

21 September 2021

Environmental Protection Authority  
via email: [Dominionroad.fasttrack@epa.govt.nz](mailto:Dominionroad.fasttrack@epa.govt.nz)

Dear Fast-track Consenting Applications team,

### **Dominion Road Mixed-use Development – Revised Draft Consent Conditions**

Thank you for the opportunity to provide comments on the revised draft consent conditions for the Dominion Road Mixed-use Development. The amendments suggested by Auckland Transport have generally been included in the revised conditions, however the following concerns remain:

- The consent holder is required to provide flood depth/velocity data and assessment of the potential impacts or how they will be mitigated, with respect to the bubble up chamber. Auckland Transport may not accept the kerb discharge if the residual risks such as blockages and/or failure of the proposed infiltration strategy are not mitigated;
- It should be made clear that the Road Safety Audit may identify the requirement for the Grange Road intersection to be signalised (for road safety reasons) and that the cost would fall to the consent holder to implement these works and gain any necessary consents;
- The conditions do not appropriately cover the requirement for the consent holder to implement bus lanes during the weekend to mitigate the effects of delays to public transport, caused by the development. The consent holder shall bear the responsibility and cost associated with implementing the weekend bus lanes.

In this regard, the following advice notes and additional changes are recommended:

#### Kerb Discharge Approval

##### *Advice Note to Accompany Condition 12*

The following advice note should be added to Condition 12: *“The consent holder is advised specific Auckland Transport approval under the Local Government Act is required for discharge of stormwater onto the road. 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 implemented”.*

#### Signalising Grange Road

##### *Condition 1(b)(ii)*

The following text should be added: *“ii. The Dominion Road / Grange Road intersection is to be upgraded to reflect the indicative design shown in Figure 5 of the Harrison Grierson advice to the EPA on 30 August 2021 with a raised table and pedestrian refuge on Grange Road (unless the Road Safety Audit identifies that the Grange Road/Dominion Road intersection needs to be signalised)”.*



#### *Advice Note to Accompany Road Safety Audit Conditions 22-25*

*“Should the Road Safety Audit identify the requirement for Grange Road to be signalised, the cost shall fall to the consent holder and shall be required to be implemented prior to operation of the supermarket”.*

#### *Condition Following 115 ‘NEW’*

The consent holder needs to establish an ‘existing environment’ to compare the post opening speed and traffic volumes with. The condition should read:

*“The speed and volume of vehicles using Grange Road and Prospect Terrace must be monitored prior to trading with a seven-day tube count submitted to Auckland Council and Auckland Transport to establish the existing/base level speed and traffic volume. Once the supermarket is trading, the consent holder shall, using tube counts for one week per month for the first twelve months of trading and compare speed and traffic volumes to the situation prior to commencement of trading. A report must be prepared by a suitably qualified traffic engineer to analyse the results, identify whether any new safety concerns arise as a result of the development and propose mitigation measures and submitted to Auckland Council and Auckland Transport. Any further mitigation measures approved by Auckland Council and Auckland Transport must be implemented within six (6) months at the consent holder’s cost”.*

#### *Advice Note to Accompany Rat-Running Condition*

In addition to the advice note following Condition 115 (NEW) *“The purpose of this condition is to mitigate any unforeseen ‘rat-running’ that may occur as a result of the development, due to traffic delays. The mitigation measures should address any road safety concerns including speeding”*, the following text should be added: *“Should the monitoring identify that the Grange Road intersection has road safety concerns, the consent holder shall be responsible for securing and implementing any additional consents required to signalise this intersection, if identified as necessary”.*

#### Implementing Weekend Bus Lanes

##### *Condition 25*

Condition 25(b)(g) requires the consent holder submit details of changes to bus stops and bus lanes, however there are no conditions which set out the requirement for the consent holder to implement weekend bus lanes to mitigate the effects caused by the development. Auckland Transport’s expectation based on the expert conferencing is that the consent holder would carry out the consultation and prepare the resolution report to implement weekend bus lanes (assisted by Auckland Transport). The cost of such a process would need to be borne by the consent holder. In this regard, Auckland Transport support the request made by Eden We Love, that condition 12(d) include bus lane details submitted as part of the Engineering Plan Approval. The weekend bus lanes do need to be in place prior to the supermarket opening.

##### *Advice Note 13*

The Applicant recommended that the resolution advice note (13) be reworded to “including any changes to bus operating times.” Auckland Transport recommend the advice note does include the wording *“including any changes to bus lane operating times,”* as changes to the bus lane operating times would indeed require resolution via the Traffic Control Committee.



Should you have any queries in relation to the tracked changes to the draft land use consent conditions, or the comments in relation to stormwater management, please contact me.

Ngā mihi

A handwritten signature in black ink that reads 'Tessa Craig'.

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