

11 June 2021

Gen Hewett
Senior Advisor
Environmental Protection Authority
By email: Gen.Hewett@epa.govt.nz

Dear Gen

RE: REQUEST FOR INFORMATION - DOMINION ROAD MIXED-USE DEVELOPMENT APPLICATION UNDER COVID-19 RECOVERY (FAST-TRACK CONSENTING) ACT 2020

Thank you for your letter addressed to Jenny Chetwynd, Executive General Manager Planning and Investment, dated 27 May 2021. Your letter advises that the Expert Consenting Panel has directed the EPA to request further information from Auckland Transport relating to the above consent application. I have been asked to respond on her behalf with comments from our specialists.

You note that the EPA is seeking commentary on the two points outlined below. Our specialists have reviewed these matters and have provided the following information to assist in the Expert Consenting Panel's assessment and consideration of the application.

1. *The Integrated Traffic Assessment provided as part of the application recommends the adoption of Scenario B – with the removal of the angled spaces on Prospect Terrace and Grange Road at the intersections with Dominion Road to enable two exit lanes (one left turn, one right turn) out of each street. Please confirm whether Auckland Transport is agreeable to the changes proposed in Scenario B and confirm the process to be followed by Auckland Transport to implement these changes in the event consent is granted.*

Auckland Transport is not supportive of the changes proposed in Scenario B. With relation to the provisions of the Auckland Unitary Plan and technical considerations, Auckland Transport considers this scenario would generate unacceptable adverse effects to the local transport network that have not been mitigated. The adverse effects largely pertain to user safety and operations at the intersections by proposing dual vehicle lane exits at both Grange Road and Prospect Terrace. This scenario exposes road users to increased risk, especially the vulnerable, in a location already highlighted as high risk for crashes, and does not promote or prioritise alternative modes of transport in a location where this should be focused. The level of additional turning movements generated at these intersections are not safely managed by the proposal and have the potential to create serious adverse effects on road users. Further information on this will be provided to the Expert Consenting Panel via the invitation for comments due on the 16th June.

In the event consent is granted with Scenario B, Auckland Transport notes that the proposed changes will require Engineering Plan Approval from Auckland Council with review from Auckland Transport as Road Controlling Authority / asset owner. Any changes to the transport network, such as the removal of parking and provision of traffic control devices (Scenario B), will require approval from Auckland Transport under section 330 of the Local Government Act 1974 and must also meet the requirements set under Auckland Transport's Traffic Bylaw 2012. This bylaw, made pursuant to section 22AB of the Land Transport Act 1998, allows for Auckland Transport as the Road Controlling Authority to set requirements for parking and control of traffic on roads under the care, control, or management of Auckland Transport.





The consent holder would be required to submit a Resolution report for approval by the Auckland Transport Traffic Control Committee to legalise proposed traffic changes and control devices. The process to obtain approval will require the consent holder to undertake consultation with the public and Auckland Transport. Where Auckland Transport, as asset owner, has not given support to a proposed traffic control device through a resource consent and Engineering Plan Approval process, (Scenario B in this instance) the resolution is unlikely to be approved if any concerns exist.

Approval must be sought from Auckland Transport's Traffic Control Committee prior to any installation or removal of legal road markings, as implementation of such measures will otherwise not be permitted.

If approval is not given by Auckland Transport, the consent and associated conditions may require variation under section 127 of the Resource Management Act (RMA) and/or the consent will not be able to be exercised.

A vehicle crossing permit will also be required from Auckland Transport for all proposed vehicle crossings. The permit must be approved by Auckland Transport prior to the construction of any vehicle crossing.

With relation to the construction period, Auckland Transport approval is required for a Construction Management Plan and all applications for temporary use of the road reserve during construction must be submitted to Auckland Transport as a Corridor Access Request (CAR).

- 2. The "Stakeholder Engagement Report" in Appendix 23 of the application includes a document titled "Stakeholder Consultation". This refers to the potential installation of a pedestrian crossing on Prospect Terrace. This does not appear to form part of the Integrated Traffic Assessment or Scenario B. Please confirm whether the installation of a pedestrian crossing is supported by Auckland Transport.*

Thank-you for you for bringing the contents of Appendix 23 to our attention. Auckland Transport was not involved in the preparation or review of this document and cannot confirm its accuracy.

Auckland Transport is not aware of a proposed 'pedestrian crossing' on Prospect Terrace and no support or approval to such proposed changes has been given.

Thank you once again for the opportunity to assist the Expert Consenting Panel in this assessment process. If you have any further queries, please do not hesitate to contact myself or Sarah Jaff, Principal Development Planner on (09)448-7149 or sarah.jaff@at.govt.nz.

Yours sincerely

A handwritten signature in black ink, appearing to read 'CR', is positioned above the printed name of the signatory.

Christina Robertson

Group Manager – Strategic Land Use & Spatial Management