
Taha Auto Group

**Proposed Storage and
Wrecking Yard, Drury**

Transportation Assessment

May 2025

Don McKenzie Consulting Ltd
Auckland | New Zealand

M: +64 21 656 191
E: don@dmconsulting.co.nz
W: www.dmconsulting.co.nz





Prepared for Taha Auto Group by Don McKenzie Consulting Limited.

Don McKenzie | **Director**
Don McKenzie Consulting Ltd
M: +64 21 656 191
E: don@dmconsulting.co.nz
W: www.dmconsulting.co.nz

File Reference

Job Number: 25112

Job Title: 395 Fitzgerald Road Yard Application

Revision Schedule

Revision Number	Date	Description	Prepared/Approved by
1	5/5/25	First draft	DJM
2	6/5/25	Final	DJM

The conclusions in the report are Don McKenzie Consulting Limited's professional opinion, as at the time of issuing report, and concerning the scope described in the report. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. The report relates to the specific project for which Don McKenzie Consulting Limited was retained and the stated purpose for which the report was prepared. The report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorised use or reliance is at the user's own risk.

This report is intended solely for use by the client in accordance with Don McKenzie Consulting Limited's contract with the client. The report may not be relied upon by any other party without the express written consent of Don McKenzie Consulting Limited and the client.



1 Executive Summary

This Transportation Assessment report has been prepared by Don McKenzie Consulting Ltd on behalf of Taha Auto Group and addresses the transportation related effects of a proposed resource consent application to establish and operate a vehicle storage and wrecking yard at 395 Fitzgerald Road, Drury. The subject site lies on the southern side of Fitzgerald Road, between the intersections of Fielding Road and Cossey Road. Vehicle access to the future wrecking/storage yard is proposed to occur via the site's existing driveway crossing point at the northern end of the site frontage.

The assessment of forecast vehicle trip generation associated with the development has been predicted using published industry standard trip generation rates of such activities and the experience of Don McKenzie Consulting Ltd in preparing assessments of similar and related activities. Assessments are then made of the safety and operation of the proposed driveway connection with Fitzgerald Road.

In summary, this assessment of the Applicant's proposal for the subject land has found that the proposed vehicle yard activity is well located to make use of existing (and planned) transport infrastructure in this part of Drury including primary connections to Waihoehoe Road, Great South Road and the Drury Interchange on SH1 Southern Motorway. The assessment of generated transport movements along Fitzgerald Road and through the surrounding intersections in the wider Drury transport network confirms that on the basis of inclusion of a section of recommended road should widening along the northern side of the subject site (in accordance with relevant Auckland Transport design standards), the effect of generated trips to and from this development can be readily handled by the surrounding transport network will be less than minor, and that accordingly, there are no specific or general transportation matters that would prevent the consent, as sought, from being granted.



Table of Contents

1	Executive Summary	2
2	BACKGROUND	4
2.1	Introduction	4
3	Existing Site Context	5
4	Transport Environment	8
4.1	Strategic Road Network Classifications	8
4.2	Frontage Road Details.....	9
4.2.1	Fitzgerald Road	9
4.2.2	Waihoehoe Road	10
4.2.3	SH1 Southern Motorway	11
4.2.4	State Highway 22	11
4.2.5	Great South Road	12
4.3	Traffic Counts	12
4.4	Road Safety	14
5	The Proposal	15
5.1	Activity	15
5.2	Proposed Access	15
5.3	Proposed Development	18
6	Transport Effects.....	19
6.1	Assessment Approach	19
6.2	Trip Generation	19
6.3	Effects of Generated Vehicle Movements	19
6.4	Proposed Site Access	20
6.5	Swept Path Assessment.....	20
7	District Plan Compliance	22
8	Conclusions	26

Attachments

Attachment 1 : Vehicle Swept Path Analysis



2 BACKGROUND

2.1 Introduction

Don McKenzie Consulting Ltd has been commissioned by Taha Auto Group (“**TAG**”, “**the Applicant**”) to prepare a Transportation Assessment report to accompany a resource consent application in relation to the establishment of a vehicle wrecking and storage activity from a site at 395 Fitzgerald Road, Drury.

The following report describes and assesses the transportation effects associated with the proposed development and considers the compliance and alignment with the Auckland Unitary Plan’s (“**AUP**”) transportation standards. This report addresses the transport-related issues of the proposed consent application in relation to the following matters:

- A description of the existing site and its relationship to surrounding transport environment;
- Discussion and assessment of the scale and nature of the proposed storage/wrecking activity and its associated traffic and transport aspects within the context of the current and planned transport network in Drury;
- The proposed form of access and egress proposed to serve the demands of vehicular travel to and from the subject site and identified of recommended mitigation of any adverse transport effects;
- Commentary and assessment against the standards of the AUP.

By way of summary, it can be demonstrated that the proposed activity will integrate readily and safely with the current and planned transport elements in the vicinity of the subject site in Drury. The overall scale of the proposed wrecking/storage yard is considered to be in keeping with the form and function of the surrounding transport network.



3 Existing Site Context

The Application site comprises of the property at 395 Fitzgerald Road, Drury. It is located on the southern side of Fitzgerald Road approximately 2.3km south of the existing Drury Town Centre and some 1.7km north of the Drury South industrial area.

The nearest intersections and motorway connections with respect to the site include separation to the site of :

- 330m north to the Fitzgerald/Fielding intersection;
- 330m south to the intersection of Cossey Road and Fitzgerald Road;
- 780m to the intersection of Fitzgerald Road with Brookfield Road to the north;
- 2.4km north to the intersection of Great South Road/Waihoehoe Road;
- 3.1km north to the Drury Interchange with SH1 Southern Motorway;
- 4.0km south to the Ramarama Interchange with SH1 Southern Motorway.

It has a frontage length of approximately 110m to Fitzgerald Road. A two-way gravel driveway connects to Fitzgerald Road and is positioned at the western end of the road frontage. The neighbouring (gravel) driveway – also serving a combined horticultural and rural residential activity at 359 and 377 Fitzgerald Road – is separated from the subject site's driveway by a distance of approximately 4m.

Figure 1 is an aerial photograph shows an aerial photograph view of the site location (indicated by the red outline) within the context of the surrounding environment.



Figure 1: Site Location (Source: QGIS, LINZ)

The site currently comprises of a combination of horticultural activities and a single residential dwelling all served in terms of traffic movement via an existing driveway located in the northwestern corner of the site.

The land-use activities in the vicinity of the subject land have previously focussed on rural residential and pastoral/horticultural production, however over recent years, the Drury South area has undergone significant urban industrial and business development including the Stevenson Quarry development to the south-east of the site, and the Drury Central rezoning and emerging development of extensive new retail and residential activities around Waihoehoe Road to the north. In this regard, the current Future Urban Zone (“FUZ”) zoned land (including the subject site) sits between the existing urban business/residential zonings to the north, and the heavier industrial business activity within Drury South (including new residential development towards Ararimu Road and the SH1 Ramarama Interchange).

In this regard, the planned future development patterns surrounding the subject land will increasingly be urban in nature with an expectation that the supporting transportation



network (especially to the north via Fitzgerald Road and Waihoehoe Road) will accordingly be focussed to urban roading forms with complementary changes speed limits over coming years.



4 Transport Environment

4.1 Strategic Road Network Classifications

Figure 2 presents the setting of the existing land in the context of the surrounding (current) road network for the area surrounding the site at Drury as defined within the One Network Road Classification (“**ONRC**”) system developed by NZTA and local authorities.

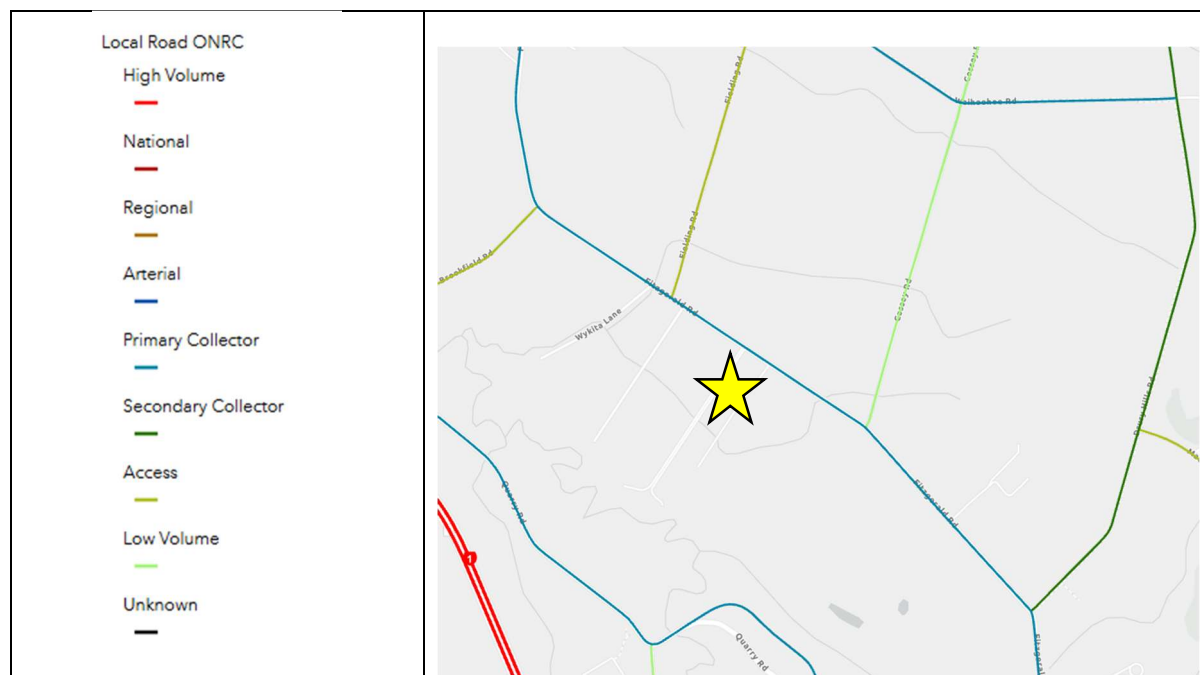


Figure 2: Classified Road Network (ONRC)

The primary roading network link serving the subject site and its connections northwards towards Drury Town Centre, is focussed on Fitzgerald Road along the northern frontage of the site. It provides a key link providing for both traffic movement and property access functions between Drury South and Drury Town Centre. It connects to the wider Auckland region via Waihoehoe Road, Great South Road and the SH1 Drury Interchange.

With respect to the ONRC¹ definitions Fitzgerald Road is classified as a Primary Collector road in which role it is generally expected to provide for a combination of through-traffic function as well as a moderate proportion of direct property access function. This classification applies to the entire length of Fitzgerald Road between Waihoehoe Road in the north to the connection into the Drury South network to the south of the subject site.

To the north of the site, Fielding Road is classified as an access road (whose function is to provide for a higher proportion of direct property access and more limited proportion of through-traffic function), while Cossey Road is classified as a Low Volume Road.

In this regard, the subject site is well placed to maximise connectivity to key existing transport routes within and beyond Drury, as well as enabling defined transport movements

¹ <https://nzta.maps.arcgis.com/apps/webappviewer/index.html?id=95fad5204ad243c39d84c37701f614b0>



to and from the wider parts of the Auckland region via the higher priority of roads especially to the north of the site. From the subject site vehicles are provided with a range of travel options although the primary direction of movement to and from the site will be via the Primary Collector route along Fitzgerald Road to the north. The other probable route option follows Fitzgerald Road to the south, Maketu Road (also classified as a Primary Collector) and onto SH1 Southern Motorway via the Ramarama Interchange.

4.2 Frontage Road Details

4.2.1 Fitzgerald Road

The site has sole road frontage to Fitzgerald Road which is classified as primary collector road according to the One Network Road Classification established by NZTA, in which role it is intended to provide for both some component of through-traffic function as well as catering for property access. As such the operation of the site for its proposed storage/wrecking yard activity is consistent with the expectation of the traffic function of Fitzgerald Road.

Fitzgerald Road currently has a posted speed limit of 80km/h along the site frontage. There is one traffic lane in each direction past the site; modest sealed shoulders along both sides of the road and a painted centreline and edgelines defining the moving traffic lanes. The alignment of the route involves a general rolling vertical alignment and straight horizontal alignment between the Brookfield and Cossey Road intersection. Accordingly, the available driver sight distances available from the existing site driveway are somewhat constrained by the vertical curvature of the road, especially to the north of site. In both directions however there is at least 300m clear visibility satisfying the typical sight distance guidelines relating to an 80km/h speed environment.

The nearest intersections of Fitzgerald Road with Brookfield Road, Fielding Road and Cossey Road are each in the form of a priority / Give Way control with a single shared lane on the approach from the minor road towards Fitzgerald Road, with priority given to movements along Fitzgerald Road.

To the north of the site Fitzgerald Road continues to provide for a single traffic lane in each direction following a broadly rolling alignment through to the intersection with Waihoehoe Road. Directly opposite Fitzgerald Road at its intersection with Waihoehoe Road is the construction of a new significant, residential road serving the developing residential area on this eastern side of Waihoehoe Road. This and other major upgrading of the road network is occurring and will continue to be developed over coming years as the Drury Central precinct establishes.

The typical cross-sections of the Fitzgerald Road route near subject site are shown in **Figures 3 and 4** below.



Figure 3: Fitzgerald Road near subject site (view towards north)



Figure 4: Fitzgerald Road near subject site (view towards south)

As can be appreciated from the above images, the carriageway of Fitzgerald Road includes a single traffic lane in each direction, separated by a painted centreline. A narrow 0.5m sealed shoulder and another 0.3 – 0.5m of gravel shoulder is in place along both sides of road in the vicinity of the site. Vehicles turning to and from the current property do so from within the moving traffic lane, adopting the sealed/gravel shoulder areas are required.

4.2.2 Waihoehoe Road

Waihoehoe Road forms a key east-west connection to the north of the subject site connecting to Great South Road at the Drury Town Centre. It formerly (pre-Drury Central Plan Change) provided a collector road function in connecting the eastern side of Drury to



the Drury Town Centre and Great South Road. Following the various processes being advanced within and adjacent to the Drury Plan Changes area, it is currently in the process of being widened to provide for the enhanced role it will play in connecting to the Drury Centre area to the wider road network.

It is expected to operate as a 50km/h local arterial route once the improvements are delivered.

The Fitzgerald Road/Waihoehoe Road/Great South Road/SH1 Drury Interchange route would be the primary travel path for the majority of customers headed towards the west and the north of the site.

4.2.3 SH1 Southern Motorway

SH1 is a nationally and regional significant, strategic road in the form of a multi-lane, median divided motorway. It connects with the Waikato Expressway to the south providing for a continuous motorway/expressway standard of regional-level access between the Waikato and Auckland regions, as well as onward connection to SH2 (to the Coromandel and Bay of Plenty to the southeast of the site), and SH27 (between the eastern Waikato region and reconnection at its southern termination point with SH1 at Pokeno).

SH1 runs generally north-south to the west of the Drury area. It is an important link for traffic movement within the Auckland region and connection to the upper North Island. All connections to SH1 within the Auckland region are via grade-separated interchanges including at the Drury Interchange with Great South Road and SH22.

SH1 has a posted speed limit of 100km/h in both directions.

Upgrading works are currently underway by NZTA to widen SH1 to three traffic lanes between the Papakura Interchange to Drury. The SH1 Papakura to Drury project (“P2D”) includes additional vehicle lanes within the main motorway carriageway, wider shoulders to future-proof for bus services along SH1 at a future time, improvements to current interchanges, new bridges over the Main Trunk Rail Line rail line to enable electrification and additional tracks, and a shared walking and cycling path to support future growth in housing and employment.

A future stage of the P2D project also makes provision (by way of route protection/designation) for a future Drury South Interchange grade-separated connection to SH1 at a location just to the south of the Drury Substation on Harrison Road.

4.2.4 State Highway 22

State Highway 22 (“SH22”) is a major, regional arterial road connecting the population centre of Pukekohe to SH1 via the Drury Interchange. It is situated to the west of SH1 and forms the western approach to the Drury Interchange. It is also subject to major upgrading



works and new signalised intersections supporting the growth and development of areas around Auranga / Drury West areas.

4.2.5 Great South Road

Great South Road runs generally north-south through the Drury area. It provides a local (i.e. non-State Highway) arterial route between the suburbs of Manukau (to the northwest of Drury) and Pukekohe (to the southeast). The road follows a similar route to the SH1 Southern Motorway, albeit that it lies to the east of the motorway north of Drury and to the west of the motorway to the south. It passes beneath the SH1 Southern Motorway carriageway at the Drury Interchange. It is often used as an alternative route to the SH1 Southern Motorway when it experiences heavy traffic and congestion, or during lane closures/emergencies along the motorway.

It comprises of one lane in each direction to the east of Drury, separated by road markings for the majority of the route, and a flush or painted median/turning bays on the approaches to adjacent intersections.

The posted speed limit on Great South Road is 70km/h.

The route to the north of Drury (towards Manukau) regularly experiences high daily and peak period volumes, while the section to the south and west is generally less well used reflecting the generally lesser function of the route connecting to Drury South/Bombay.

The Great South Road route to and from the north of Drury represents a parallel, non-motorway alternative to SH1 between the suburb of Papakura that would typically be used by visitors to the subject site approaching from Papakura or the Drury Town Centre.

4.3 Traffic Counts

Traffic volumes were obtained using the latest information available from various publicly available sources primarily the Auckland Transport (“AT”) traffic count database. The most recent traffic counts for Fitzgerald Road show an average weekday daily volume of approximately 1,680 vehicles per day (“vpd”) as recorded in 2021 at a site south of Drury Hills Road approximately 1.1km south of the site. The weekday morning peak hour ended 9.45am was associated with a bothways traffic volume of approximately 214 vehicles per hour (“vph”).

Volumes of Waihoehoe Road to the west of the Fitzgerald Road intersection are reported by AT as being some 4,600 vpd and with peak period volumes of approximately 470vph.

Such volumes as currently carried by Fitzgerald Road near the site sit well within the ordinary operating capacity of a rural primary collector road (typically in the order of at least 1500 vph bothways), and good levels of spare traffic-carrying capacity for future growth. The transportation assessments supporting the recent Drury Central Plan Changes (Plan Changes 48-50) indicated that future flows along this section of Fitzgerald Road would



increase once the development potential of the Drury Central Precinct is fully realised, however still remaining within the operating capacity of the route (and hence did not justify further mitigation widening or upgrading of this section of the network).

Further changes to the volumes carried by the transport surrounding are expected to be associated with implementation of the new Drury South interchange when it is established. At this time there is no funding commitment on the part of NZTA to its design or construction. It is anticipated that its delivery (and associated changes to traffic volumes along Fitzgerald Road as a result of the project) would be at least 10 years away.



4.4 Road Safety

A search was made of NZTA's Crash Analysis System for the local section of Fitzgerald Road between the intersections with Waihoehoe Road and Drury Hills Road for the standard five-year reporting period between 2020 and 2024, plus the partial records from 2025 up to the time of preparing this report. The following summary of crash events is reported:

- Fitzgerald Road (between Waihoehoe Road and Brookfield Road) – one serious crash (loss of control off the roadway), one minor (loss of control within roadway) and one non-injury event (hit a non-vehicle obstruction) over the period;
- Fitzgerald Road (between Brookfield Road and Cossey Road) – no crashes reported during the period; and
- Fitzgerald Road (between Cossey Road and Drury Hills Road) – one minor loss of control off the roadway, and one non-injury (vehicle hit a non-vehicle obstruction)

In this regard it is of note that there were no events occurring within the proximity of the site, none of the events along this full length of Fitzgerald Road involved turning at either intersections or private access points. The loss of control events involved a range of driver factors such as elevated speed and driver distraction. The current road safety record does not highlight any repeated or specific factors that would adversely affect future road safety of Fitzgerald Road serving the proposed storage/wrecking activity.



5 The Proposal

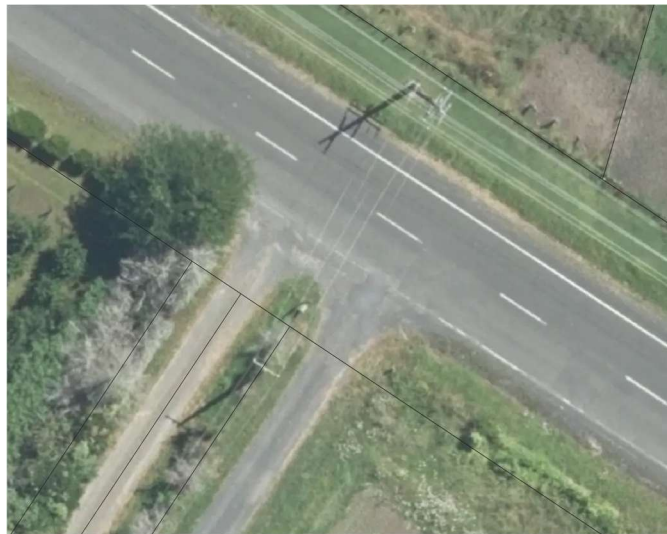
5.1 Activity

The proposed development of the subject site involves the use of the subject land for the purposes of car storage and vehicle dismantling. The activity will involve the removal of an existing house and glasshouse from the current site, and the construction of two 2000 sqm dismantling and storage buildings.

Supporting circulation and manoeuvring areas will be developed to provide for the movement of staff and delivery/servicing from the Fitzgerald Road frontage along the northern boundary of the site to and around the proposed buildings.

5.2 Proposed Access

The proposal involves utilisation of the existing property access driveway connecting the site to Fitzgerald Road. The existing vehicle crossing connection to the public road is in the form of an approximately 3m wide unsealed driveway as shown in the diagram below.





*Figure 5: 395 Fitzgerald Road – existing driveway
(Source: QGIS/LINZ aerial imagery)*

As can be seen from the above, two adjacent properties (341 and 359 Fitzgerald Road) are provided with access legs connecting to Fitzgerald Road sharing a single lane (3m wide) gravel driveway.

Visibility to and from the subject property's existing vehicle crossing has been assessed and can be seen in the following photographs (**Figures 6 - 7**) taken from the likely driver's position leaving the development site.



Figure 6: View from proposed accessway – towards the south



Figure 7: View from proposed accessway – towards the north

Measurement of the available sight distances in accordance with the standard traffic engineering guidance (i.e. 5m back from the centre of the nearside traffic lane) indicates that a minimum sight distance of approximately 330m is available along Fitzgerald Road towards the south (as far as the intersection with Cossey Road), and in excess of 400m towards the north.



In terms of generally accepted standards for sight distance for a speed environment of approximately 80 km/h (posted speed limit) such distances are well in excess of the accepted minimum guideline for the provision or availability of sight distance to and from a private property access point. The NZTA's Roads and Traffic Standards suggests a minimum sight distance of 105m for a low volume driveway connecting to a Collector road operating at 80km/h. For arterial routes playing a greater road in the roading hierarchy the RTS6 recommendation is for at least 175m sight distance to be available from the driveway. The subject site can achieve this.

5.3 Proposed Development

The proposed development is broadly shown in **Figure 8**.

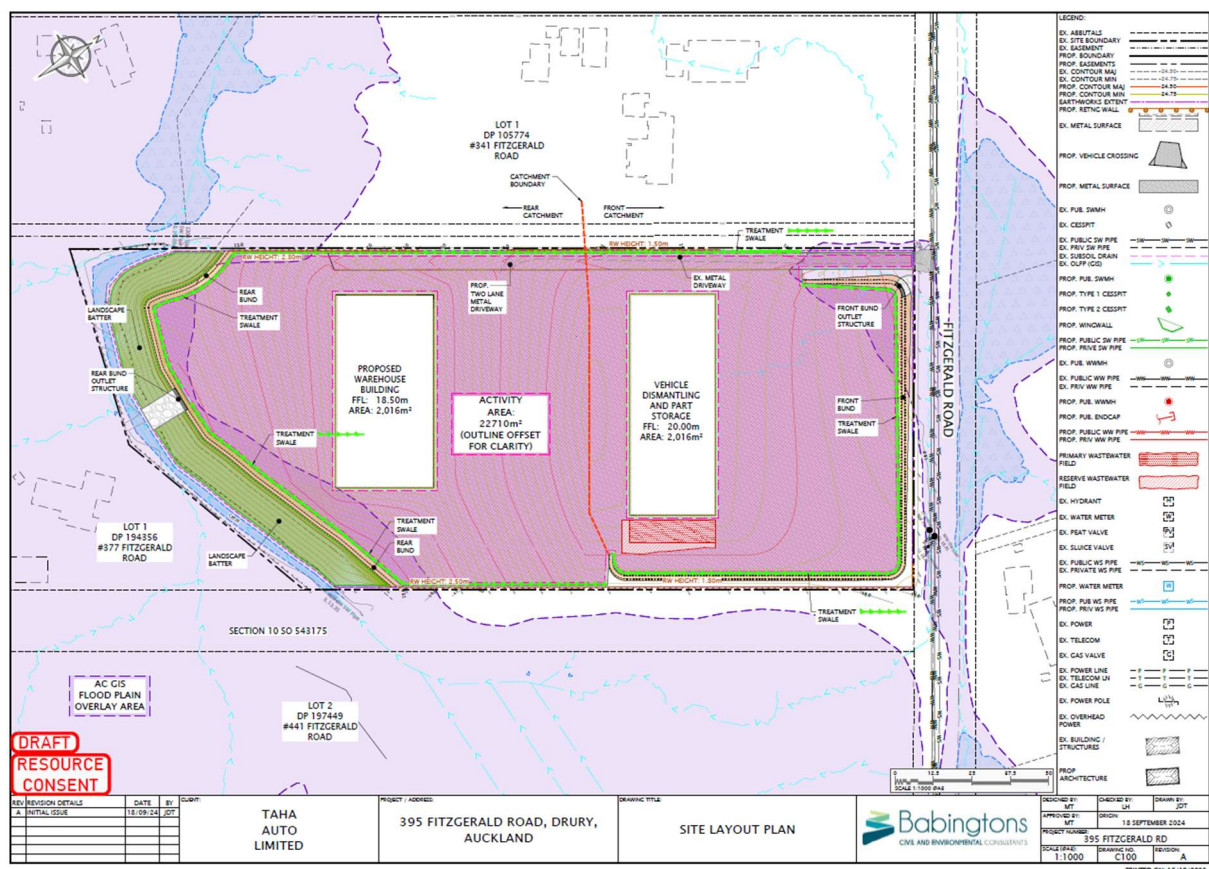


Figure 8: Proposed Development

Vehicle access to and from the site will be arranged via a new vehicle crossing of a minimum 5.5m width into the same approximately location of the current gravel driveway. Vehicles will then proceed along an unsealed, gravel driveway adjacent to the northern boundary enabling access to the yard areas and proposed buildings in the central and southern parts of the site. It is expected that the circulation areas surrounding and connecting to the proposed warehouses will be formed, unsealed gravel surfaces consistent with the general form of accessways and yards in this generally rural environment.



6 Transport Effects

6.1 Assessment Approach

To consider the potential impact of the proposed development on the surrounding road network, consideration has been given to the potential traffic movements that could be expected to be generated by the site, and then to consider the ability of these movements to be accommodated by the available external road network and their associated capacities and safety performance.

6.2 Trip Generation

The expected traffic generation of the wrecking/storage yard activity has been based on typical traffic generation rates for other similar activities with which the author is familiar, and with standard published rates for other such facilities elsewhere in Auckland. The specific development scenario and layout of facilities within the subject land has yet to be advanced in detail by the Applicant, however, it is predicted that with an expected staffing of a maximum of 5 full time equivalent staff members, the storage/wrecking activity could generate up to approximately 30 vehicle movements during the busiest hour of a typical operating day. This accounts for both staffing and visitor activity at the site.

Such levels of traffic movement are considered to be readily catered for by the current driveway access point and the operating carriageway of Fitzgerald Road.

6.3 Effects of Generated Vehicle Movements

The busiest hour volumes generated to and from the development site (at peak 30vph IN+OUT) represents on average approximately one vehicle every two minutes. Even if the generated peak period activity (30vph) was to be superimposed directly onto the peak hour volume currently carried by Fitzgerald Road (214vph) this combined total would represent only around 16% of the minimum traffic-carrying capacity of Fitzgerald Road. At other times of day when the site is most likely to attract the greatest volumes, the volumes of background traffic on Fitzgerald Road will be lower, and the available spare capacity for movements along the route will be much greater, and the overall effect of generated trips associated with the yard activity will be much less.

It is therefore concluded that the effect of volumes generated by this application will be less than minor in terms of both the capacity and operation of Fitzgerald Road and its nearby intersections. There is easily sufficient spare capacity within the traffic carrying lanes of Fitzgerald Road to ensure that the operation of the proposed yard would be barely noticeable by casual observers passing the site.



6.4 Proposed Site Access

At such levels of anticipated traffic generation potentially associated with the future storage/wrecking activities and with the expectation of some modest future growth of traffic volumes along Fitzgerald Road, it is not expected that there would be a need for a significant amount of further transport assessment. Given the

- a) site access point (and its proposed widening in accordance with relevant Auckland Transport standards) has readily sufficient sight distances in both directions along Fitzgerald Road, and
- b) that the passing traffic volumes along Fitzgerald Road are generally modest,

the overall level of traffic impact associated with the proposal will be generally modest.

It is recommended, that to ensure both the effect on southbound through movements along Fitzgerald Road are minimised as far as possible, an additional length of sealed road shoulder (2.5m width) be incorporated into the eastern edge of Fitzgerald Road. While the vehicle crossing itself should be designed and constructed in accordance with the relevant Auckland Transport TDM Technical Standard(s) for a rural crossing (VX0303² – Rural Vehicle Crossing (Zone Speed > 60km/h)) it is further recommended that the opposite (eastern) road shoulder widening should be undertaken in broad accordance with the NZTA Planning Policy Manual Diagram E standard³.

6.5 Swept Path Assessment

Attachment 1 includes the vehicle tracking analysis undertaken to test the ability of the site and proposed access to Fitzgerald Road to accommodate the AUP's 85th percentile design car and 23m truck and trailer. The proposed vehicle crossing to serve the development will represent an upgrade and widening of the existing crossing single-lane driveway that serves the current site.

The proposal to facilitate the yard application will be associated with the widening of the current single lane crossing to a minimum of 5.5m to facilitate the two-way movement of passenger cars (typically associated with staff) to and from Fitzgerald Road. It is expected that the movement of the larger truck vehicles (up to a 23m truck and trailer vehicle) will occupy the full width of the crossing and would not be expected to overlap with a movement in the opposite direction. That is to say, there would be only one movement of a truck to or from the site at any one time.

The swept path analysis also shows that there is sufficient space within the site and the proposed arrangement of the proposed warehouse buildings to

- (a) facilitate the expected movement and circulation of (up to) 23m truck and trailer vehicles within the site, and
- (b) enable a passenger car to move into and out of the site concurrently.

² <https://at.govt.nz/media/1989390/vx0303-c-rural-vehicle-crossing-zone-speed.pdf>

³ <https://www.nzta.govt.nz/assets/resources/planning-policy-manual/docs/planning-policy-manual-appendix-5B-accessway-standards-and-guidelines.pdf>



It is further observed that the width of the proposed vehicle crossing will require the use of parts of the adjoining vehicle crossing (within public road reserve) serving the properties at 341 and 359 Fitzgerald, as well as a temporary passing of the truck over the centreline executing the left turn out of the property. This is considered an appropriate use of the site's vehicle crossing and the overall road reserve (and is consistent with the general approach adopted by Auckland Transport in respect of the assessment of vehicle tracking with an expectation of occasional over-tracking to opposing traffic lanes).



7 District Plan Compliance

An assessment of the proposal has been undertaken against the key relevant transport-related standards of the Unitary Plan.

Table 2: Unitary Plan Compliance Assessment

Rule	Requirement	Compliance/Comment
E27.6.1(1)(a), Table E26.1.1(T9, T10)	Where a proposal exceeds a trip generation threshold, resource consent for a restricted discretionary activity is required: (T9) New Industrial (warehousing and storage) activity exceeds 29,000sqm GFA (T10) New Industrial (Other industrial activities) exceeds 10,000sqm GFA	Complies. Combined GFA of warehouses/dismantling and storage building is less than 10,000sqm
E27.6.2(1) & (5)	There is no minimum or maximum parking rate for the industrial activity within Table E27.6.2.4 (Area 2)	Complies
E27.6.2(6)	Cycle parking (visitor short-stay and secure long-stay) minimum rate (Table E27.6.2.5) – Industrial Activity (T92) requires 1 visitor (short stay) space plus 1 space per 750m ² GFA of office space, and in respect of secure (long-stay): 1 per 300m ² GFA of office	Will Comply. One visitor short-stay cycle parking space can be provided on-site.
E27.6.2(8)	Loading spaces - minimum requirement for industrial activities (of between 300 sqm and 5,000 sqm) per Table E27.6.2.7 (T109): one loading space	Complies: – there will be readily sufficient space for the execution of required loading via a range of loading areas
E27.6.3.1(1)	(a) Size and location of any parking spaces provided: 90 degrees (regular users). 2.5 wide and 5m length from a wall for 6.7m manoeuvring space; (b) Located on the same site as the activity to which the parking/loading relates; (d) kept clear and available at all times the activity is in operation, (e) be located outside any area designated for road widening; and (f) parking located in part of any yard on the site (where it is permitted in the zone) must not impede vehicular access and movement on the site; and not	Will Comply. Dimensions and arrangements/controls will meet these requirements



	infringe any open space/ landscape requirements; (g) not to be sold or leased separately from the activity for which it provides parking	
E27.6.3.2	Every loading space must: (a) comply with the minimum dimensions given in Table E27.6.3.2.1 ((T137) Industrial Activities – minimum dimensions 11m x 3.5m); (b) be located on the same site as the activity to which it relates and be available at all times while the activity is in operation; and (c) be located outside any area designated for road widening; (d) comply with the following when any yard of a site is used to provide the loading space (where it is permitted within the zone): (i) ensure that the footpath or access to the rear of the site or access to an adjacent property is not blocked at any time; and (ii) the use of the loading space does not create a traffic hazard on the road at any time.	Complies – loading spaces exceeding the minimum area will be available and comply with the relevant controls (in relation to loading spaces proposed within yard area).
E27.6.3.3(1)	Every parking space must have driveways and aisles for entry and exit of vehicles to and from the road, and for vehicle manoeuvring within the site. Access and manoeuvring areas must accommodate the 85 percentile car tracking curves in Figure E27.6.3.3.1	Complies – readily sufficient manoeuvring is proposed and available within the site.
E27.6.3.3(1)	Every loading space must accommodate heavy vehicles, access and manoeuvring areas must comply with the tracking curves set out in the NZTA guidelines: RTS 18	Complies – tracking curves showing typical manoeuvring paths for the expected truck and trailer expected to visit the site attached to this report.
E27.6.3.4(1)(a)	Sufficient space must be provided on the site, so vehicles do not need to reverse off the site or onto or off the road from any site where four or more required parking spaces are served by a single access.	Complies. Adequate space is provided to manoeuvre on-site to avoid reversing off the site.
E27.6.3.6	Except for Standard E27.6.3.6(2) (Rural Zones), the whole area of parking and loading spaces, and manoeuvring areas and aisles must be formed, drained, provided with an all-weather surface to prevent	Does not comply – all accessways, loading and parking shall be sealed.



	dust and nuisance, and be marked out or delineated. The gradient for the surface of any parking space must not exceed: (a) 1 in 25 in any direction for accessible spaces for people with disabilities; or (b) 1 in 20 (five per cent) in any direction for other spaces	
E27.6.3.6(4)	The gradient for the manoeuvring area must not exceed 1 in 8.	Will comply
E27.6.3.7(1)	Lighting is required where there are 10 or more parking spaces which are likely to be used during the hours of darkness. The parking and manoeuvring areas and associated pedestrian routes must be adequately lit during use in a manner that complies with the rules in Section E24 Lighting.	Will Comply (assessed by others)
E27.6.4.1(3)(a)	Vehicle crossings must not be constructed across that part of a site boundary within 10m of an intersection.	Complies – minimum 320m to nearest intersection (Crossey Road and Fielding Road)
E27.6.4.2.1(1)	- Maximum number of vehicle crossings per road frontage of the site: 1 per 25m of frontage or part thereof - Minimum separation from crossings serving adjacent sites: 2m. Where two crossings on adjacent sites can be combined and where the combined crossings do not exceed a total width of 6m at the property boundary, no minimum separation distance will apply. - Minimum separation between crossings serving same site: 6m	Complies. Single crossing proposed along the total frontage length to Fitzgerald Road of approximately 110m. Minimum separation of 4.6m to adjacent driveway
E27.6.4.2, E27.6.4.3 (Table E27.6.4.2.1 – T(146), Table E27.6.4.3.2 – T(156))	Vehicle crossings serving activities within a rural zone, shall be a minimum width of 3.0m and maximum width of 6.0m (provided that a maximum width of 9.0m is permitted where the crossing needs to accommodate the tracking path of large heavy vehicles at the site boundary. There is no maximum formed access width for accesses in rural zones.	Complies minimum 5.5m width for proposed crossing and internal accessway.
E27.6.4.4(1), Table E27.6.4.4.1 (T158)	The maximum gradient of access for sites serving heavy vehicles shall be no steeper than 1:8 (12.5%)	Complies



The only technical non-compliances generated with respect to the operative AUP Chapter E27 standards relates to the required sealing (all weather surfacing) of all access, circulation, loading and parking areas. It is considered that the yard-based activity proposed by the current application is largely rural in nature and consistent with many other rural-based activities in the surrounding area and in the Rural zones surrounding the subject land.

In respect of the on-suite visitor cycle parking, one cycle parking stand/rack can be readily provided within or adjacent to the proposed warehouse buildings.



8 Conclusions

This reporting has been commissioned by the Applicant to support its resource consent application facilitating development of a property at 395 Fitzgerald Road, Drury for the purpose of establishing a wrecking/storage yard activity. Consideration has been given to the transportation and access matters associated with the proposed storage/wrecking activity. A review has been undertaken of the information available from public sources in respect of the surrounding area, including publicly-available information on traffic volumes and crash statistics

Based on the assessment undertaken, it is concluded that:

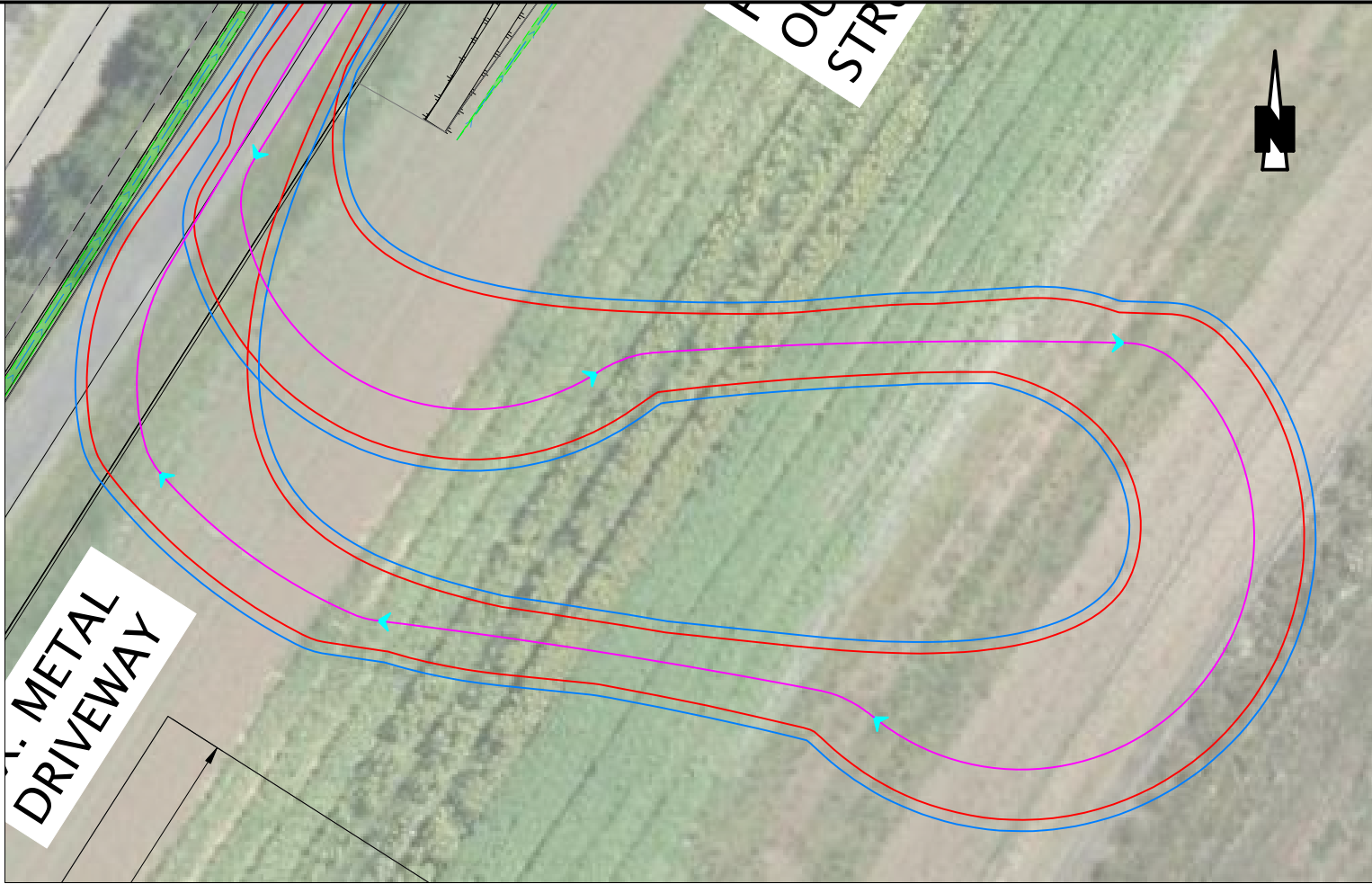
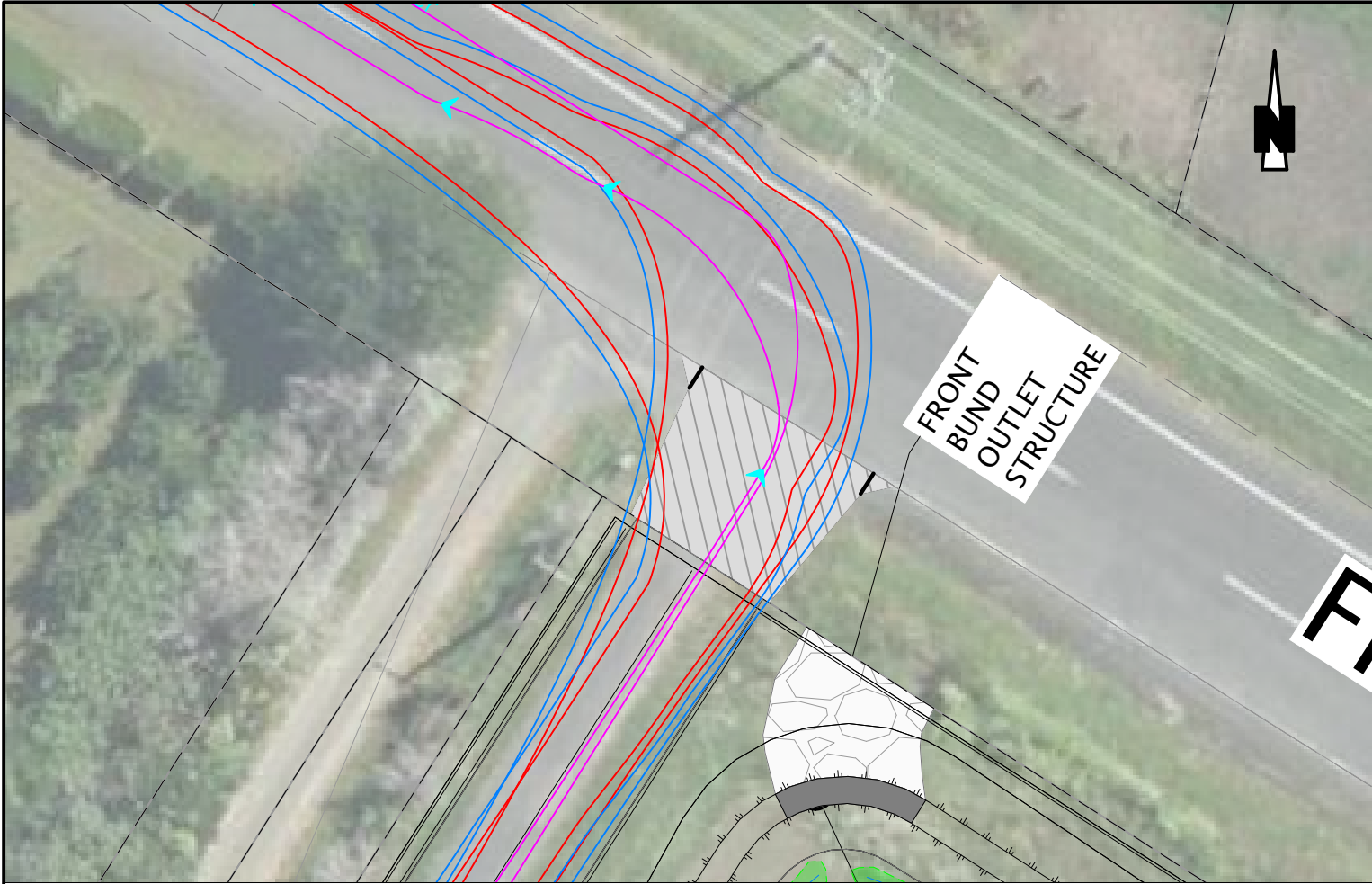
- The site and its intended wrecking/storage activity has good accessibility to relevant parts of the road network;
- The transportation effects associated the proposed activity are considered to be modest being generally no more than 30 vph (bothways);
- The adjoining road network via Fitzgerald Road is capable of accommodating the additional traffic with modest change to performance of the network (on the basis of the addition of minor shoulder widening on the northern side of the road).

Overall, it is concluded that there are no traffic or transportation reasons preventing the proposed mixed-use development from being granted.

Don McKenzie Consulting Ltd.

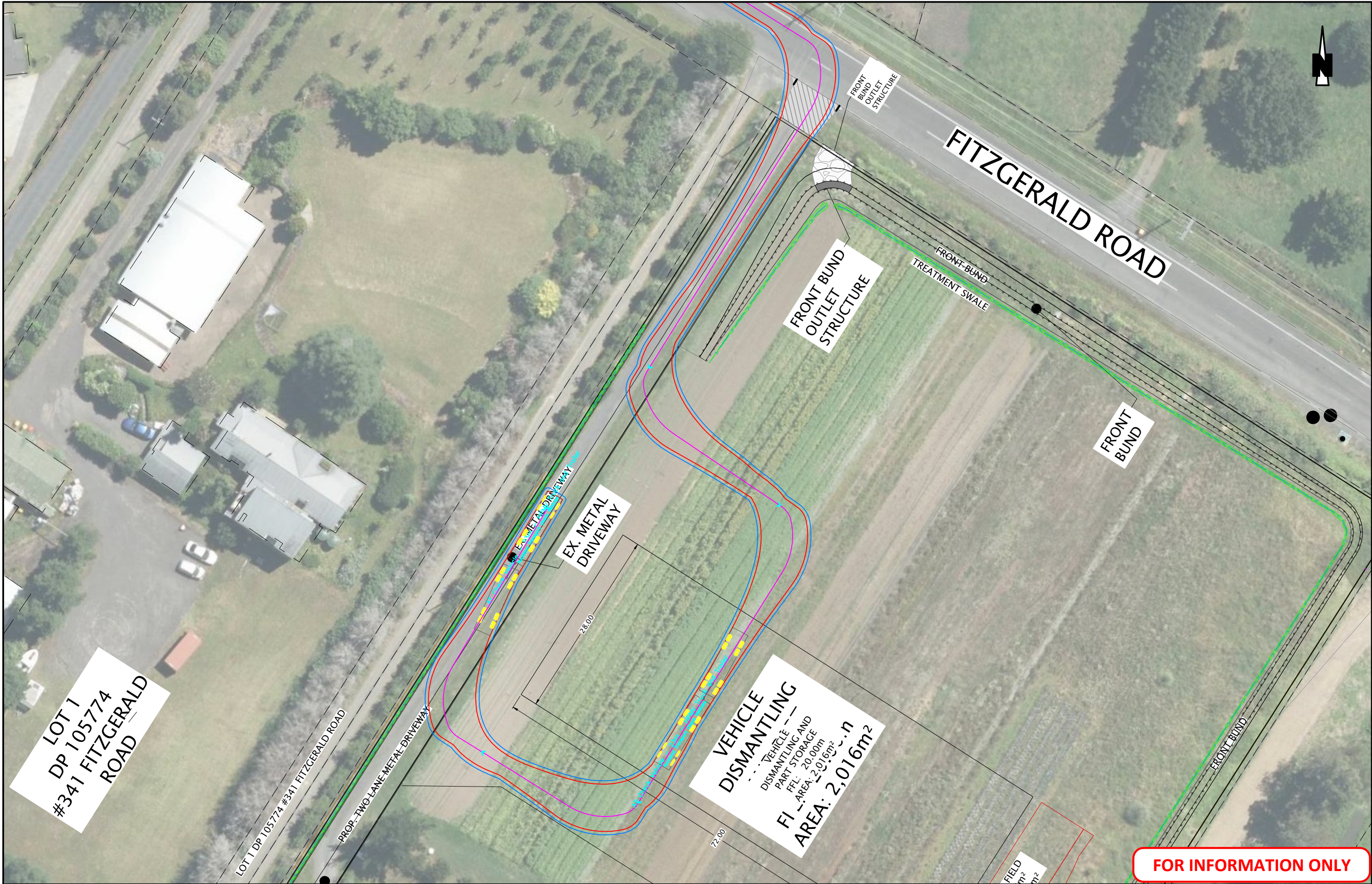


**Attachment 1: Vehicle tracking assessment
 (85th percentile cars and 23m truck and trailer)**



FOR INFORMATION ONLY

Issue	Description	Checked	Date	Designed:	Date	Scale:
0	VEHICLE TRACKING	DMC	1.05.25	BAB	29.04.25	NTS
				Drawn: AN	1.05.25	(A3 Original)
				Checked: DMC	1.05.25	
				Job No:	Dwg No:	Rev:
				A23104	2	0



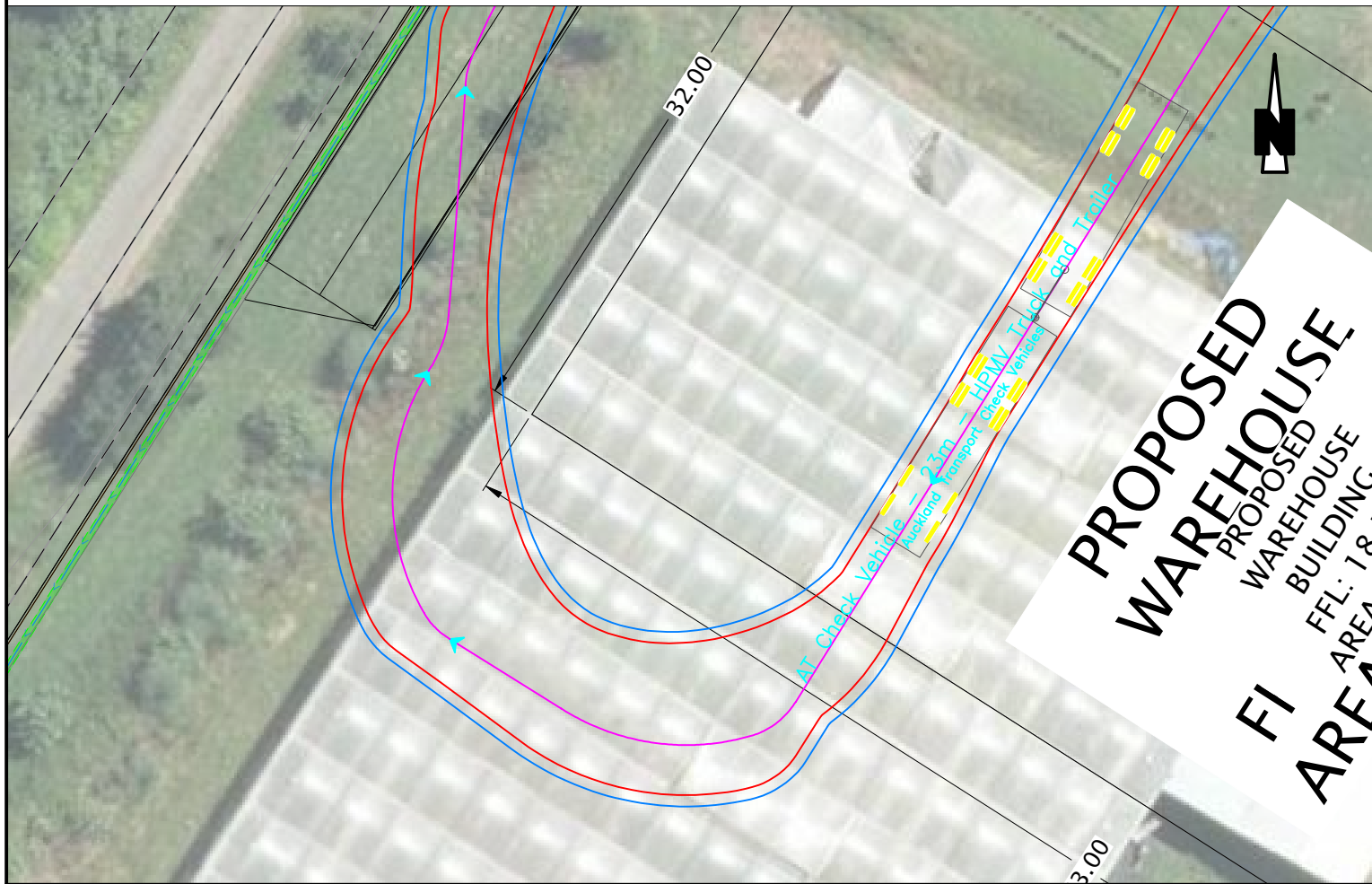
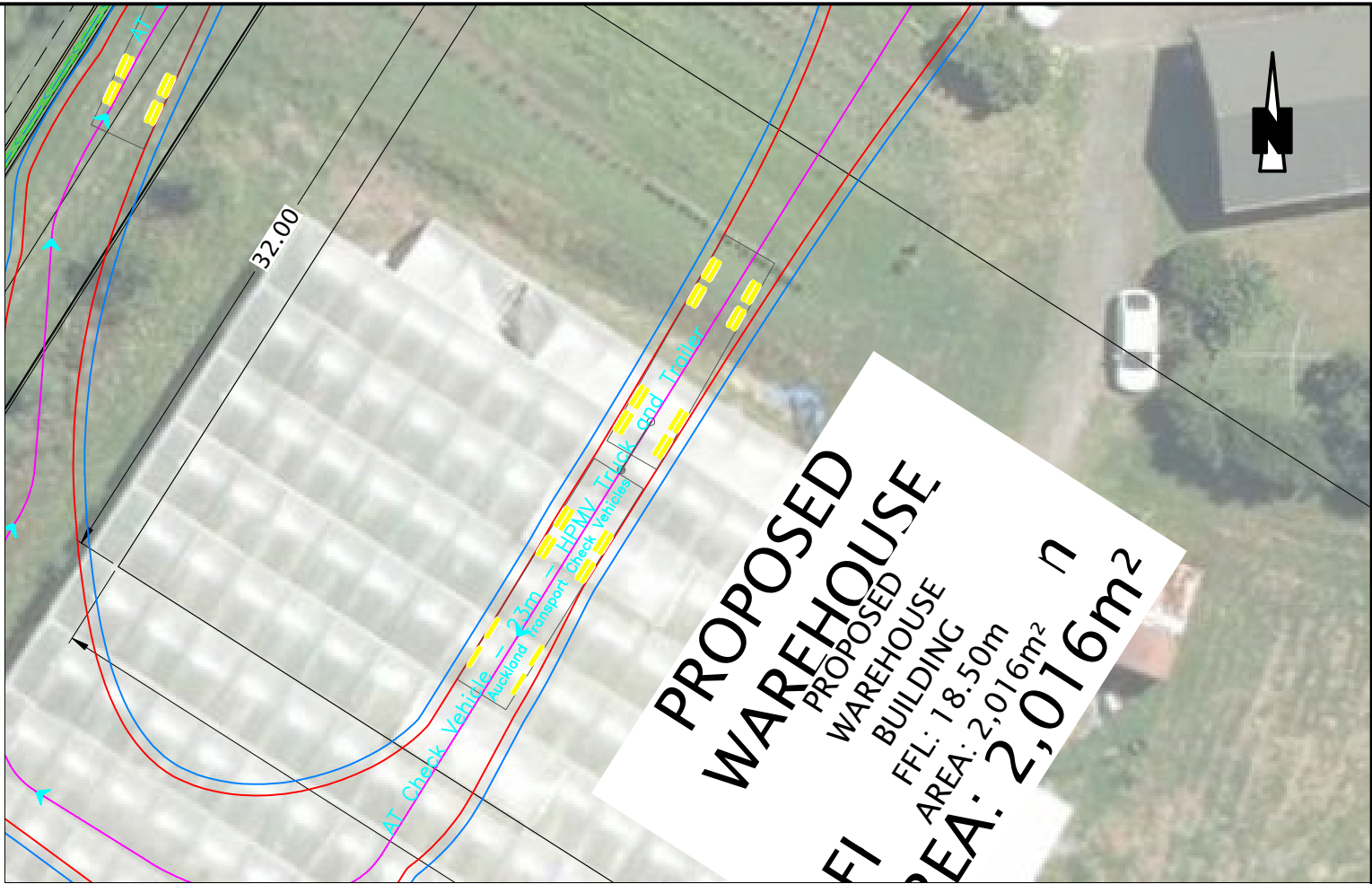
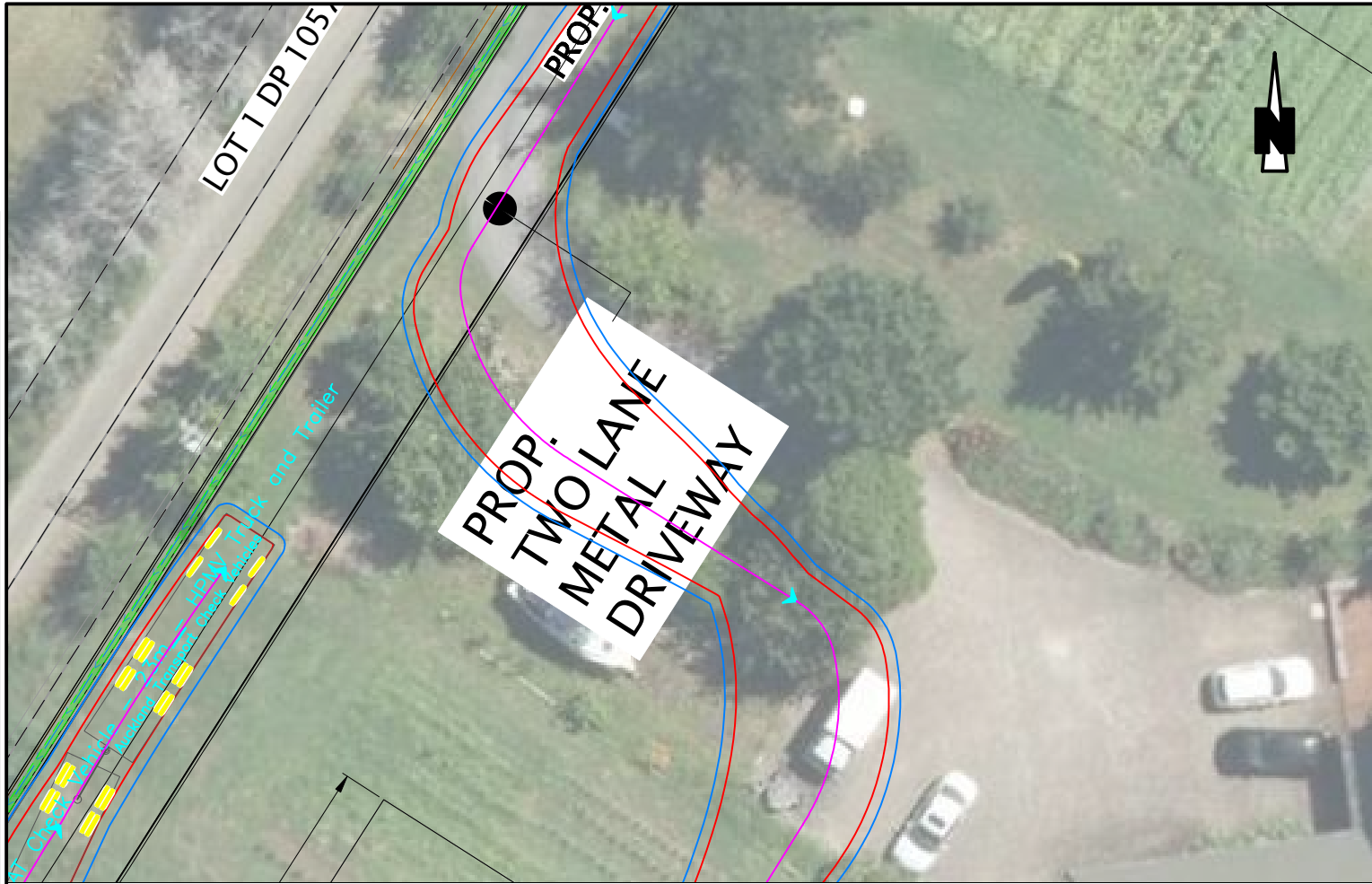


FOR INFORMATION ONLY

Issue	Description	Checked	Date	Designed:		Date	Scale: NTS (A3 Original)
0	VEHICLE TRACKING	DMC	1.05.25	BAB	29.04.25		
				AN	1.05.25		
				Checked: DMC		1.05.25	
				Job No:		Dwg No:	Rev:
				A23104		6	0

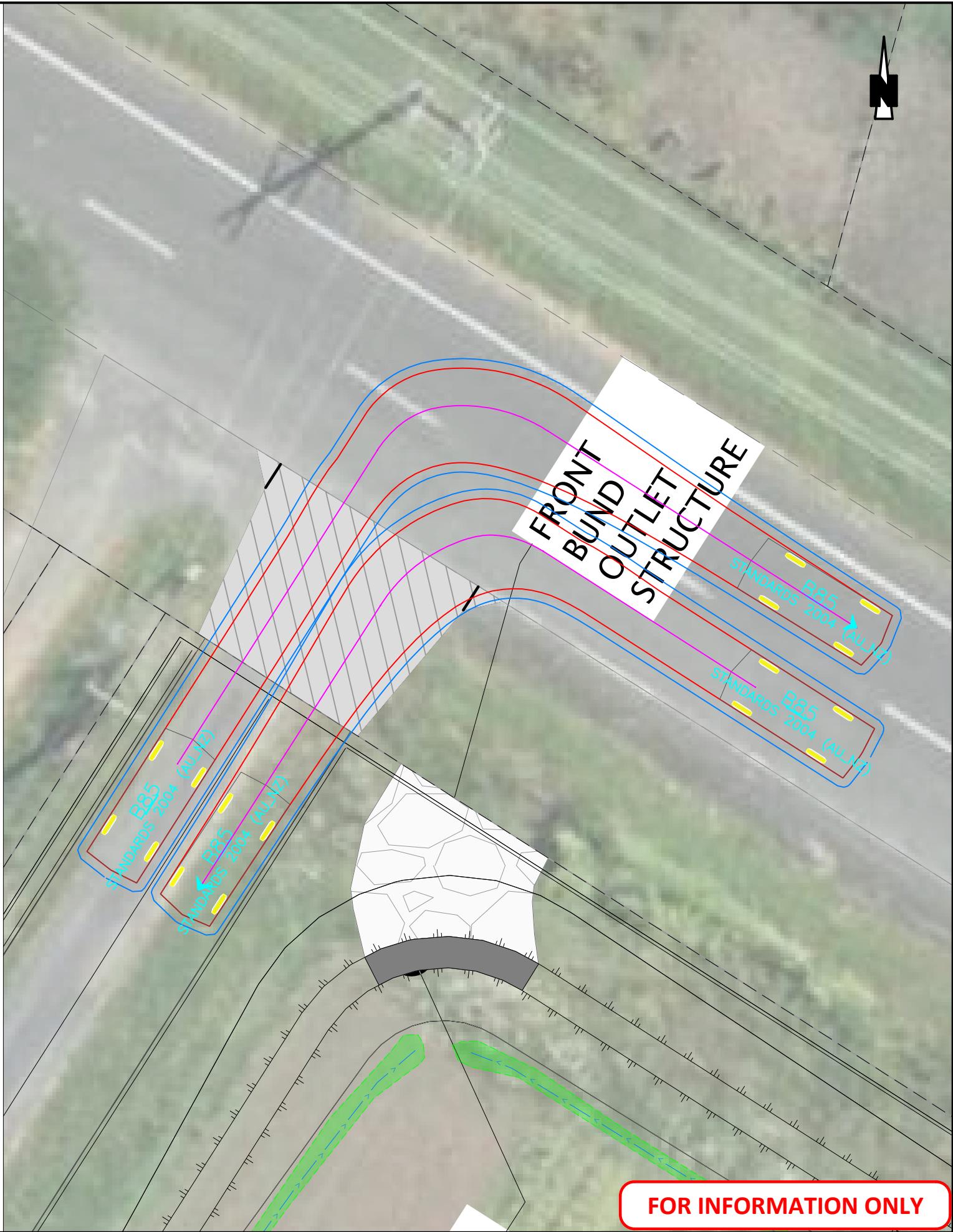
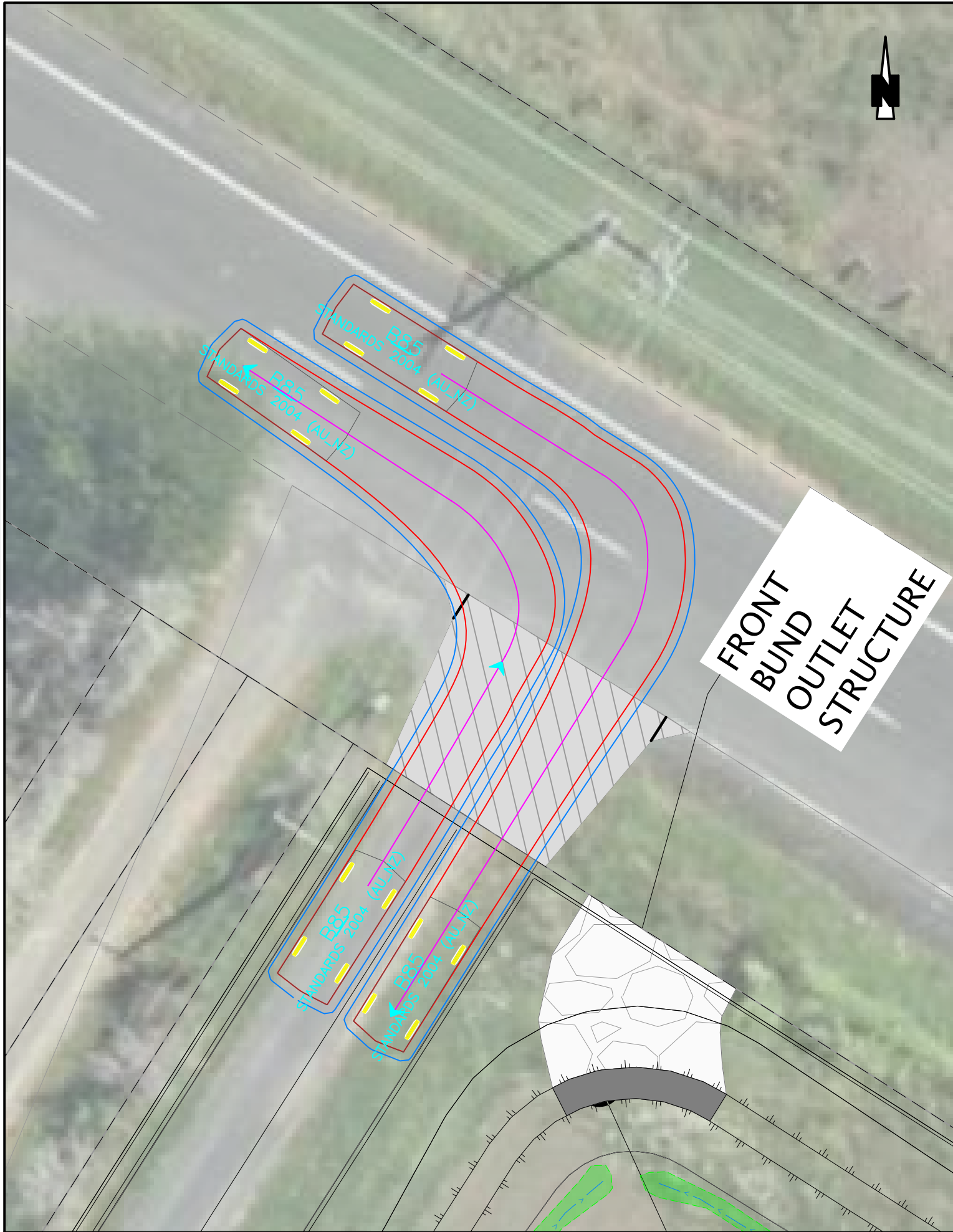


Issue	Description	Checked	Date	Designed	Date	Scale
0	VEHICLE TRACKING	DMC	1.05.25	BAB	29.04.25	NTS
				AN	1.05.25	(A3 Original)
				DMC	1.05.25	
		Job No:	Dwg No:	Rev:		
		A23104	7	0		



FOR INFORMATION ONLY

Issue	Description	Checked	Date	Designed:		Date	Scale:	
0	VEHICLE TRACKING	DMC	1.05.25	BAB	29.04.25		NTS	
				Drawn:	AN	1.05.25	(A3 Original)	
				Checked:	DMC	1.05.25		
				Job No:		Dwg No:		Rev:
				A23104		8		0



Issue	Description	Checked	Date	Designed:	Date	Scale:
0	VEHICLE TRACKING	DMC	1.05.25	BAB	29.04.25	NTS
				Drawn: AN	1.05.25	(A3 Original)
				Checked: DMC	1.05.25	
				Job No:	Dwg No:	Rev:
				A23104	9	0

FOR INFORMATION ONLY