4 Leek Street, Newmarket
PO Box 128259, Remuera 1541, Auckland
Ph. 09 869 2825
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Mr T Morgan
Tattico
PO Box 91562
Victoria Street
**Auckland 1142**

18 September 2025

**Copy via email:** **tom.morgan@tattico.co.nz**

Dear Tom,

**SECTION 92 RESPONSE (BUN60450091) – TRAFFIC & TRANSPORT ENGINEERING MATTERS**

Following Auckland Council's (Council) review of the application for the proposed rest home apartments at 147-153 Edgewater Drive, Pakuranga, the Council have issued a Section 92 letter requesting further information.

This letter outlines the Council's feedback relating to traffic and transport matters, and Commute's response to each item. The original Traffic Assessment Report prepared by Commute (Commute Report) is referenced in the responses.

# 1 PLANNING COMMENTS

## 1.1 ITEM 1

Request

> *"I am unclear how the parking spaces (in particular) comply with PC79 and the provision of vertically separated footpaths to parking spaces Standard E27.6.6(5) as no pedestrian access is provided except for spaces 10 and 11 for Block B parking"*

Response:

**Basement level of Building A**

The proposed basement accommodates only 19 spaces and is anticipated to generate a maximum of 4–5 vehicle movements per hour at peak times. Given this very low traffic demand, the potential for conflict between pedestrians and vehicles is extremely low.

It is also noted that the existing basement under Ambridge Rose Manor operates without grade-separated pedestrian paths, and we are not aware of any issues arising from this arrangement. This is consistent with common practice across New Zealand, including in public parking facilities, where pedestrian paths are not typically provided in basement areas.

If a dedicated pedestrian route were to be installed, it would likely be located behind the vehicle parking bays. However, given the central location of the lift lobby, pedestrians are far more likely to walk directly along the main aisle to the lifts rather than follow designated routes behind the car parks. As such, providing a path in this location would not add practical safety benefits and would likely remain unused.

**Ground Floor Car Park serving Buildings A and B**

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All 90-degree parking spaces on the ground floor have direct pedestrian access to the main building entries, allowing residents to move safely from their vehicle into the development. For the angle parking spaces, there is no segregated pedestrian footpath; however, vehicle movements in this area are forecast to be only 6 – 8 per hour during peak demand periods. At these volumes, pedestrians can comfortably and safely walk between their vehicles and building entrances without encountering a moving vehicle.

In addition, the site layout provides good visibility, slow operating speeds, and short walking distances between parking spaces and building entries, further minimising the potential for conflict.

Annotated pedestrian routes will be added to the site plan to clearly indicate the intended connections between unit entries, communal facilities, and parking areas.

### 1.2 ITEM 2

Request

> *"Clarification of the Block B parking is also required, is space 6 blocking pedestrian access to the building?"*

Response:

Space 6 is not in that location; this was a drafting error that has now been remediated.

## 2 AUCKLAND COUNCIL COMMENTS

### 2.1 ITEM A

Council Request

> *"Please provide justification for the proposed 3.6 m wide ramp, which does not allow for simultaneous ingress and egress movements. Please confirm if width can be adjusted or provide on-site constraints as justification for Council to accept signals as mitigation"*

Response:

The proposed development is anticipated to generate 9 – 12 vehicle movements in the PM peak hour, with the Building A basement accounting for a maximum of 4 – 5 vehicle movements per hour given it serves just 19 (38%) of the 50 total spaces. On this basis, a one-way ramp arrangement is considered appropriate as the volume of traffic is very low.

The proposed 3.6 m ramp has been consented previously in this form and is supported by vehicle tracking analysis (Attachment A of the report), which demonstrates compliance with Auckland Transport's design vehicle requirements. The geometry and width are sufficient to safely accommodate one-way entry or exit movements at the expected frequency.

Further, the ramp length and grades have been designed in accordance with Unitary Plan standards, and traffic signals are proposed to control ramp movements with priority to inbound vehicles. This management measure effectively eliminates the potential for vehicle conflict, ensuring safe and efficient use of the ramp even during peak times.

It is also important to note that providing a wider two-way ramp would require significant redesign and loss of basement parking capacity, with no proportional transport benefit given the very low demand.

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In this context, the combination of very low traffic generation, compliance with tracking standards, and active signal management is considered a robust justification for the 3.6 m ramp.

## 2.2 ITEM B

Council Request

> *"Please confirm how active mode transport (especially pedestrians) will safely walk on grade-separated pedestrian routes within:*
>
> *i. The basement level of Building A, and*
> *ii. The ground floor car park serving Buildings A and B.*
>
> *Also, annotate the pedestrian paths on the site plan and clarify the intended routes to/from unit entries and communal facilities"*

Response:

**Basement level of Building A**

The proposed basement accommodates only 19 spaces and is anticipated to generate a maximum of 4–5 vehicle movements per hour at peak times. Given this very low traffic demand, the potential for conflict between pedestrians and vehicles is extremely low.

It is also noted that the existing basement under Ambridge Rose Manor operates without grade-separated pedestrian paths, and we are not aware of any issues arising from this arrangement. This is consistent with common practice across New Zealand, including in public parking facilities, where pedestrian paths are not typically provided in basement areas.

If a dedicated pedestrian route were to be installed, it would likely be located behind the vehicle parking bays. However, given the central location of the lift lobby, pedestrians are far more likely to walk directly along the main aisle to the lifts rather than follow designated routes behind the car parks. As such, providing a path in this location would not add practical safety benefits and would likely remain unused.

**Ground Floor Car Park serving Buildings A and B**

All 90-degree parking spaces on the ground floor have direct pedestrian access to the main building entries, allowing residents to move safely from their vehicle into the development. For the angle parking spaces, there is no segregated pedestrian footpath; however, vehicle movements in this area are forecast to be only 6 – 8 per hour during peak demand periods. At these volumes, pedestrians can comfortably and safely walk between their vehicles and building entrances without encountering a moving vehicle.

In addition, the site layout provides good visibility, slow operating speeds, and short walking distances between parking spaces and building entries, further minimising the potential for conflict.

Annotated pedestrian routes will be added to the site plan to clearly indicate the intended connections between unit entries, communal facilities, and parking areas.

## 2.3 ITEM F

Council Request

> *"Please provide revised tracking diagrams for the following two scenarios:*
>
> *i. With adjacent parking spaces occupied*

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*ii. Demonstrating that swept paths maintain adequate clearance and do not encroach onto adjacent parking spaces, including 300mm safety buffers"*

Response:

Vehicle tracking has been updated and is attached in Appendix A of this document. A 300mm safety buffers has been used for the 85$^{th}$ percentile car, while a 500mm safety buffer has been used for the rubbish truck.

## 2.4 ITEM G

Council Request

*"Please revise the vehicle crossing design, as current tracking paths indicate that 8m rigid truck vehicle wheels encroach beyond the proposed vehicle crossing splays. Updated drawings should demonstrate full compliance with Auckland Transport's TDM vehicle crossing standards"*

Response:

Vehicle crossing designs have been updated to comply with Auckland Transport TDM drawings number VX0103 Rev B. Vehicle tracking has been undertaken on the new layout and show that the 6.5m rigid truck vehicle wheels no longer encroach beyond the proposed vehicle crossing splays, as shown in Appendix A.

## 2.5 ITEM I

Council Request

*"Please confirm whether any traffic calming measures (e.g. speed humps) are proposed for the exit driveway, to reduce vehicle speeds and improve pedestrian safety"*

Response:

Traffic calming is proposed at the exit driveway at a point approximately 4m from the property boundary.

## 2.6 ITEM J

Council Request

*"Please provide tracking diagrams for the largest design vehicle (e.g. delivery van or ambulance) and a check vehicle (e.g. fire appliance) to verify that the internal accessway design allows for safe and efficient movement or confirm that 8m rigid truck would be the largest design vehicle?"*

Response:

The rubbish track that service the existing Ambridge Rose Manor is a 6.5m long truck, a vehicle no larger than this is expected to traverse the site. As such vehicle tracking has been updated for the 6.5m truck. Updated vehicle tracking plans attached show that a 6.5m rigid truck can traverse the site in a safe and efficient manner, as shown in Appendix A.

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## 2.7 ITEM K

Council Request

> *"Please provide reasoning for not providing 4m long platform as per Traffic Engineer recommendation? "A minimum 4m long platform with a gradient no greater than 5% is provided at the exit driveway to allow vehicles to safely stop for pedestrians or vehicles on Edgewater Drive""*

Response:

Civil Engineering plans have been updated to now provide a 4m long platform with a gradient of 2.8% at the exit driveway to allow vehicles to safely stop for pedestrians or vehicles on Edgewater Drive.

# 3 CONCLUSION

Overall, we consider the development acceptable and trust this addresses the outstanding queries from Auckland Council.

Yours sincerely

**Commute Transportation Consultants**

Matan Aharon

**Principal Transport Consultant**

matan@commute.kiwi

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# APPENDIX A: UPDATED VEHICLE TRACKING ASSESSMENT

Entry

Exit

4.89

0.91

2.85

AT Design Vehicles - 4.9m - 85th Car

Metres

Width : 1.88
Track : 1.86
Lock to Lock Time : 4.0
Steering Angle : 33.6

| Revision notes: | | |
|---|---|---|
| Rev: | Date: | Notes: |
| | | |

**Drawn by:** HA
J003117

**Client:**

**Project:** 147-153 Edgewater Drive Pakuranga
Proposed Residential Development

**Drawing Title:** Vehicle Tracking
85th Percentile Vehicle Tracking Entry/Exit

**Date:** 16/09/25

**Scale @ A3:** 1:100

**Revision:** A

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**Figure:** A1

Entry

Exit

4.89

0.91

2.85

AT Design Vehicles - 4.9m - 85th Car

Metres

Width : 1.88
Track : 1.86
Lock to Lock Time : 4.0
Steering Angle : 33.6

**Revision notes:**

| Rev: | Date: | Notes: |
|---|---|---|
| | | |

**Drawn by:**
HA
J003117

**Client:**

**Project:**
147-153 Edgewater Drive Pakuranga
Proposed Residential Development

**Drawing Title:**
Vehicle Tracking
85th Percentile Vehicle Tracking Entry/Exit

**Date:**
16/09/25

**Scale @ A3:**
1:100

**Revision:**
A

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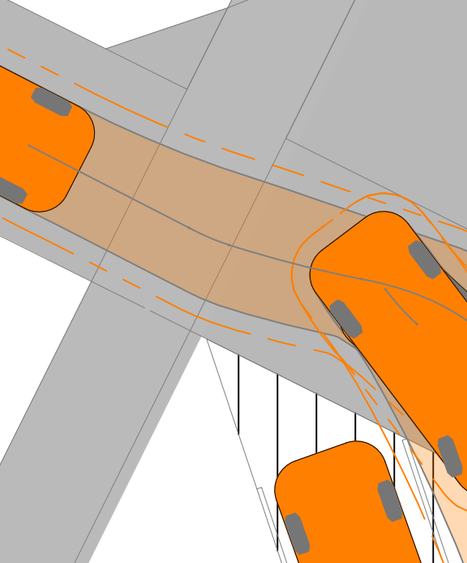
**Figure:**
A2

Entry




AT Design Vehicles - 4.9m - 85th Car

Metres

| | |
|---|---|
| Width | : 1.88 |
| Track | : 1.86 |
| Lock to Lock Time | : 4.0 |
| Steering Angle | : 33.6 |

Exit

| Revision notes: | | |
|---|---|---|
| Rev: | Date: | Notes: |
| | | |

| | | | | |
|---|---|---|---|---|
| **Drawn by:** HA J003117 | **Project:** 147-153 Edgewater Drive Pakuranga Proposed Residential Development | **Date:** 16/09/25 | commute TRANSPORTATION CONSULTANTS | **Figure:** A3 |
| **Client:** | **Drawing Title:** Vehicle Tracking 85th Percentile Vehicle Tracking Entry/Exit | **Scale @ A3:** 1:100 | | |
| | | **Revision:** A | | |

Entry

Exit

4.89

0.91

2.85

AT Design Vehicle - 4.9m - 85th Car

Metres

Width : 1.88
Track : 1.86
Lock to Lock Time : 4.0
Steering Angle : 33.6

**Revision notes:**

| Rev: | Date: | Notes: |
|---|---|---|
| | | |

**Drawn by:**
HA
J003117

**Client:**

**Project:**
147-153 Edgewater Drive Pakuranga
Proposed Residential Development

**Drawing Title:**
Vehicle Tracking
85th Percentile Vehicle Tracking Entry/Exit

**Date:**
16/09/25

**Scale @ A3:**
1:100

**Revision:**
A

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**Figure:**
A4

Entry

Exit

4.89

0.91

2.85

AT Design Vehicles - 4.9m - 85th Car

Metres

Width : 1.88
Track : 1.86
Lock to Lock Time : 4.0
Steering Angle : 33.6

**Revision notes:**

| Rev: | Date: | Notes: |
|---|---|---|
| | | |

**Drawn by:**
HA
J003117

**Client:**

**Project:**
147-153 Edgewater Drive Pakuranga
Proposed Residential Development

**Drawing Title:**
Vehicle Tracking
85th Percentile Vehicle Tracking Entry/Exit

**Date:**
16/09/25

**Scale @ A3:**
1:100

**Revision:**
A

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**Figure:**
A5

Entry

Exit

4.89

0.91

2.85

AT Design Vehicles - 4.9m - 85th Car

Metres

Width : 1.88
Track : 1.86
Lock to Lock Time : 4.0
Steering Angle : 33.6

| Revision notes: | | |
|---|---|---|
| Rev: | Date: | Notes: |
| | | |

**Drawn by:** HA
J003117

**Client:**

**Project:** 147-153 Edgewater Drive Pakuranga
Proposed Residential Development

**Drawing Title:** Vehicle Tracking
85th Percentile Vehicle Tracking Entry/Exit

**Date:** 16/09/25

**Scale @ A3:** 1:200

**Revision:** A

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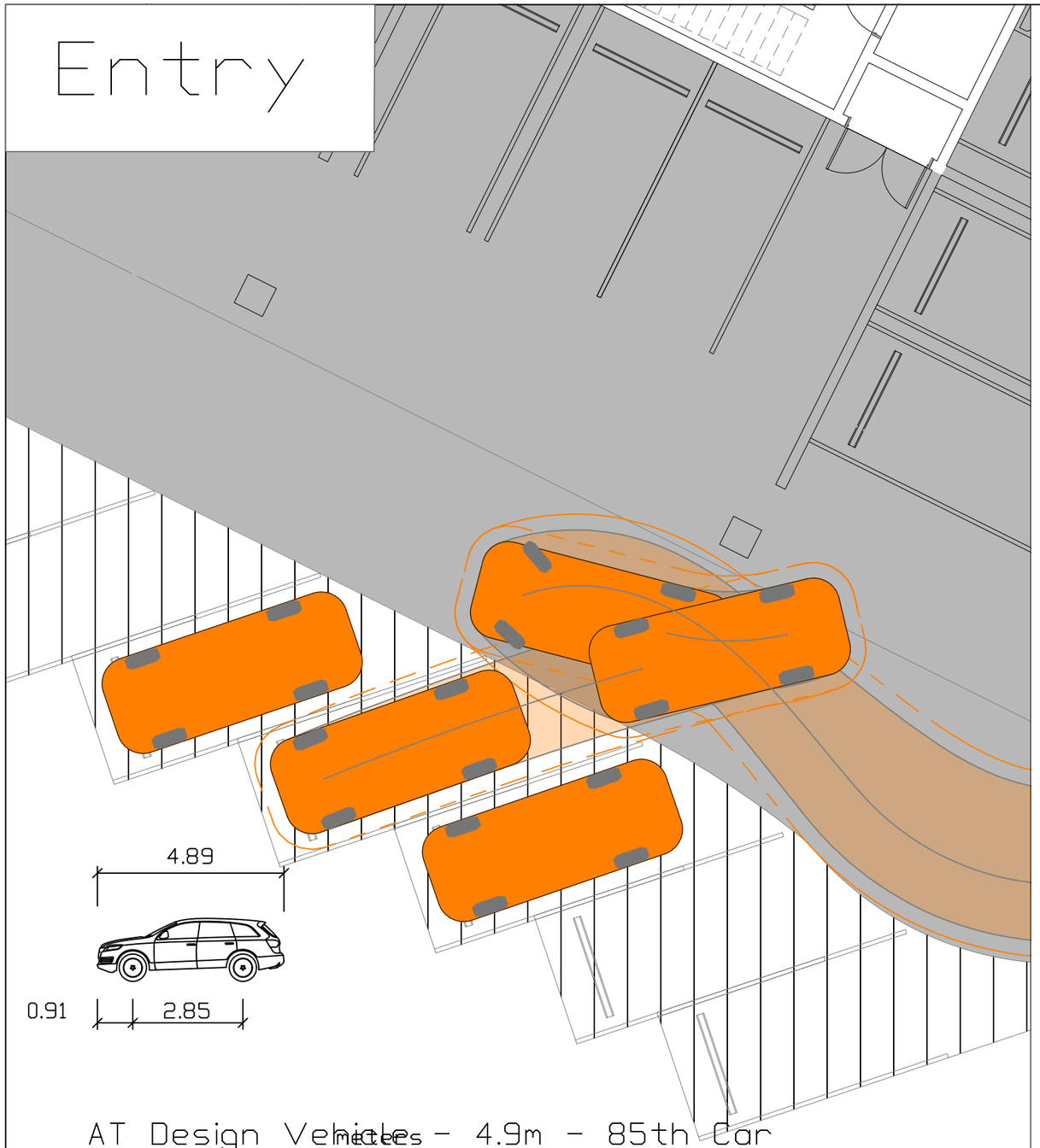
**Figure:** A6

Entry

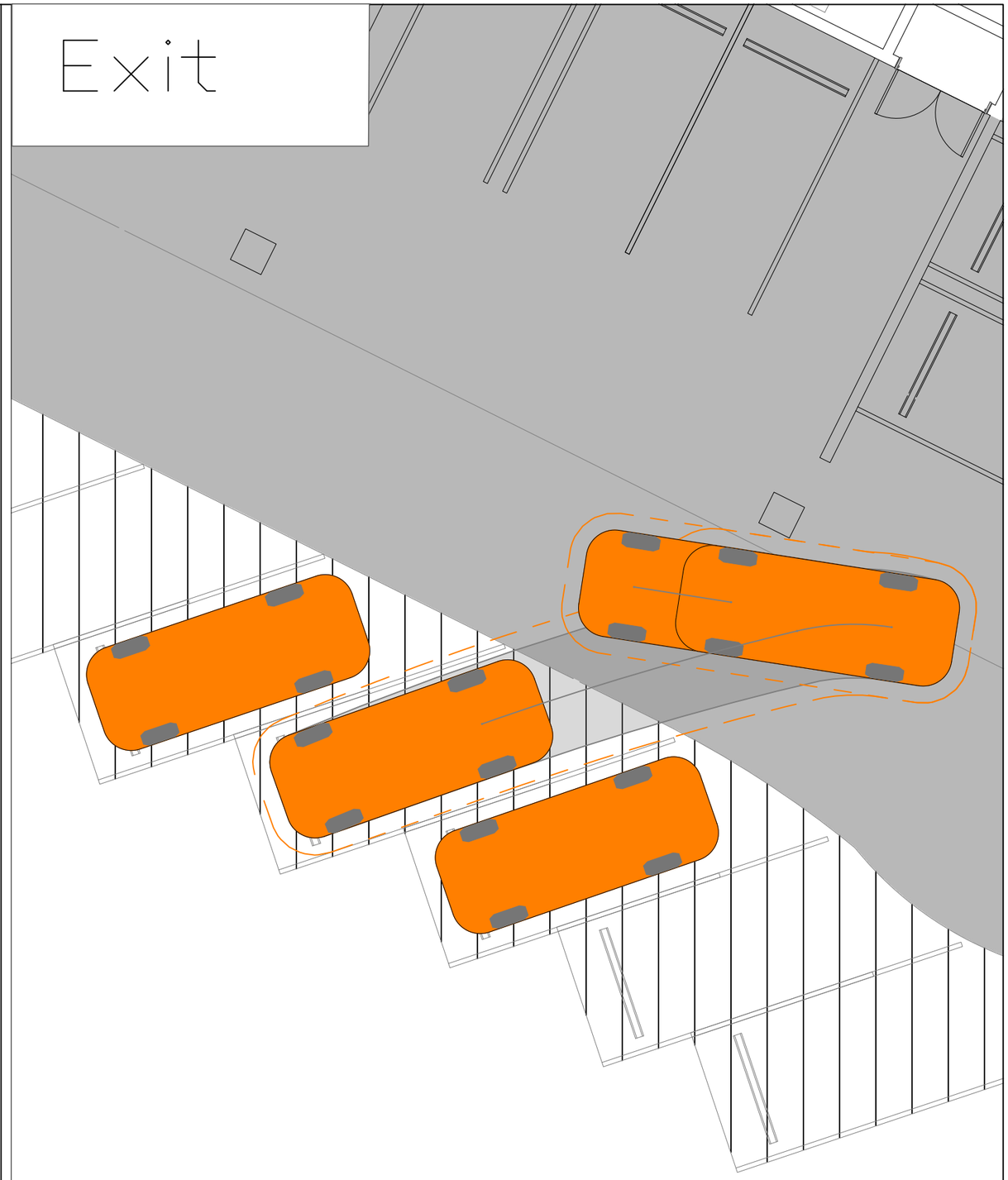



AT Design Vehicle - 4.9m - 85th Car

Metres

Width : 1.88
Track : 1.86
Lock to Lock Time : 4.0
Steering Angle : 33.6

Exit



**Revision notes:**

| Rev: | Date: | Notes: |
|---|---|---|
| | | |

**Drawn by:**
HA
J003117

**Client:**

**Project:**
147-153 Edgewater Drive Pakuranga
Proposed Residential Development

**Drawing Title:**
Vehicle Tracking
85th Percentile Vehicle Tracking Entry/Exit

**Date:**
16/09/25

**Scale @ A3:**
1:200

**Revision:**
A

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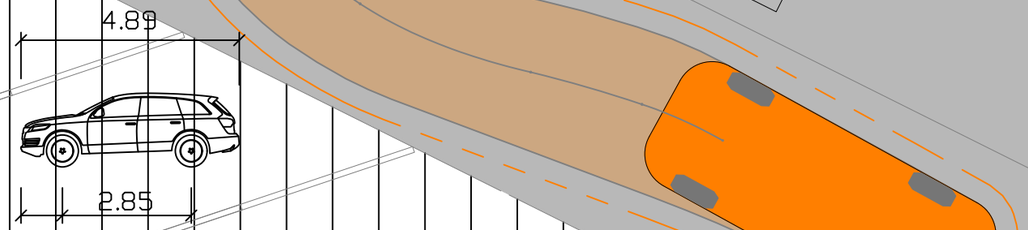
**Figure:**
A7

Entry

Exit




AT Design Vehicles - 4.9m - 85th Car

Width : 1.88
Track : 1.86
Lock to Lock Time : 4.0
Steering Angle : 33.6

| Revision notes: | | |
|---|---|---|
| Rev: | Date: | Notes: |
| | | |

**Drawn by:**
HA
J003117

**Client:**

**Project:**
147-153 Edgewater Drive Pakuranga
Proposed Residential Development

**Drawing Title:**
Vehicle Tracking
85th Percentile Vehicle Tracking Entry/Exit

**Date:**
16/09/25

**Scale @ A3:**
1:200

**Revision:**
A

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**Figure:**
A8

Entry

Exit

4.89

0.91

2.85

AT Design Vehicle - 4.9m - 85th Car

Metres

Width : 1.88
Track : 1.86
Lock to Lock Time : 4.0
Steering Angle : 33.6

**Revision notes:**

| Rev: | Date: | Notes: |
|---|---|---|
| | | |

**Drawn by:**
HA
J003117

**Client:**

**Project:**
147-153 Edgewater Drive Pakuranga
Proposed Residential Development

**Drawing Title:**
Vehicle Tracking
85th Percentile Vehicle Tracking Entry/Exit

**Date:**
16/09/25

**Scale @ A3:**
1:200

**Revision:**
A

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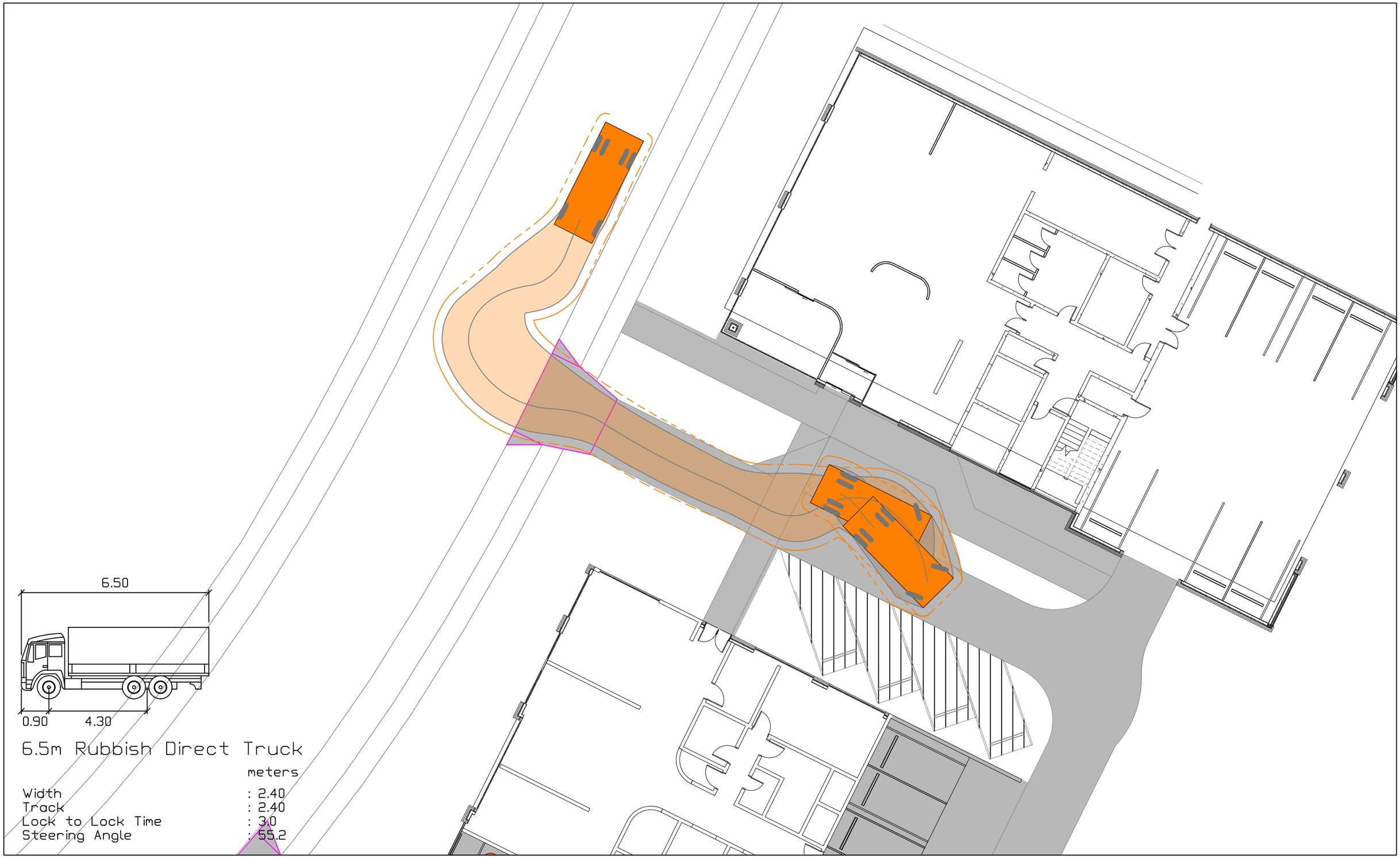
**Figure:**
A9




| Revision notes: | | |
|---|---|---|
| Rev: | Date: | Notes: |
| | | |

**Drawn by:**
HA
J003117

**Client:**

**Project:**
147-153 Edgewater Drive Pakuranga
Proposed Residential Development

**Drawing Title:**
Vehicle Tracking
6.3m Van Tracking Entry

**Date:**
17/09/25

**Scale @ A3:**
1:250

**Revision:**
A

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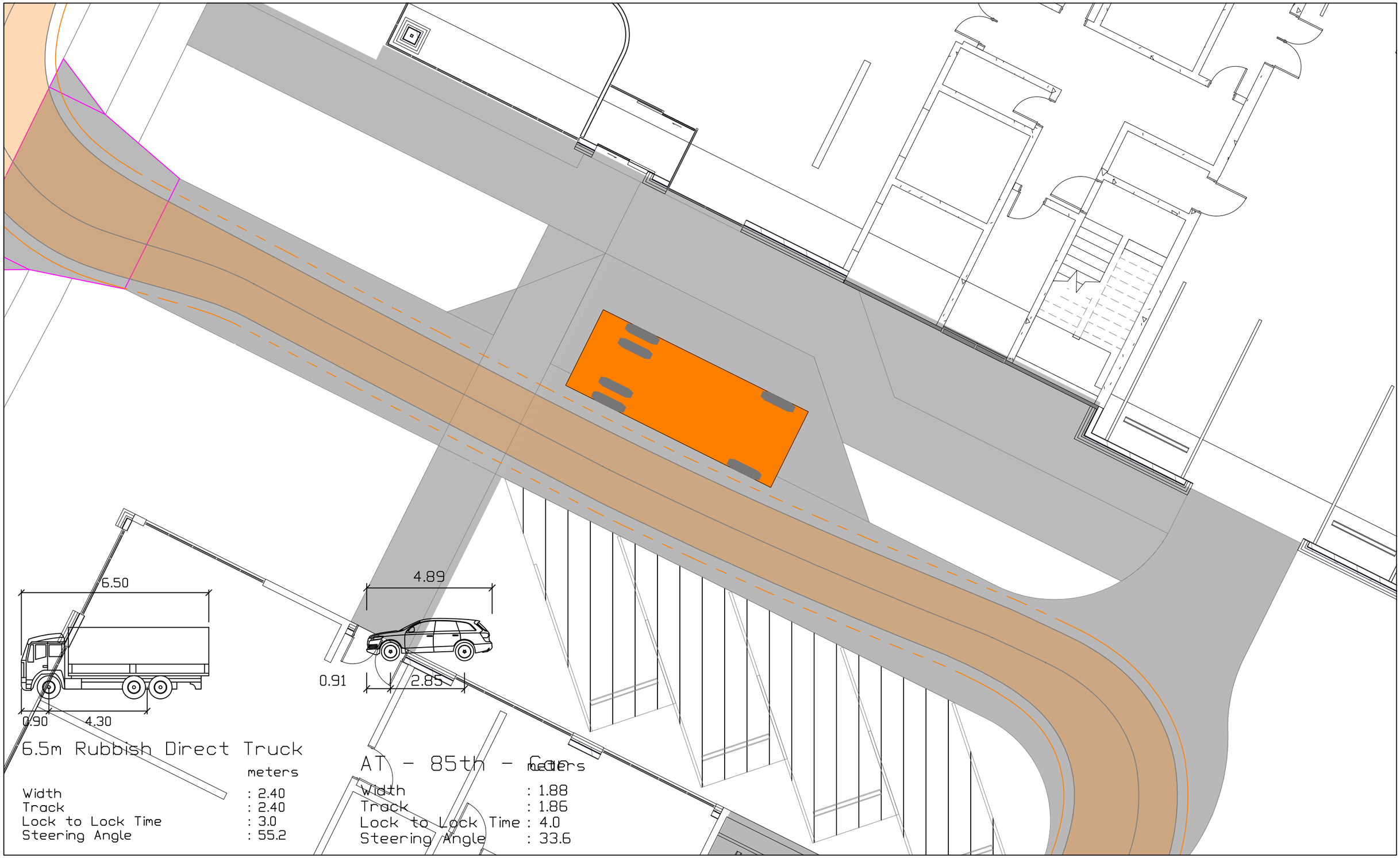
**Figure:**
B1




**Revision notes:**

| Rev: | Date: | Notes: |
|---|---|---|
| | | |

**Drawn by:**
HA
J003117

**Client:**

**Project:**
147-153 Edgewater Drive Pakuranga
Proposed Residential Development

**Drawing Title:**
Vehicle Tracking
6.3m Van Tracking Loading

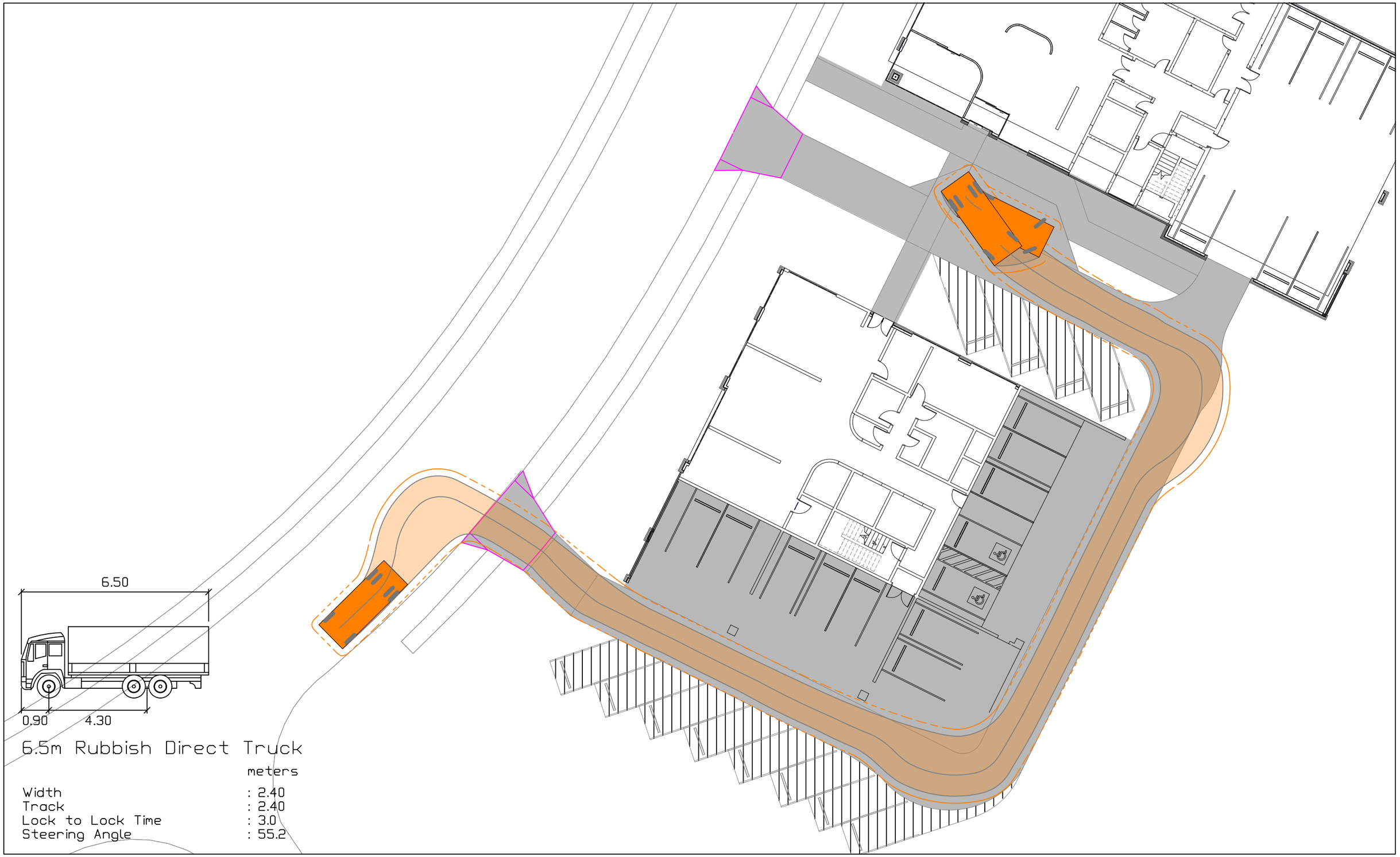
**Date:**
17/09/25

**Scale @ A3:**
1:100

**Revision:**
A

commute
TRANSPORTATION CONSULTANTS

**Figure:**
B2

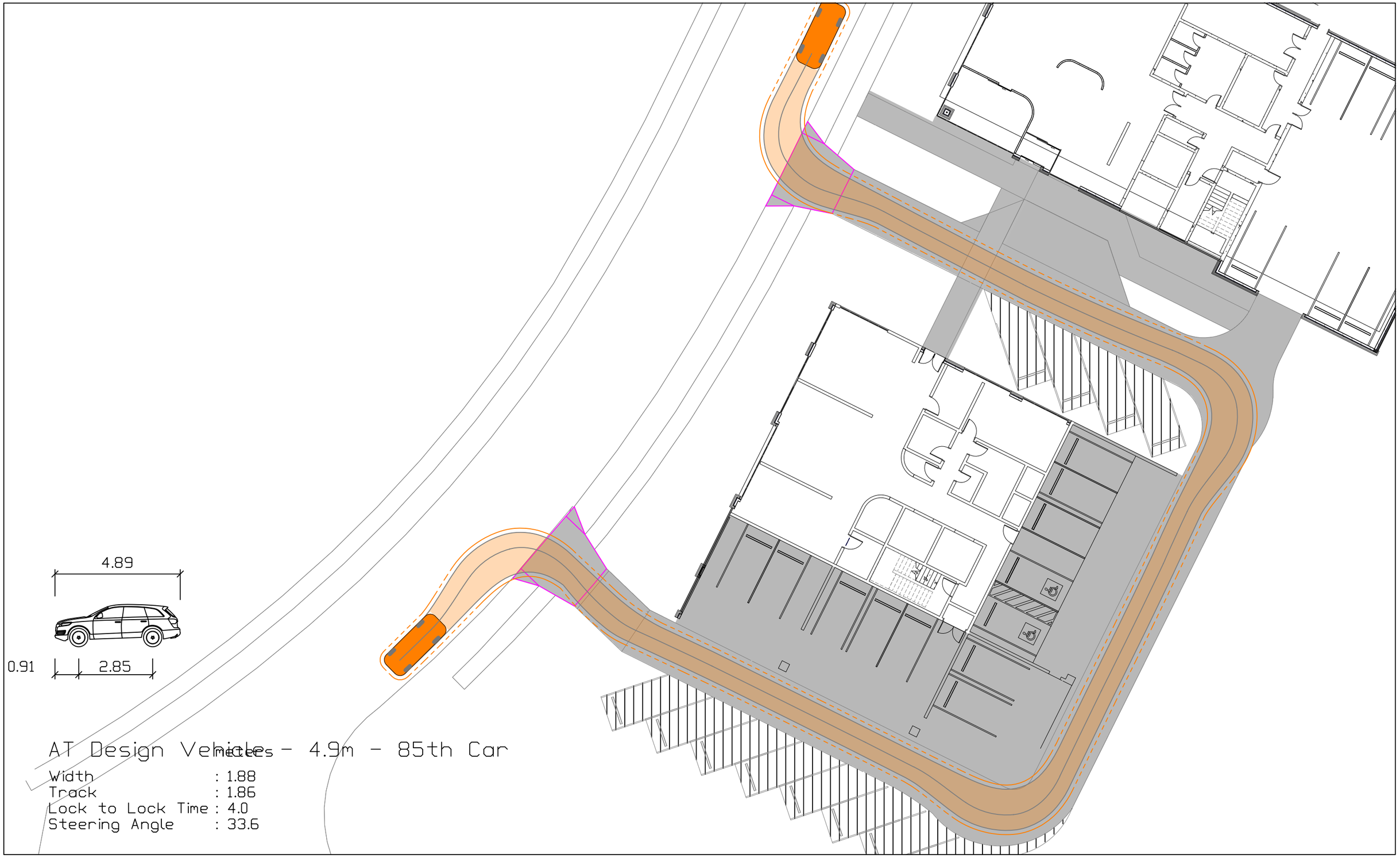



6.5m Rubbish Direct Truck

| | meters |
|---|---|
| Width | : 2.40 |
| Track | : 2.40 |
| Lock to Lock Time | : 3.0 |
| Steering Angle | : 55.2 |

| Revision notes: | | |
|---|---|---|
| Rev: | Date: | Notes: |
| | | |

| | | | | |
|---|---|---|---|---|
| **Drawn by:** HA J003117 | **Project:** 147-153 Edgewater Drive Pakuranga Proposed Residential Development | **Date:** 17/09/25 | commute TRANSPORTATION CONSULTANTS | **Figure:** B3 |
| **Client:** | **Drawing Title:** Vehicle Tracking 6.3m Van Tracking Entry | **Scale @ A3:** 1:250 | | |
| | | **Revision:** A | | |




AT Design Vehicles - 4.9m - 85th Car

Metres

| | |
|---|---|
| Width | : 1.88 |
| Track | : 1.86 |
| Lock to Lock Time | : 4.0 |
| Steering Angle | : 33.6 |

**Revision notes:**

| Rev: | Date: | Notes: |
|---|---|---|
| | | |

**Drawn by:**
HA
J003117

**Client:**

**Project:**
147-153 Edgewater Drive Pakuranga
Proposed Residential Development

**Drawing Title:**
Vehicle Tracking
85th Internal Tracking

**Date:**
16/09/25

**Scale @ A3:**
1:250

**Revision:**
A

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**Figure:**
C1