ROAD	64	N	KIRKBRIDE ROAD	1759635	5906399	174.793472	-36.974987	201986920	6/12/2019	Fri	13:00	SUV1 SDB on JORDAN ROAD hit Car/Wagon2 reversing along road	CAR/WAGON2, did not check/notice another party behind	Dry	Bright sun	Fine	Nil (Default)	Nil	0	0	0	0.03
1286248	KIRKBRIDE ROAD		I	JORDAN ROAD	1759627	5906335	174.793392	-36.975567	2021191003	5/06/2021	Sat	21:06	Car/Wagon1 NDB on KIRKBRIDE ROAD lost control turning right but did not leave the road, Car/Wagon1 hit traffic sign	CAR/WAGON1, lost control when turning, new driver/under instruction	Dry	Dark	Fine	T Junction	Nil	0	0	0	0.05
1273739	KIRKBRIDE ROAD	40	E	JORDAN ROAD	1759656	5906323	174.793723	-36.975666	2021178550	10/02/2021	Wed	14:32	Car/Wagon1 WDB on KIRKBRIDE ROAD hit turning Car/Wagon2	CAR/WAGON2, alcohol test below limit, failed to give way entering roadway from driveway	Wet	Overcast	Heavy rain	Driveway	Nil	0	0	0	0.05
1230224	KIRKBRIDE ROAD		I	WESTNEY ROAD	1759599	5906345	174.793076	-36.975478	2020145609	7/02/2020	Fri	13:50	Truck1 DIRN on KIRKBRIDE ROAD hit rear end of Car/Wagon2 stop/slow for queue	CAR/WAGON2, alcohol test below limit TRUCK1, speed on straight CAR/WAGON3, alcohol test below limit CAR/WAGON4, alcohol test below limit	Dry	Bright sun	Fine	T Junction	Traffic Signals	0	0	0	0.05
1337252	KIRKBRIDE ROAD		I	WESTNEY ROAD	1759564	5906359	174.792676	-36.975355	2023249906	2/03/2023	Thu	6:15	Car/Wagon1 EDB on KIRKBRIDE ROAD hit rear end of Car/Wagon2 stop/slow for signals	CAR/WAGON2, alcohol test below limit	Dry	Bright sun	Fine	T Junction	Traffic Signals	0	0	2	0.11
1239000	VERISSIMO DRIVE		I	TIMBERLY ROAD	1759361	5905389	174.79061	-36.984128	2020158866	23/03/2020	Mon	21:45	Truck1 SDB on VERISSIMO DRIVE hit Car/Wagon2 merging from the right	TRUCK1, failed to give way at priority traffic control	Null	Dark	Null	Roundabout	Give way	0	0	0	0.05
1373137	WESTNEY ROAD	156	S	KIRKBRIDE ROAD	1759508	5906210	174.792079	-36.976709	2023276572	8/11/2023	Wed	9:45	Car/Wagon1 hit parked (unattended) vehicle, Car/Wagon2 hit parked (unattended) vehicle	CAR/WAGON1, alcohol test below limit, attention diverted by food, cigarettes, beverages, failed to give way entering roadway from driveway	Dry	Bright sun	Fine	Driveway	Nil	0	0	1	0.11
1300729	WESTNEY ROAD	80	S	KIRKBRIDE ROAD	1759545	5906280	174.792481	-36.976073	2021217868	17/06/2021	Thu	15:00	Car/Wagon1 NDB on WESTNEY ROAD hit parked veh, Car/Wagon1 hit parked (unattended) vehicle	CAR/WAGON1, too far left	Null	Unknown	Null	Nil (Default)	Nil	0	0	0	0.05
1315211	WESTNEY ROAD	135	S	KIRKBRIDE ROAD	1759518	5906229	174.792188	-36.97654	2022229134	8/07/2022	Fri	17:50	Ute1 NDB on WESTNEY ROAD hit rear end of Car/Wagon2 stopped/moving slowly	CAR/WAGON2, alcohol test below limit, suddenly braked UTE1, alcohol test below limit, following too closely	Wet	Dark	Fine	Nil (Default)	Nil	0	0	1	0.11
1226413	WESTNEY ROAD	61	N	KOHINOOR AVENUE	1759439	5906086	174.791332	-36.977839	2020150565	17/03/2020	Tue	17:26	Car/Wagon1 NDB on WESTNEY ROAD changing lanes to left hit Motorcycle2	CAR/WAGON1, alcohol test below limit, other overtaking	Dry	Bright sun	Fine	Nil (Default)	Nil	0	0	1	0.11
1374518	WESTNEY ROAD		I	KOHINOOR AVENUE	1759418	5906047	174.791112	-36.978196	2023261627	29/06/2023	Thu	9:30	Ute1 SDB on WESTNEY ROAD hit parked veh, Ute1 hit parked (occupied) vehicle, parked (occupied) vehicle, Car/Wagon2 hit parked (unattended) vehicle	CAR/WAGON2, alcohol test below limit, other parked or stopped UTE1, alcohol test below limit, too far left	Wet	Overcast	Light rain	T Junction	Nil	0	0	0	0.05
1248355	WESTNEY ROAD	208	S	KOHINOOR AVENUE	1759314	5905855	174.789979	-36.979938	2020171207	28/11/2020	Sat	6:15	SUV1 SDB on Westney Road hit parked veh, SUV1 hit parked (unattended) vehicle	SUV1, alcohol suspected, too far left	Dry	Dark	Fine	Nil (Default)	Nil	0	0	1	0.11
1309602	WESTNEY ROAD	39	N	KOHINOOR AVENUE	1759430	5906067	174.791235	-36.978012	2022225243	1/06/2022	Wed	18:42	Car/Wagon1 NDB on WESTNEY ROAD lost control turning right; went off road to left	CAR/WAGON2, alcohol test below limit	Dry	Dark	Fine	Driveway	Nil	0	0	2	0.11
1299784	WESTNEY ROAD	171	S	KOHINOOR AVENUE	1759330	5905884	174.790156	-36.979682	2021203508	26/10/2021	Tue	7:15	Car/Wagon1 SDB on WESTNEY ROAD hit VEHB manoeuvring	CAR/WAGON1, alcohol test below limit, other lost control	Wet	Overcast	Fine	Nil (Default)	Nil	0	0	0	0.05
1232178	WESTNEY ROAD	172	S	KOHINOOR AVENUE	1759330	5905885	174.790148	-36.979671	2020148141	9/03/2020	Mon	22:02	Car/Wagon1 NDB on WESTNEY ROAD hit parked veh, Car/Wagon1 hit parked (unattended) vehicle	CAR/WAGON1, alcohol test below limit, inappropriate speed for road conditions, lost control - road conditions, ENV: road surface potholed	Wet	Dark	Light rain	Nil (Default)	Nil	0	0	0	0.05
1284374	WESTNEY ROAD	108	S	KOHINOOR AVENUE	1759360	5905939	174.790475	-36.979177	2021189327	21/05/2021	Fri	16:00	Car/Wagon1 NDB on WESTNEY ROAD lost control; went off road to left, Car/Wagon1 hit fence	CAR/WAGON1, alcohol test below limit, emotionally upset/road rage, other lost control, too far left	Dry	Bright sun	Fine	Nil (Default)	Nil	0	0	0	0.05
1280815	WESTNEY ROAD	186	N	MONTGOMERIE ROAD	1759208	5905662	174.78883	-36.981701	2021203923	18/10/2021	Mon	4:50	Car/Wagon1 NDB on WESTNEY ROAD hit parked veh, Car/Wagon1 hit parked (unattended) vehicle	CAR/WAGON1, alcohol suspected, drugs suspected, lights not switched on, too far left, ENV: heavy rain	Wet	Dark	Heavy rain	Nil (Default)	Nil	0	0	1	0.11
1219093	WESTNEY ROAD		I	TIMBERLY ROAD	1759120	5905501	174.787872	-36.983164	201982106	1/10/2019	Tue	1:15	Car/Wagon1 EDB on WESTNEY ROAD lost control turning right; went off road to left, Car/Wagon1 hit fence, parked (unattended) vehicle	CAR/WAGON1, evading enforcement, lost control when turning, other inexperience	Dry	Dark	Light rain	Crossroads	Give way	0	0	0	0.03
1327936	WESTNEY ROAD		I	TIMBERLY ROAD	1759117	5905497	174.787844	-36.983204	2022227602	21/06/2022	Tue	8:30	Car/Wagon1 NDB on WESTNEY ROAD hit Car/Wagon2 merging from the right	CAR/WAGON1, alcohol test below limit, ENV: dazzling sun	Dry	Bright sun	Fine	Crossroads	Give way	0	0	0	0.05
1236844	WESTNEY ROAD	263	N	TIMBERLY ROAD	1759246	5905730	174.789247	-36.981078	2020153026	27/05/2020	Wed	19:00	Other1 NDB on Westney Road hit Truck2 reversing along road	TRUCK2, alcohol test above limit or test refused, did not check/notice another party behind	Dry	Dark	Fine	Nil (Default)	Nil	0	0	0	0.05
1177046	WESTNEY ROAD		I	TIMBERLY ROAD	1759115	5905494	174.787826	-36.983232	201911209	10/01/2019	Thu	13:30	Car/Wagon1 NDB on WESTNEY ROAD hit Car/Wagon2 crossing at right angle from right	CAR/WAGON1, alcohol test below limit	Dry	Bright sun	Fine	Crossroads	Give way	0	0	1	0.1
1235489	WESTNEY ROAD	225	N	TIMBERLY ROAD	1759228	5905696	174.789049	-36.981389	2020155508	24/01/2020	Fri	6:10	Car/Wagon1 NDB on WESTNEY ROAD changing lanes to left hit Car/Wagon2	CAR/WAGON2, alcohol test below limit, failed to give way at priority traffic control, failed to notice control	Dry	Twilight	Null	Nil (Default)	Nil	0	0	0	0.05

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## APPENDIX B

## Auckland Transport email

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**Russell Brandon**

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**From:** Emeline Fonua (AT) <Emeline.Fonua@at.govt.nz>  
**Sent:** Wednesday, 31 January 2024 1:59 pm  
**To:** Mark Benjamin  
**Cc:** Rusell.Brandon@flownz.com; Marguerite Pearson (AT)  
**Subject:** RE: 50 Westney Road, Mangere - Private Plan Change - Transport Considerations

Hi Mark,

Thank you for your time last December on the proposed Plan Change at 50 Westney Road, Māngere.

From our meeting, we had a few actions. Please see our initial comments from our relevant SME regarding the heavy vehicle restriction and Verissimo Drive.

**Heavy vehicle restriction**

The heavy vehicle restriction was put on when the land to the south was zoned Business - Light Industry Zone, in order to restrict heavy vehicles travelling through the residential section of Westney Road. The current restriction on heavy vehicles is appropriate given the presence of a number of schools on northern section of Westney Road - however, based on your proposal for the site, AT is willing to consider a review of the sign location, however, it will need to go through a full resolution process. If approved this would move the restriction to the edge of the property, and HVs (over 3,500kg) exiting the site should only be allowed to turn left.

**Private Road - Verissimo Drive**

It is noted that the southern portion of Verissimo Drive is subject to the Auckland Airport Precinct whereby Auckland Airport retains ownership, however, they have obligations to maintain connectivity to public roads to the north.

If you have any other questions, please don't hesitate to contact me.

Ngā mihi,

Emeline

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