

## Identifying adjacent land

Under sections 53(2)(h) and (i) of the Fast-track Approvals Act 2024 (the Act), the panel must direct the EPA to invite comments on a substantive application from the owners and occupiers of the land to which the substantive application relates and the land adjacent to that land.

### Meaning of “adjacent”

Adjacent land can be land that is near or next to land to which the substantive application relates (“application land”).

It could include:

- Land that has a common boundary or is contiguous with the application land (see figure 1 below).
- Land that is close enough to be considered to form part of the context of the application land (see figure 1 below). This could be land that is not contiguous but is directly across from, or separated by, a road, rail corridor or watercourse.

### The coastal marine area

The coastal marine area is considered to be a subset of land for the purpose of sections 53(2)(h) and (i) of the Act. If the coastal marine area is adjacent to the application land, the coastal occupation permit holders may then be considered occupiers of adjacent land, and their full name and address would be required.

### Disclaimer

What is regarded as adjacent land will be determined by the panel on the facts in the context of each substantive application. This guidance does not constitute and is no substitute for legal advice. The EPA will not be liable, whether in contract, tort, equity or otherwise, for any action taken in reliance of any aspect of this guidance, including any error, inadequacy, deficiency, flaw in, or omission from the information contained in this guidance.

Figure 1: Examples of adjacent land



## Identification of person(s) to invite comment from

The area and land to which the substantive application relates:

**Region:** Auckland

**Project area:** 2 Lower Hobson Street, 29 Customs Street (Aon House), 188 Quay Street (HSBC Tower), and 204 Quay Street, Auckland Central

**Table 1: Information on persons that the panel must invite comment from**

Section of Act	Description from Act	Party identified
53(2)(a)	the relevant local authorities	<ul style="list-style-type: none"> <li>Auckland Council</li> </ul>
53(2)(b)	the relevant iwi authorities	<ul style="list-style-type: none"> <li>Te Rūnanga o Ngāti Whātua</li> <li>Ngāti Whātua o Ōrākei Trust Board</li> <li>Hako Tūpuna Trust</li> <li>Ngāti Maru Rūnanga Trust</li> <li>Ngāti Pāoa Iwi Trust</li> <li>Te Patukirikiri Iwi Trust</li> <li>Ngāi Tai ki Tāmaki Trust</li> </ul>

		<ul style="list-style-type: none"> <li>• Ngāti Tamaterā Treaty Settlement Trust</li> <li>• Te Kawerau Iwi Settlement Trust</li> <li>• Te Ākitai Waiohūa Waka Taua Inc</li> <li>• Ngaati Whanaunga Incorporated Society</li> <li>• Ngāti Te Ata Claims Support Whānau Trust</li> <li>• Ngāti Tamaoho Settlement Trust</li> </ul>
53(2)(c)	<p>any relevant Treaty settlement entities, including, to avoid doubt,—</p> <p>(i) an entity that has an interest under a Treaty settlement within the area to which the substantive application relates; and</p> <p>(ii) an entity operating in a collective arrangement, provided for under a Treaty settlement, that relates to that area</p>	<ul style="list-style-type: none"> <li>• Ngāti Whātua o Ōrākei Trust Board</li> <li>• Hako Tūpuna Trust</li> <li>• Ngāti Maru Rūnanga Trust</li> <li>• Ngāti Pāoa Iwi Trust</li> <li>• Te Patukirikiri Iwi Trust</li> <li>• Ngāi Tai ki Tāmaki Trust</li> <li>• Ngāti Tamaterā Treaty Settlement Trust</li> <li>• Te Kawerau Iwi Settlement Trust</li> <li>• Ngāti Tamaoho Settlement Trust</li> <li>• Te Ākitai Waiohūa Settlement Trust</li> </ul>

		<ul style="list-style-type: none"> <li>• Ngaati Whanaunga Ruunanga Trust</li> <li>• Tūpuna Taonga o Tāmaki Makaurau Trust/ Whenua Haumi Roroa o Tāmaki Makaurau Limited Partnership</li> </ul>
53(2)(d)	any protected customary rights groups and customary marine title groups whose protected customary rights area or customary marine title is within the area to which the substantive application relates	<ul style="list-style-type: none"> <li>• Ngāti Koheriki Claims Committee</li> <li>• Te Ākitai Waiohūa Settlement Trust</li> <li>• Ngāti Te Ata Claims Support Whānau Trust</li> <li>• Ngāti Tamaterā Treaty Settlement Trust</li> <li>• Te Patukirikiri Iwi Trust</li> <li>• Ngāti Maru Rūnanga Trust</li> <li>• Hako Tūpuna Trust</li> <li>• Te Rūnanga o Ngāti Whātua</li> </ul>
53(2)(e)	any applicant group under the Marine and Coastal Area (Takutai Moana) Act 2011 that is identified in the report prepared under section 18 or 49 and seeks recognition of customary marine title or protected customary rights within the area to which the substantive application relates	None identified in S18 report from MFE
53(2)(f)	ngā hapū o Ngāti Porou if the area to which the substantive application relates is within or adjacent to, or the activities to which it	None identified in S18 report from MFE

	relates would directly affect, ngā rohe moana o ngā hapū o Ngāti Porou	
53(2)(g)	the tangata whenua of any area within the area to which the substantive application relates that is a taiāpure-local fishery, a māitaitai reserve, or an area that is subject to bylaws or regulations made under Part 9 of the Fisheries Act 1996	None identified in S18 report from MFE
53(2)(h)	owners of the land to which the substantive application relates (Owners of land adjacent to that land are covered in Table 2 as the panel must exercise judgement on what is considered adjacent)	See Map 1 for land to which the substantive application relates. List of all owners set out in Appendix 1.
53(2)(i)	occupiers of the land to which the substantive application relates unless, after reasonable inquiry, an occupier cannot be identified (Occupiers of land adjacent to that land unless, after reasonable inquiry, an occupier cannot be identified are covered in Table 2 as the panel must exercise judgement on what is considered adjacent)	See Map 1 for land to which the substantive application relates. List of all occupiers set out in Appendix 1.
53(2)(j)	the Minister for the Environment and other relevant portfolio Ministers	Panel to consider. See Appendix 4 for the list of Ministerial Portfolios.
53(2)(k)	relevant administering agencies	<ul style="list-style-type: none"> <li>• Heritage New Zealand Pouhere Taonga</li> <li>• Ministry for the Environment</li> </ul>
53(2)(l)	any requiring authority that has a designation on land to which the substantive application relates or on land adjacent to that land	<ul style="list-style-type: none"> <li>• City Rail Link Limited</li> <li>• Auckland Council</li> </ul>

53(2)(m)	<p>if the approvals sought in the substantive application include—</p> <p>(i) an approval described in section 42(4)(a) or (d) (resource consent or designation), the persons and groups listed in clause 5 of Schedule 5:</p> <p>(ii) an approval described in section 42(4)(e) (concession), the persons listed in clause 5 of Schedule 6:</p> <p>(iii) an approval described in section 42(4)(g) (conservation covenant), the persons listed in clause 44 of Schedule 6:</p> <p>(iv) an approval described in section 42(4)(h) (wildlife approval), the persons listed in clause 4 of Schedule 7:</p> <p>(v) an approval described in section 42(4)(k) (marine consent), the persons listed in clause 5 of Schedule 10:</p> <p>(vi) an approval described in section 42(4)(l) or (m) (access arrangement), the persons listed in clause 5 of Schedule 11</p> <p>(vii) an approval described in section 42(4)(n) (mining permit), the person listed in clause 18 of Schedule 11.</p>	<p>(i) an approval described in section 42(4)(a) or (d) (resource consent or designation), the persons and groups listed in clause 13 of Schedule 5:</p> <ul style="list-style-type: none"> <li>• Director-General of Conservation</li> </ul>
53(2)(n)	any persons or groups specified by the Minister under section 27(3)(b)(iii).	None, this is a listed project

**Table 2: Adjacent land for panel determination**

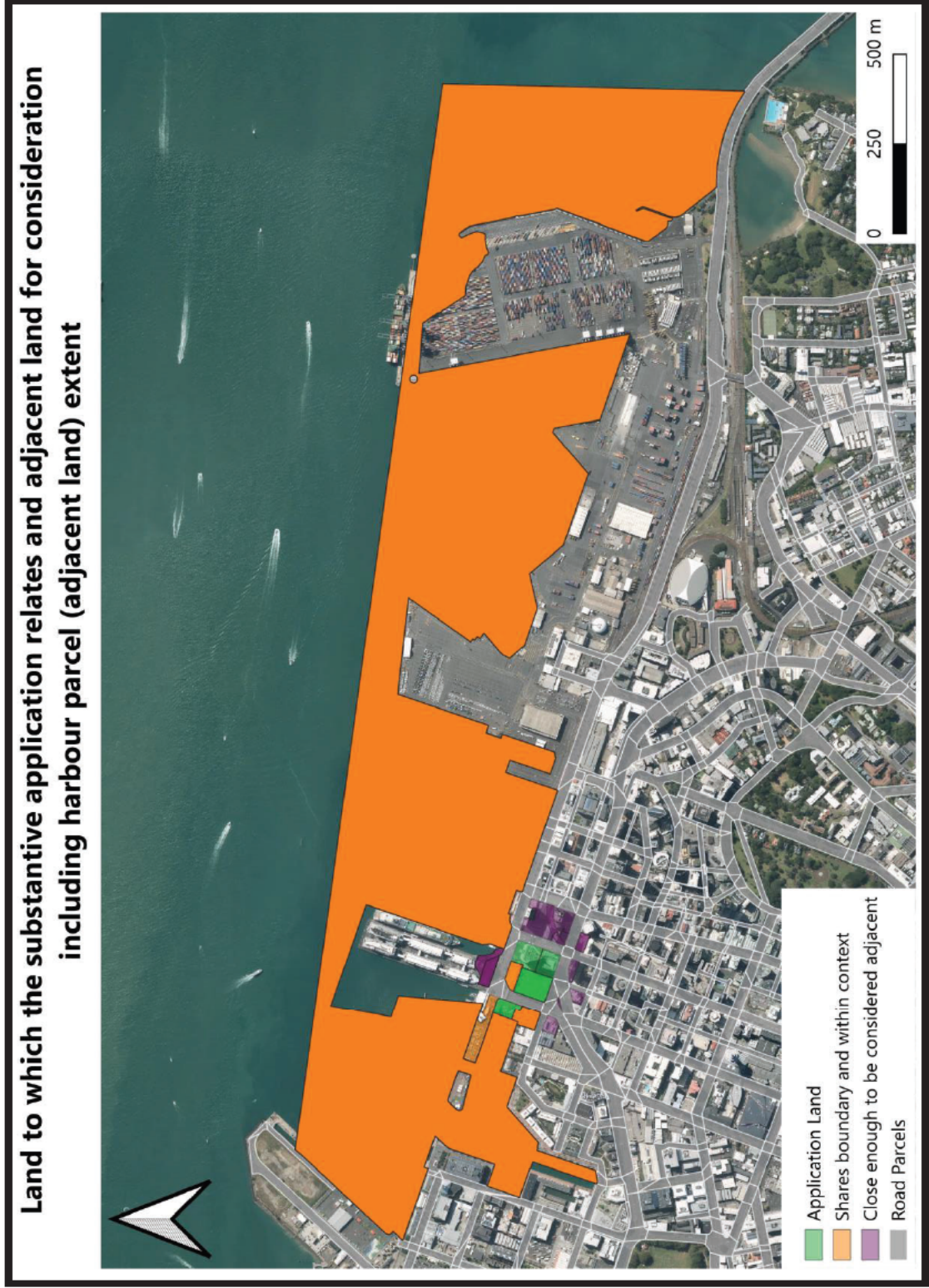
Section of Act	Description from Act	Party identified
53(2)(h)	owners of land adjacent to land to which the substantive application relates	See Map 1 for land identified as adjacent. List of all owners set out in Appendix 1.
53(2)(i)	occupiers of land adjacent to land to which the substantive application relates unless, after reasonable inquiry, an occupier cannot be identified	See Map 1 for land identified as adjacent. List of all occupiers set out in Appendix 1.

Map 1: Land to which the substantive application relates and adjacent land for consideration

### Land to which the substantive application relates and adjacent land for consideration



Map 2: Land to which the substantive application relates and adjacent land for consideration including harbour parcel (adjacent land) extent.



**Appendix 1: List of all owners/occupiers of the land to which the substantive application relates and the land that could be considered adjacent to that land**

<b>Owners of the land to which the substantive application relates (green)</b>		
Owner	Title	Address
Precinct Properties Holdings Limited	NA33C/37	29 Customs Street West
Precinct Downtown Development Limited	NA15A/424	2 Lower Hobson Street
Precinct Properties Holdings Limited	NA128C/787	188 Quay Street
Viaduct Harbour Holdings Limited	NA114A/611	204 Quay Street
Precinct Properties Holdings Limited	873335	204 Quay Street
Precinct Downtown Development Limited	962310	2 Lower Hobson Street
Millennium & Copthorne Hotels New Zealand Limited	1069217	
<b>Occupiers of the land to which the substantive application relates (green)</b>		
Title	Physical Address	
NA33C/37	29 Customs Street West	
NA15A/424	2 Lower Hobson Street	
NA128C/787	188 Quay Street	
NA114A/611	204 Quay Street	
873335	204 Quay Street	
962310	2 Lower Hobson Street	
<b>Owners of the adjacent land (orange and purple)</b>		
Land that has a common boundary with the land to which the substantive application relates and is considered adjacent (shown orange on Map 1) <sup>3</sup> :		
Title	Physical Address	

<sup>3</sup> Where the address is not filled in, Auckland Council had not provided a physical address as part of the information returned via the rating request. Postal addresses have been provided but as we compare physical and postal addresses to identify potential occupiers, occupiers have not been able to be identified where the rating information did not provide a physical address. Without a physical address we are also unable to send out physical letters.

NA125D/147	16/147 Quay Street
NA125D/148	17/147 Quay Street
NA125D/169	38/147 Quay Street
NA125D/158	27/147 Quay Street
NA125D/91	69/145 Quay Street
NA132A/846	57/143 Quay Street
NA128A/333	301/85 Customs Street West
NA128A/304	120/85 Customs Street West
NA128C/971	
NA133D/913	Carpark 137 Quay Street
NA132A/807	18/143 Quay Street
NA128A/429	
NA126D/792	
NA15A/423	196-200 Quay Street
NA125D/71	49/145 Quay Street
NA128C/464	
NA128A/336	304/85 Customs Street West
NA128A/335	303/85 Customs Street West
NA128A/334	302/85 Customs Street West
NA128A/332	224/85 Customs Street West
NA128A/308	124/85 Customs Street West
NA128A/307	123/85 Customs Street West
NA128A/306	122/85 Customs Street West
NA128A/305	121/85 Customs Street West
NA132A/814	25/143 Quay Street
NA134D/102	209/85 Customs Street West
NA134D/332	509/85 Customs Street West
NA128C/860	510/85 Customs Street West
NA128C/859	306/85 Customs Street West
NA130A/64	31/139 Quay Street
NA130A/63	30/139 Quay Street
NA130A/62	29/139 Quay Street
NA130A/61	28/139 Quay Street
NA130A/60	27/139 Quay Street
NA128A/399	519/85 Customs Street West
NA128A/398	518/85 Customs Street West
NA128A/397	517/85 Customs Street West
NA128A/396	516/85 Customs Street West

NA128A/407	603/85 Customs Street West
NA128A/404	524/85 Customs Street West
NA128C/862	605/85 Customs Street West
NA128C/861	601/85 Customs Street West
NA130A/70	37/139 Quay Street
NA130A/69	36/139 Quay Street
NA130A/68	35/139 Quay Street
NA128A/322	214/85 Customs Street West
NA128A/321	213/85 Customs Street West
NA128A/320	212/85 Customs Street West
NA128A/403	523/85 Customs Street West
NA128A/402	522/85 Customs Street West
NA128A/401	521/85 Customs Street West
NA128A/387	507/85 Customs Street West
NA128A/400	520/85 Customs Street West
NA128A/386	506/85 Customs Street West
NA128A/385	505/85 Customs Street West
NA128A/384	504/85 Customs Street West
NA128A/299	115/85 Customs Street West
NA128A/298	114/85 Customs Street West
NA128A/296	112/85 Customs Street West
NA128A/340	308/85 Customs Street West
NA128A/339	307/85 Customs Street West
NA128A/337	305/85 Customs Street West
NA128A/331	223/85 Customs Street West
NA128A/330	222/85 Customs Street West
NA128A/363	407/85 Customs Street West
NA128A/414	610/85 Customs Street West
NA128A/362	406/85 Customs Street West
NA128A/413	609/85 Customs Street West
NA128A/361	405/85 Customs Street West
NA128A/360	404/85 Customs Street West
NA128A/411	607/85 Customs Street West
NA128A/410	606/85 Customs Street West
NA128A/329	221/85 Customs Street West
NA128A/328	220/85 Customs Street West
NA128A/428	624/85 Customs Street West
NA128A/427	623/85 Customs Street West
NA128A/426	622/85 Customs Street West
NA128A/425	621/85 Customs Street West
NA128A/424	620/85 Customs Street West

NA128A/419	615/85 Customs Street West
NA128A/418	614/85 Customs Street West
NA128A/417	613/85 Customs Street West
NA128A/345	313/85 Customs Street West
NA128A/344	312/85 Customs Street West
NA128A/341	309/85 Customs Street West
NA128A/423	619/85 Customs Street West
NA128A/422	618/85 Customs Street West
NA128A/421	617/85 Customs Street West
NA128A/420	616/85 Customs Street West
NA128A/395	515/85 Customs Street West
NA128A/394	514/85 Customs Street West
NA128A/393	513/85 Customs Street West
NA128A/391	511/85 Customs Street West
NA128A/378	422/85 Customs Street West
NA128A/377	421/85 Customs Street West
NA128A/376	420/85 Customs Street West
NA128A/375	419/85 Customs Street West
NA128A/374	418/85 Customs Street West
NA128A/354	322/85 Customs Street West
NA128A/353	321/85 Customs Street West
NA128A/352	320/85 Customs Street West
NA128A/351	319/85 Customs Street West
NA128A/350	318/85 Customs Street West
NA128A/349	317/85 Customs Street West
NA128A/348	316/85 Customs Street West
NA128A/347	315/85 Customs Street West
NA128A/346	314/85 Customs Street West
NA128A/327	219/85 Customs Street West
NA128A/326	218/85 Customs Street West
NA128A/325	217/85 Customs Street West
NA128A/324	216/85 Customs Street West
NA128A/323	215/85 Customs Street West
NA128A/294	110/85 Customs Street West
NA128A/293	109/85 Customs Street West
NA128A/292	108/85 Customs Street West
NA128A/291	107/85 Customs Street West
NA128A/290	106/85 Customs Street West
NA128C/858	205/85 Customs Street West
NA128A/318	210/85 Customs Street West
NA128A/303	119/85 Customs Street West

NA128A/368	412/85 Customs Street West
NA128A/301	117/85 Customs Street West
NA128A/300	116/85 Customs Street West
NA128A/365	409/85 Customs Street West
NA128A/364	408/85 Customs Street West
NA128A/302	118/85 Customs Street West
NA130A/71	38/139 Quay Street
NA128A/359	403/85 Customs Street West
NA128A/358	402/85 Customs Street West
NA128A/357	401/85 Customs Street West
NA128A/356	324/85 Customs Street West
NA128A/355	323/85 Customs Street West
NA133C/866	508/85 Customs Street West
NA133C/865	502/85 Customs Street West
NA128A/383	503/85 Customs Street West
NA128A/381	501/85 Customs Street West
NA128A/380	424/85 Customs Street West
NA128A/379	423/85 Customs Street West
NA128A/373	417/85 Customs Street West
NA128A/372	416/85 Customs Street West
NA128A/371	415/85 Customs Street West
NA128A/370	414/85 Customs Street West
NA128A/369	413/85 Customs Street West
NA130A/99	44A/139 Quay Street
NA130A/98	43A/139 Quay Street
NA130A/88	55/139 Quay Street
NA128A/279	87-89O Customs Street West
NA128A/278	87-89N Customs Street West
NA128A/277	87-89M Customs Street West
NA132A/840	51/143 Quay Street
NA125D/99	77/145 Quay Street
NA132A/791	2/143 Quay Street
NA125D/79	57/145 Quay Street
NA130A/54	21/139 Quay Street
NA130A/53	20/139 Quay Street
NA130A/52	19/139 Quay Street
NA130A/51	18/139 Quay Street
NA130A/50	17/139 Quay Street
NA128A/289	105/85 Customs Street West
NA128A/287	103/85 Customs Street West
NA128A/286	102/85 Customs Street West

NA130A/97	42A/139 Quay Street
NA130A/96	64/139 Quay Street
NA130A/95	63/139 Quay Street
NA130A/94	62/139 Quay Street
NA130A/67	34/139 Quay Street
NA130A/66	33/139 Quay Street
NA130A/65	32/139 Quay Street
NA128A/312	204/85 Customs Street West
NA128A/311	203/85 Customs Street West
NA128A/310	202/85 Customs Street West
NA128A/309	201/85 Customs Street West
NA130A/76	43/139 Quay Street
NA130A/74	41/139 Quay Street
NA130A/73	40/139 Quay Street
NA130A/72	39/139 Quay Street
NA130A/78	45/139 Quay Street
NA128A/284	HT/85 Customs Street West
NA128A/283	87-89S Customs Street West
NA128A/282	87-89R Customs Street West
NA128A/280	87-89P Customs Street West
NA132A/847	58/143 Quay Street
NA134A/984	Part Level 1 143 Quay Street
NA134A/983	Shop 6/ 143 Quay Street
NA134A/982	Shop 5/ 143 Quay Street
NA134A/981	Shop 4/ 143 Quay Street
NA134A/980	Shop 3/ 143 Quay Street
NA133D/752	Shop 5/ 145 Quay Street
NA133D/751	Shop 4/ 145 Quay Street
NA133D/750	Shop 3/ 145 Quay Street
NA133D/749	Shop 2/ 145 Quay Street
NA134A/985	Part Level 1 143 Quay Street
NA133C/864	101/85 Customs Street West
NA133D/743	Shop 3/ 147 Quay Street
NA133D/742	Shop 2/ 147 Quay Street
NA133D/741	Shop 1/ 147 Quay Street
NA133D/739	Rates 139 Quay Street
NA130A/37	4/139 Quay Street
NA130A/36	3/139 Quay Street
NA130A/35	2/139 Quay Street
NA130A/34	1/139 Quay Street
NA130A/42	9/139 Quay Street

NA130A/41	8/139 Quay Street
NA130A/40	7/139 Quay Street
NA130A/39	6/139 Quay Street
NA133D/736	Shop 3/ 139 Quay Street
NA133D/735	Shop 2/ 139 Quay Street
NA133D/734	Shop 1/ 139 Quay Street
NA133D/748	Shop 1 145 Quay Street
NA133D/747	Level 2/ 147 Quay Street
NA133D/746	Level 1/ 147 Quay Street
NA133D/745	Shop 5/ 147 Quay Street
NA133D/744	Shop 4/ 147 Quay Street
NA128A/316	208/85 Customs Street West
NA128A/315	207/85 Customs Street West
NA128A/314	206/85 Customs Street West
NA134A/979	Shop 2/ 143 Quay Street
NA134A/978	Shop 1/ 143 Quay Street
NA130A/49	16/139 Quay Street
NA130A/48	15/139 Quay Street
NA128A/288	104/85 Customs Street West
NA132A/793	4/143 Quay Street
NA125D/74	52/145 Quay Street
NA132A/821	32/143 Quay Street
NA130A/47	14/139 Quay Street
NA130A/46	13/139 Quay Street
NA130A/45	12/139 Quay Street
NA130A/44	11/139 Quay Street
NA130A/43	10/139 Quay Street
NA125D/80	58/145 Quay Street
NA130A/93	61/139 Quay Street
NA125D/90	68/145 Quay Street
NA125D/89	67/145 Quay Street
NA125D/163	32/147 Quay Street
NA125D/162	31/147 Quay Street
NA125D/161	30/147 Quay Street
NA125D/160	29/147 Quay Street
NA125D/164	33/147 Quay Street
NA125D/297	48/147 Quay Street
NA125D/296	47/147 Quay Street
NA125D/295	46/147 Quay Street
NA125D/294	45/147 Quay Street
NA125D/175	44/147 Quay Street

NA125D/174	43/147 Quay Street
NA125D/173	42/147 Quay Street
NA125D/172	41/147 Quay Street
NA125D/171	40/147 Quay Street
NA125D/146	15/147 Quay Street
NA125D/145	14/147 Quay Street
NA125D/144	13/147 Quay Street
NA125D/143	12/147 Quay Street
NA125D/142	11/147 Quay Street
NA125D/96	74/145 Quay Street
NA125D/95	73/145 Quay Street
NA125D/93	71/145 Quay Street
NA132A/819	30/143 Quay Street
NA132A/823	34/143 Quay Street
NA132A/822	33/143 Quay Street
NA132A/820	31/143 Quay Street
NA125D/130	24/137 Quay Street
NA132A/796	7/143 Quay Street
NA132A/795	6/143 Quay Street
NA132A/794	5/143 Quay Street
NA132A/792	3/143 Quay Street
NA125D/129	23/137 Quay Street
NA125D/127	21/137 Quay Street
NA125D/118	14A/137 Quay Street
NA132A/799	10/143 Quay Street
NA132A/800	11/143 Quay Street
NA125D/139	8/147 Quay Street
NA125D/138	7/147 Quay Street
NA125D/137	6/147 Quay Street
NA125D/141	10/147 Quay Street
NA125D/140	9/147 Quay Street
NA125D/170	39/147 Quay Street
NA125D/168	37/147 Quay Street
NA125D/167	36/147 Quay Street
NA125D/166	35/147 Quay Street
NA125D/165	34/147 Quay Street
NA132A/818	29/143 Quay Street
NA132A/817	28/143 Quay Street
NA132A/813	24/143 Quay Street
NA132A/812	23/143 Quay Street
NA132A/811	22/143 Quay Street

NA132A/809	20/143 Quay Street
NA132A/808	19/143 Quay Street
NA132A/806	17/143 Quay Street
NA132A/805	16/143 Quay Street
NA132A/804	15/143 Quay Street
NA132A/803	14/143 Quay Street
NA132A/802	13/143 Quay Street
NA132A/801	12/143 Quay Street
NA125D/153	22/147 Quay Street
NA125D/152	21/147 Quay Street
NA125D/151	20/147 Quay Street
NA125D/150	19/147 Quay Street
NA129A/971	64/143 Quay Street
NA132A/829	40/143 Quay Street
NA125D/100	78/145 Quay Street
NA125D/116	13A/137 Quay Street
NA132A/842	53/143 Quay Street
NA132A/841	52/143 Quay Street
NA132A/839	50/143 Quay Street
NA132A/838	49/143 Quay Street
NA132A/837	48/143 Quay Street
NA132A/828	39/143 Quay Street
NA132A/827	38/143 Quay Street
NA132A/826	37/143 Quay Street
NA132A/825	36/143 Quay Street
NA132A/824	35/143 Quay Street
NA125D/159	28/147 Quay Street
NA125D/157	26/147 Quay Street
NA125D/156	25/147 Quay Street
NA125D/155	24/147 Quay Street
NA125D/154	23/147 Quay Street
NA132A/852	63/143 Quay Street
NA132A/851	62/143 Quay Street
NA132A/850	61/143 Quay Street
NA137D/21	21/143 Quay Street
NA125D/82	60/145 Quay Street
NA125D/109	7/137 Quay Street
NA125D/108	6/137 Quay Street
NA125D/107	5/137 Quay Street
NA125D/106	4/137 Quay Street
NA125D/46	24/145 Quay Street

NA125D/45	23/145 Quay Street
NA125D/131	25/137 Quay Street
NA125D/42	20/145 Quay Street
NA125D/128	22/137 Quay Street
NA125D/126	20/137 Quay Street
NA125D/125	19/137 Quay Street
NA125D/124	18A/137 Quay Street
NA125D/123	18/137 Quay Street
NA125D/121	17/137 Quay Street
NA125D/120	16/137 Quay Street
NA125D/31	9/145 Quay Street
NA125D/119	15/137 Quay Street
NA125D/117	14/137 Quay Street
NA125D/110	8/137 Quay Street
NA125D/24	2/145 Quay Street
NA125D/23	1/145 Quay Street
NA132A/836	47/143 Quay Street
NA132A/835	46/143 Quay Street
NA132A/834	45/143 Quay Street
NA132A/833	44/143 Quay Street
NA132A/832	43/143 Quay Street
NA125D/83	61/145 Quay Street
NA125D/44	22/145 Quay Street
NA125D/50	28/145 Quay Street
NA125D/49	27/145 Quay Street
NA125D/48	26/145 Quay Street
NA125D/47	25/145 Quay Street
NA125D/41	19/145 Quay Street
NA125D/40	18/145 Quay Street
NA125D/78	56/145 Quay Street
NA125D/77	55/145 Quay Street
NA125D/39	17/145 Quay Street
NA125D/38	16/145 Quay Street
NA125D/37	15/145 Quay Street
NA125D/61	39/145 Quay Street
NA125D/98	76/145 Quay Street
NA125D/97	75/145 Quay Street
NA125D/51	29/145 Quay Street
NA125D/35	13/145 Quay Street
NA125D/26	4/145 Quay Street
NA125D/59	37/145 Quay Street

NA125D/32	10/145 Quay Street
NA125D/63	41/145 Quay Street
NA125D/33	11/145 Quay Street
NA125D/30	8/145 Quay Street
NA125D/27	5/145 Quay Street
NA125D/25	3/145 Quay Street
NA125D/105	3/137 Quay Street
NA125D/104	2/137 Quay Street
NA125D/103	1/137 Quay Street
NA125D/102	80/145 Quay Street
NA125D/101	79/145 Quay Street
NA125D/36	14/145 Quay Street
NA125D/29	7/145 Quay Street
NA125D/28	6/145 Quay Street
NA125D/57	35/145 Quay Street
NA125D/52	30/145 Quay Street
NA125D/34	12/145 Quay Street
NA125D/69	47/145 Quay Street
NA125D/65	43/145 Quay Street
NA125D/58	36/145 Quay Street
NA125D/70	48/145 Quay Street
NA125D/64	42/145 Quay Street
NA125D/53	31/145 Quay Street
NA125D/73	51/145 Quay Street
NA125D/72	50/145 Quay Street
NA125D/115	13/137 Quay Street
NA125D/114	12/137 Quay Street
NA125D/113	11/137 Quay Street
NA125D/112	10/137 Quay Street
NA125D/111	9/137 Quay Street
NA125D/55	33/145 Quay Street
NA130A/57	24/139 Quay Street
NA125D/136	5/147 Quay Street
NA125D/135	4/147 Quay Street
NA125D/134	3/147 Quay Street
NA125D/133	2/147 Quay Street
NA132A/790	1/143 Quay Street
NA132A/788	Residence 141 Quay Street
NA125D/81	59/145 Quay Street
NA132A/849	60/143 Quay Street
NA132A/848	59/143 Quay Street

NA132A/845	56/143 Quay Street
NA132A/844	55/143 Quay Street
NA132A/843	54/143 Quay Street
NA133D/915	Carpark 145 Quay Street
NA133D/914	Carpark 147 Quay Street
NA133D/912	Carpark 139 Quay Street
NA125D/76	54/145 Quay Street
NA125D/75	53/145 Quay Street
NA125D/56	34/145 Quay Street
NA125D/85	63/145 Quay Street
NA125D/84	62/145 Quay Street
NA125D/94	72/145 Quay Street
NA125D/92	70/145 Quay Street
NA125D/68	46/145 Quay Street
NA91C/82	210 Quay Street
NA125D/88	66/145 Quay Street
NA133D/755	Shop 8/ 145 Quay Street
NA133D/753	Shop 6/ 145 Quay Street
NA132A/789	Hotel 141 Quay Street
NA125D/87	65/145 Quay Street
NA125D/86	64/145 Quay Street
NA125D/67	45/145 Quay Street
NA125D/66	44/145 Quay Street
NA125D/62	40/145 Quay Street
NA125D/54	32/145 Quay Street
NA130A/79	46/139 Quay Street
NA130A/77	44/139 Quay Street
NA130A/92	60/139 Quay Street
NA130A/91	59/139 Quay Street
NA130A/90	58/139 Quay Street
NA130A/89	57/139 Quay Street
NA130A/83	50/139 Quay Street
NA130A/82	49/139 Quay Street
NA130A/81	48/139 Quay Street
NA130A/80	47/139 Quay Street
NA132A/787	Level G 141 Quay Street
NA125D/177	45A/147 Quay Street
NA125D/176	44A/147 Quay Street
NA125D/180	48A/147 Quay Street
NA125D/179	47A/147 Quay Street
NA125D/178	46A/147 Quay Street

NA130A/84	51/139 Quay Street
NA130A/85	52/139 Quay Street
NA130A/56	23/139 Quay Street
NA130A/55	22/139 Quay Street
NA130A/104	53A/139 Quay Street
NA130A/103	50A/139 Quay Street
NA130A/102	49A/139 Quay Street
NA130A/101	48A/139 Quay Street
NA130A/100	45A/139 Quay Street
NA130A/87	54/139 Quay Street
NA130A/86	53/139 Quay Street
NA130A/59	26/139 Quay Street
NA130A/58	25/139 Quay Street
106968	41/143 Quay Street
138647	27/143 Quay Street
151805	311/85 Customs Street West
183877	137-147 Quay Street
187397	Carpark 1-2/141 Quay Street
187398	Carpark 3-4/141 Quay Street
187399	Carpark 5-6/141 Quay Street
187400	Carpark 7/141 Quay Street
194136	
194137	
194138	
194139	
238119	Shop 9/145 Quay Street
238120	Shop 10/145 Quay Street
238121	Shop 11/145 Quay Street
239572	Shop 1 137 Quay Street
239573	Shop 2 137 Quay Street
239574	Part Level 1 137 Quay Street
239575	Part Level 1 137 Quay Street
239576	Part Level 2 137 Quay Street
252506	Part Gnd +/- 139 Quay Street
269655	211/85 Customs Street West
269656	113/85 Customs Street West
320687	

394238	8/143 Quay Street
434269	
434270	
453323	411/85 Customs Street West
453324	512/85 Customs Street West
498618	611/85 Customs Street West
498620	608/85 Customs Street West
517500	604/85 Customs Street West
526711	612/85 Customs Street West
559647	
559655	
559780	
559781	
559782	
559783	
559784	
559785	
559797	
559835	
559836	
559919	
560299	
560300	
560301	
560302	
568770	

568771	
573742	
573743	
573745	
573746	
573747	
573750	
573762	
573785	
573786	
573787	
573788	
573790	
573826	
573828	
577564	
577716	
578458	
578462	
578463	
578464	
578465	
578466	

578467	
578468	
578469	
578471	
578472	
582968	
583204	
583206	
583207	
583210	
600730	
600731	
609498	
613205	
614226	
619233	
670746	
730276	310/85 Customs Street West
730277	410/85 Customs Street West
785511	602/85 Customs Street West
785512	111/85 Customs Street West
1194469	42/139 Quay Street
1250331	

Land that does not have a common boundary but is close enough to form part of the context of the application site and could be considered adjacent (shown purple on Map 1)<sup>4</sup>:

Title	Physical Address
NA1065/260	2 Sturdee Street
NA121C/208	
NA77A/385	
NA108D/246	
NA110D/518	
NA115A/471	86-102 Customs Street
NA63B/320	22 Fanshawe
NA132A/785	Hotel 141 Quay Street
187419	Carpark 131 Quay Street
194119	
194120	
194121	
194122	
220809	
220810	139 Quay Street
222922	Level 1/147 Quay Street
222923	Level 2/147 Quay Street
956754	3 Albert Street
962573	15 Customs Street West
962577	7A Queen Street
1184188	
NA75C/403	12-14 Customs Street West

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<sup>4</sup> Where the address is not filled in, Auckland Council had not provided a physical address as part of the information returned via the rating request. Postal addresses have been provided but as we compare physical and postal addresses to identify potential occupiers, occupiers have not been able to be identified where the rating information did not provide a physical address. Without a physical address we are also unable to send out physical letters.

1062216	
<b>Occupiers of the adjacent land (orange and purple)</b>	
Land that has a common boundary with the land to which the substantive application relates and is considered adjacent (shown orange on Map 1 <sup>5</sup> ):	
Title	Physical Address
NA125D/148	17/147 Quay Street
NA125D/169	38/147 Quay Street
NA125D/158	27/147 Quay Street
NA132A/846	57/143 Quay Street
NA128A/333	301/85 Customs Street West
NA128A/304	120/85 Customs Street West
NA133D/913	Carpark 137 Quay Street
NA15A/423	196-200 Quay Street
NA128A/336	304/85 Customs Street West
NA128A/335	303/85 Customs Street West
NA128A/334	302/85 Customs Street West
NA128A/332	224/85 Customs Street West
NA128A/308	124/85 Customs Street West
NA128A/307	123/85 Customs Street West
NA128A/306	122/85 Customs Street West
NA128A/305	121/85 Customs Street West
NA132A/814	25/143 Quay Street
NA134D/102	209/85 Customs Street West
NA134D/332	509/85 Customs Street West
NA128C/860	510/85 Customs Street West
NA128C/859	306/85 Customs Street West
NA130A/64	31/139 Quay Street
NA130A/63	30/139 Quay Street
NA130A/62	29/139 Quay Street
NA130A/61	28/139 Quay Street
NA130A/60	27/139 Quay Street
NA128A/399	519/85 Customs Street West

<sup>5</sup> Where the address is not filled in, Auckland Council had not provided a physical address as part of the information returned via the rating request. Postal addresses have been provided but as we compare physical and postal addresses to identify potential occupiers, occupiers have not been able to be identified where the rating information did not provide a physical address. Without a physical address we are also unable to send out physical letters.

NA128A/398	518/85 Customs Street West
NA128A/397	517/85 Customs Street West
NA128A/396	516/85 Customs Street West
NA128A/407	603/85 Customs Street West
NA128A/404	524/85 Customs Street West
NA128C/862	605/85 Customs Street West
NA128C/861	601/85 Customs Street West
NA130A/70	37/139 Quay Street
NA130A/69	36/139 Quay Street
NA128A/322	214/85 Customs Street West
NA128A/321	213/85 Customs Street West
NA128A/320	212/85 Customs Street West
NA128A/403	523/85 Customs Street West
NA128A/402	522/85 Customs Street West
NA128A/401	521/85 Customs Street West
NA128A/387	507/85 Customs Street West
NA128A/400	520/85 Customs Street West
NA128A/386	506/85 Customs Street West
NA128A/385	505/85 Customs Street West
NA128A/299	115/85 Customs Street West
NA128A/298	114/85 Customs Street West
NA128A/296	112/85 Customs Street West
NA128A/340	308/85 Customs Street West
NA128A/339	307/85 Customs Street West
NA128A/337	305/85 Customs Street West
NA128A/331	223/85 Customs Street West
NA128A/330	222/85 Customs Street West
NA128A/363	407/85 Customs Street West
NA128A/414	610/85 Customs Street West
NA128A/413	609/85 Customs Street West
NA128A/361	405/85 Customs Street West
NA128A/360	404/85 Customs Street West
NA128A/411	607/85 Customs Street West
NA128A/329	221/85 Customs Street West
NA128A/328	220/85 Customs Street West
NA128A/428	624/85 Customs Street West
NA128A/427	623/85 Customs Street West
NA128A/426	622/85 Customs Street West
NA128A/425	621/85 Customs Street West
NA128A/424	620/85 Customs Street West
NA128A/419	615/85 Customs Street West

NA128A/418	614/85 Customs Street West
NA128A/417	613/85 Customs Street West
NA128A/345	313/85 Customs Street West
NA128A/344	312/85 Customs Street West
NA128A/341	309/85 Customs Street West
NA128A/423	619/85 Customs Street West
NA128A/422	618/85 Customs Street West
NA128A/420	616/85 Customs Street West
NA128A/395	515/85 Customs Street West
NA128A/394	514/85 Customs Street West
NA128A/393	513/85 Customs Street West
NA128A/391	511/85 Customs Street West
NA128A/378	422/85 Customs Street West
NA128A/377	421/85 Customs Street West
NA128A/376	420/85 Customs Street West
NA128A/375	419/85 Customs Street West
NA128A/374	418/85 Customs Street West
NA128A/354	322/85 Customs Street West
NA128A/353	321/85 Customs Street West
NA128A/352	320/85 Customs Street West
NA128A/351	319/85 Customs Street West
NA128A/349	317/85 Customs Street West
NA128A/348	316/85 Customs Street West
NA128A/347	315/85 Customs Street West
NA128A/327	219/85 Customs Street West
NA128A/326	218/85 Customs Street West
NA128A/325	217/85 Customs Street West
NA128A/293	109/85 Customs Street West
NA128A/292	108/85 Customs Street West
NA128A/291	107/85 Customs Street West
NA128A/290	106/85 Customs Street West
NA128C/858	205/85 Customs Street West
NA128A/318	210/85 Customs Street West
NA128A/303	119/85 Customs Street West
NA128A/368	412/85 Customs Street West
NA128A/301	117/85 Customs Street West
NA128A/300	116/85 Customs Street West
NA128A/365	409/85 Customs Street West
NA128A/364	408/85 Customs Street West
NA128A/302	118/85 Customs Street West
NA130A/71	38/139 Quay Street

NA128A/359	403/85 Customs Street West
NA128A/358	402/85 Customs Street West
NA128A/357	401/85 Customs Street West
NA128A/356	324/85 Customs Street West
NA128A/355	323/85 Customs Street West
NA133C/866	508/85 Customs Street West
NA133C/865	502/85 Customs Street West
NA128A/383	503/85 Customs Street West
NA128A/381	501/85 Customs Street West
NA128A/380	424/85 Customs Street West
NA128A/379	423/85 Customs Street West
NA128A/373	417/85 Customs Street West
NA128A/372	416/85 Customs Street West
NA128A/371	415/85 Customs Street West
NA128A/370	414/85 Customs Street West
NA128A/369	413/85 Customs Street West
NA130A/99	44A/139 Quay Street
NA130A/98	43A/139 Quay Street
NA128A/279	87-89O Customs Street West
NA128A/278	87-89N Customs Street West
NA128A/277	87-89M Customs Street West
NA132A/840	51/143 Quay Street
NA125D/99	77/145 Quay Street
NA132A/791	2/143 Quay Street
NA130A/53	20/139 Quay Street
NA130A/51	18/139 Quay Street
NA130A/50	17/139 Quay Street
NA128A/289	105/85 Customs Street West
NA128A/287	103/85 Customs Street West
NA128A/286	102/85 Customs Street West
NA130A/97	42A/139 Quay Street
NA130A/96	64/139 Quay Street
NA130A/95	63/139 Quay Street
NA130A/94	62/139 Quay Street
NA130A/66	33/139 Quay Street
NA130A/65	32/139 Quay Street
NA128A/312	204/85 Customs Street West
NA128A/311	203/85 Customs Street West
NA128A/310	202/85 Customs Street West
NA128A/309	201/85 Customs Street West
NA130A/76	43/139 Quay Street

NA130A/72	39/139 Quay Street
NA130A/78	45/139 Quay Street
NA128A/284	HT/85 Customs Street West
NA128A/283	87-89S Customs Street West
NA128A/282	87-89R Customs Street West
NA128A/280	87-89P Customs Street West
NA132A/847	58/143 Quay Street
NA134A/984	Part Level 1 143 Quay Street
NA134A/983	Shop 6/ 143 Quay Street
NA134A/982	Shop 5/ 143 Quay Street
NA134A/981	Shop 4/ 143 Quay Street
NA134A/980	Shop 3/ 143 Quay Street
NA133D/752	Shop 5/ 145 Quay Street
NA133D/751	Shop 4/ 145 Quay Street
NA133D/750	Shop 3/ 145 Quay Street
NA133D/749	Shop 2/ 145 Quay Street
NA134A/985	Part Level 1 143 Quay Street
NA133C/864	101/85 Customs Street West
NA133D/743	Shop 3/ 147 Quay Street
NA133D/742	Shop 2/ 147 Quay Street
NA133D/741	Shop 1/ 147 Quay Street
NA133D/739	Rates 139 Quay Street
NA130A/37	4/139 Quay Street
NA130A/36	3/139 Quay Street
NA130A/35	2/139 Quay Street
NA130A/34	1/139 Quay Street
NA130A/42	9/139 Quay Street
NA130A/40	7/139 Quay Street
NA130A/39	6/139 Quay Street
NA133D/736	Shop 3/ 139 Quay Street
NA133D/735	Shop 2/ 139 Quay Street
NA133D/734	Shop 1/ 139 Quay Street
NA133D/748	Shop 1 145 Quay Street
NA133D/747	Level 2/ 147 Quay Street
NA133D/746	Level 1/ 147 Quay Street
NA133D/745	Shop 5/ 147 Quay Street
NA133D/744	Shop 4/ 147 Quay Street
NA128A/316	208/85 Customs Street West
NA128A/315	207/85 Customs Street West
NA128A/314	206/85 Customs Street West
NA134A/979	Shop 2/ 143 Quay Street

NA134A/978	Shop 1/ 143 Quay Street
NA130A/49	16/139 Quay Street
NA130A/48	15/139 Quay Street
NA128A/288	104/85 Customs Street West
NA132A/793	4/143 Quay Street
NA125D/74	52/145 Quay Street
NA132A/821	32/143 Quay Street
NA130A/47	14/139 Quay Street
NA130A/45	12/139 Quay Street
NA130A/44	11/139 Quay Street
NA130A/93	61/139 Quay Street
NA125D/89	67/145 Quay Street
NA125D/163	32/147 Quay Street
NA125D/162	31/147 Quay Street
NA125D/161	30/147 Quay Street
NA125D/160	29/147 Quay Street
NA125D/164	33/147 Quay Street
NA125D/296	47/147 Quay Street
NA125D/294	45/147 Quay Street
NA125D/175	44/147 Quay Street
NA125D/174	43/147 Quay Street
NA125D/173	42/147 Quay Street
NA125D/172	41/147 Quay Street
NA125D/171	40/147 Quay Street
NA125D/146	15/147 Quay Street
NA125D/145	14/147 Quay Street
NA125D/143	12/147 Quay Street
NA125D/142	11/147 Quay Street
NA125D/95	73/145 Quay Street
NA125D/93	71/145 Quay Street
NA132A/819	30/143 Quay Street
NA125D/130	24/137 Quay Street
NA132A/796	7/143 Quay Street
NA132A/795	6/143 Quay Street
NA132A/794	5/143 Quay Street
NA132A/792	3/143 Quay Street
NA125D/129	23/137 Quay Street
NA125D/127	21/137 Quay Street
NA125D/118	14A/137 Quay Street
NA132A/799	10/143 Quay Street
NA132A/800	11/143 Quay Street

NA125D/139	8/147 Quay Street
NA125D/137	6/147 Quay Street
NA125D/141	10/147 Quay Street
NA125D/170	39/147 Quay Street
NA125D/168	37/147 Quay Street
NA125D/167	36/147 Quay Street
NA125D/166	35/147 Quay Street
NA125D/165	34/147 Quay Street
NA132A/818	29/143 Quay Street
NA132A/817	28/143 Quay Street
NA132A/813	24/143 Quay Street
NA132A/812	23/143 Quay Street
NA132A/809	20/143 Quay Street
NA132A/805	16/143 Quay Street
NA132A/804	15/143 Quay Street
NA132A/803	14/143 Quay Street
NA132A/802	13/143 Quay Street
NA132A/801	12/143 Quay Street
NA125D/151	20/147 Quay Street
NA125D/100	78/145 Quay Street
NA125D/116	13A/137 Quay Street
NA132A/842	53/143 Quay Street
NA132A/837	48/143 Quay Street
NA132A/826	37/143 Quay Street
NA132A/825	36/143 Quay Street
NA125D/157	26/147 Quay Street
NA125D/156	25/147 Quay Street
NA125D/155	24/147 Quay Street
NA132A/852	63/143 Quay Street
NA132A/851	62/143 Quay Street
NA132A/850	61/143 Quay Street
NA137D/21	21/143 Quay Street
NA125D/82	60/145 Quay Street
NA125D/109	7/137 Quay Street
NA125D/108	6/137 Quay Street
NA125D/107	5/137 Quay Street
NA125D/46	24/145 Quay Street
NA125D/45	23/145 Quay Street
NA125D/131	25/137 Quay Street
NA125D/42	20/145 Quay Street
NA125D/128	22/137 Quay Street

NA125D/126	20/137 Quay Street
NA125D/125	19/137 Quay Street
NA125D/124	18A/137 Quay Street
NA125D/123	18/137 Quay Street
NA125D/120	16/137 Quay Street
NA125D/31	9/145 Quay Street
NA125D/119	15/137 Quay Street
NA125D/110	8/137 Quay Street
NA125D/23	1/145 Quay Street
NA132A/836	47/143 Quay Street
NA132A/835	46/143 Quay Street
NA132A/834	45/143 Quay Street
NA132A/833	44/143 Quay Street
NA132A/832	43/143 Quay Street
NA125D/44	22/145 Quay Street
NA125D/50	28/145 Quay Street
NA125D/48	26/145 Quay Street
NA125D/47	25/145 Quay Street
NA125D/40	18/145 Quay Street
NA125D/78	56/145 Quay Street
NA125D/39	17/145 Quay Street
NA125D/38	16/145 Quay Street
NA125D/37	15/145 Quay Street
NA125D/61	39/145 Quay Street
NA125D/98	76/145 Quay Street
NA125D/51	29/145 Quay Street
NA125D/35	13/145 Quay Street
NA125D/26	4/145 Quay Street
NA125D/59	37/145 Quay Street
NA125D/33	11/145 Quay Street
NA125D/30	8/145 Quay Street
NA125D/27	5/145 Quay Street
NA125D/25	3/145 Quay Street
NA125D/104	2/137 Quay Street
NA125D/103	1/137 Quay Street
NA125D/36	14/145 Quay Street
NA125D/29	7/145 Quay Street
NA125D/28	6/145 Quay Street
NA125D/52	30/145 Quay Street
NA125D/34	12/145 Quay Street
NA125D/69	47/145 Quay Street

NA125D/65	43/145 Quay Street
NA125D/70	48/145 Quay Street
NA125D/53	31/145 Quay Street
NA125D/73	51/145 Quay Street
NA125D/115	13/137 Quay Street
NA125D/114	12/137 Quay Street
NA125D/113	11/137 Quay Street
NA125D/112	10/137 Quay Street
NA125D/111	9/137 Quay Street
NA130A/57	24/139 Quay Street
NA125D/136	5/147 Quay Street
NA125D/135	4/147 Quay Street
NA125D/134	3/147 Quay Street
NA125D/133	2/147 Quay Street
NA132A/790	1/143 Quay Street
NA132A/788	Residence 141 Quay Street
NA132A/848	59/143 Quay Street
NA132A/845	56/143 Quay Street
NA132A/844	55/143 Quay Street
NA133D/915	Carpark 145 Quay Street
NA133D/914	Carpark 147 Quay Street
NA133D/912	Carpark 139 Quay Street
NA125D/76	54/145 Quay Street
NA125D/75	53/145 Quay Street
NA125D/85	63/145 Quay Street
NA125D/94	72/145 Quay Street
NA125D/68	46/145 Quay Street
NA91C/82	210 Quay Street
NA125D/88	66/145 Quay Street
NA133D/755	Shop 8/ 145 Quay Street
NA133D/753	Shop 6/ 145 Quay Street
NA132A/789	Hotel 141 Quay Street
NA125D/86	64/145 Quay Street
NA125D/67	45/145 Quay Street
NA125D/66	44/145 Quay Street
NA125D/62	40/145 Quay Street
NA125D/54	32/145 Quay Street
NA130A/79	46/139 Quay Street
NA130A/77	44/139 Quay Street
NA130A/91	59/139 Quay Street
NA130A/89	57/139 Quay Street

NA130A/83	50/139 Quay Street
NA130A/82	49/139 Quay Street
NA130A/81	48/139 Quay Street
NA130A/80	47/139 Quay Street
NA132A/787	Level G 141 Quay Street
NA125D/177	45A/147 Quay Street
NA125D/176	44A/147 Quay Street
NA125D/180	48A/147 Quay Street
NA130A/84	51/139 Quay Street
NA130A/85	52/139 Quay Street
NA130A/56	23/139 Quay Street
NA130A/104	53A/139 Quay Street
NA130A/103	50A/139 Quay Street
NA130A/101	48A/139 Quay Street
NA130A/100	45A/139 Quay Street
NA130A/87	54/139 Quay Street
NA130A/86	53/139 Quay Street
NA130A/59	26/139 Quay Street
NA130A/58	25/139 Quay Street
151805	311/85 Customs Street West
183877	137-147 Quay Street
187397	Carpark 1-2/141 Quay Street
187398	Carpark 3-4/141 Quay Street
187399	Carpark 5-6/141 Quay Street
187400	Carpark 7/141 Quay Street
238119	Shop 9/145 Quay Street
238120	Shop 10/145 Quay Street
238121	Shop 11/145 Quay Street
239572	Shop 1 137 Quay Street
239573	Shop 2 137 Quay Street
239574	Part Level 1 137 Quay Street
239575	Part Level 1 137 Quay Street
239576	Part Level 2 137 Quay Street
252506	Part Gnd +/- 139 Quay Street
269656	113/85 Customs Street West
453323	411/85 Customs Street West
453324	512/85 Customs Street West
498618	611/85 Customs Street West
498620	608/85 Customs Street West
517500	604/85 Customs Street West
526711	612/85 Customs Street West

730276	310/85 Customs Street West
730277	410/85 Customs Street West
785511	602/85 Customs Street West
785512	111/85 Customs Street West
1194469	42/139 Quay Street
Land that does not have a common boundary but is close enough to form part of the context of the application site and could be considered adjacent (shown purple on Map 1 <sup>6</sup> ):	
Title	Physical Address
NA1065/260	2 Sturdee Street
NA115A/471	86-102 Customs Street
NA63B/320	22 Fanshawe
NA132A/785	Hotel 141 Quay Street
187419	Carpark 131 Quay Street
220810	139 Quay Street
222922	Level 1/147 Quay Street
222923	Level 2/147 Quay Street
956754	3 Albert Street
962573	15 Customs Street West
962577	7A Queen Street
NA75C/403	12-14 Customs Street West

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<sup>6</sup> Where the address is not filled in, Auckland Council had not provided a physical address as part of the information returned via the rating request. Postal addresses have been provided but as we compare physical and postal addresses to identify potential occupiers, occupiers have not been able to be identified where the rating information did not provide a physical address. Without a physical address we are also unable to send out physical letters.

## Appendix 2 – List of persons that may be invited to comment

<b>Owners/occupiers of adjacent land as identified by the applicant that the EPA has not identified as adjacent</b>
<ul style="list-style-type: none"><li>• Docklands Management Limited</li></ul>
<b>Other parties the applicant has engaged with</b>
<ul style="list-style-type: none"><li>• Auckland Council and Auckland Transport</li><li>• Watercare</li><li>• Ministry for the Environment (MfE)</li><li>• Ministry for Culture &amp; Heritage</li><li>• Tangata Whenua<ul style="list-style-type: none"><li>○ Ngāti Tamaterā</li><li>○ Ngāti Te Ata</li><li>○ Ngāti Whanaunga</li><li>○ Te Patukirikiri</li><li>○ Ngāi Tai ki Tāmaki</li><li>○ Ngāti Maru</li><li>○ Ngāti Pāoa, Ngāti Tamaoho</li><li>○ Ngāti Whātua o Kaipara</li><li>○ Te Ahiwaru Waiohua</li><li>○ Te akitai Waiohua</li><li>○ Te Kawerau ā Maki</li><li>○ Te Rūnanga o Ngāti Whātua</li><li>○ Waikato - Tainui</li></ul></li></ul>
<b>Other Māori groups identified in the section 18 report</b>
<ul style="list-style-type: none"><li>• Te Whakakitenga o Waikato Incorporated</li></ul>

- Te Ahiwaru Waiohua

**Appendix 3: Unsolicited Comments received**

## Appendix 3.1: Viaduct Harbour Holdings Limited Unsolicited Comments received

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**From:** Douglas Allan <[REDACTED]>  
**Sent:** Friday, 20 February 2026 3:45 pm  
**To:** ContactFastTrack <contact@fasttrack.govt.nz>  
**Cc:** Simon Pilkinton <[REDACTED]>; Louise Espin <[REDACTED]>  
**Subject:** The Downtown Carpark Redevelopment – Te Pūmanawa o Tāmaki

Kia ora,

We act for Viaduct Harbour Holdings Limited, the owner of freehold land in the Viaduct Harbor and Wynyard Precincts, Auckland Central (as shown on the **attached** plan). The eastern edge of those landholdings is directly across Lower Hobson Street from the land subject to the Downtown Carpark Redevelopment Fast Track Proposal (“**the Application**”).

The schedule of owners and occupiers of adjacent land that forms part of the Application (see: [https://www.fasttrack.govt.nz/\\_data/assets/pdf\\_file/0021/19056/Appendix-8\\_Full-Names-and-Address-of-Owners-and-Occupiers-of-the-Site-and-Adjacent-Land\\_16-December-version\\_Redacted-1\\_Redacted.pdf](https://www.fasttrack.govt.nz/_data/assets/pdf_file/0021/19056/Appendix-8_Full-Names-and-Address-of-Owners-and-Occupiers-of-the-Site-and-Adjacent-Land_16-December-version_Redacted-1_Redacted.pdf)) includes at items 3 and 9 tenants of VHHL’s land but omits any reference to VHHL as the registered proprietor of the fee simple interest.

**VHHL, as owner of the freehold land, is an affected party in terms of the Application and, for completeness, asks that it be invited to make written comments on the Application in accordance with section 53(2)(h) FTAA.** The nature of VHHL’s concerns is summarised in the **attached** submission that it lodged on the notified resource consent sought by Precinct Properties New Zealand Limited prior to initiating the fast track process.

Ngā mihi / Regards,  
Douglas Allan

Douglas Allan | PARTNER  
phone +64 9 307 2172 mobile [REDACTED]



Level 31 Vero Centre, 48 Shortland Street, Auckland 1010

[www.ellisgould.co.nz](http://www.ellisgould.co.nz)

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**Under the Resource Management Act 1991**

**SUBMISSION ON BEHALF OF VIADUCT HARBOUR HOLDINGS LIMITED ON A RESOURCE  
CONSENT APPLICATION BY PRECINCT PROPERTIES NEW ZEALAND LIMITED – BUN60435935**

To: **Auckland Council, Plans and Places**  
unitaryplan@auckland.govt.nz

Copy to: **Precinct Properties New Zealand Limited**  


**VIADUCT HARBOUR HOLDINGS LIMITED** (“**VHHL**”) at the address for service set out below makes the following submission in relation to the application by Precinct Properties New Zealand Limited for resource consents to undertake the Downtown Carpark Redevelopment (“**the Application**”) on the block bordered by Lower Hobson Street, Quay Street, Lower Albert Street and Customs Street West (“**the Site**”).

1. The Application relates to the demolition of the Downtown Carpark Building and associated structures (including modification to a heritage building) and the proposal to comprehensively redevelop the Site into a mixed-use precinct containing three podium buildings and two towers.
2. VHHL is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991 (“**RMA**”).
3. This submission relates to the Application as a whole, but in particular is concerned with the elements of the Application that have the potential to generate adverse effects during the construction phase.
4. VHHL supports the Application, provided it is granted on terms and conditions that address the concerns set out in this submission.
5. The reasons for the submission are as follows:
  - (a) Provided the concerns set out in this submission are appropriately addressed, approval and implementation of the Application will:
    - (i) Promote the sustainable management of natural and physical resources;

- (ii) Amount to and promote the efficient use and development of resources;
- (iii) Be consistent with the purpose and principles in Part 2 of the RMA;
- (iv) Appropriately manage adverse effects on the environment; and
- (v) Warrant the grant of consent.

In particular, but without derogating from the generality of the above:

- (b) VHHL is the owner of the fee simple interest in most of the land comprising the Viaduct Harbour Precinct, which is a mixed-use waterfront precinct comprising approximately 13ha and including commercial office, residential, hotel and food and beverage activities.
- (c) The eastern boundary of the Viaduct Harbour Precinct is located directly across Lower Hobson Street from the Site.
- (d) Given the scale and complexity of the Application, the construction phase will generate significant adverse effects:
  - (i) On traffic conditions in the vicinity of the Site; and
  - (ii) With regard to construction noise, vibration and dust impacting structures and activities in the eastern parts of the Viaduct Harbour Precinct.
- (e) Those effects will directly and adversely affect VHHL's interests in the Viaduct Harbour Precinct and those of its tenants and sub-tenants.
- (f) VHHL therefore seeks an ability to take part and have input into:
  - (i) Conditions of consent governing traffic management and implications for traffic flows within and around the Viaduct Harbour Precinct during the construction phase;
  - (ii) Conditions of consent governing noise, vibration and dust controls during the construction phase;

- (iii) Conditions of consent governing the purpose and content of management plans; and
- (iv) The process through which any management plans are prepared and approved.

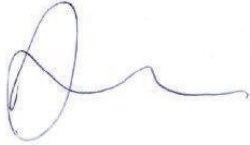
6. VHHL seeks the following relief:

- (a) That consent be granted to the Application provided it is subject to conditions of consent that address the issues raised in this submission to VHHL's satisfaction and that, in any event:
  - (i) Comprehensively and appropriately manage adverse effects generated by the construction phase on traffic conditions and flows around the Site and around and within the Viaduct Harbour Precinct during the construction phase;
  - (ii) Comprehensively and appropriately manage adverse effects generated by construction noise, vibration and dust during the construction phase;
  - (iii) Ensure that the interface between the development and the Viaduct Harbour Precinct is managed appropriately during the construction phase ;
  - (iv) Clearly specify the objectives and content of all construction management plans including those governing traffic, noise, vibration and dust; and
  - (v) Specify that VHHL will be an interested party that will be consulted through the preparation and approval of all management plans.
- (b) That, if the relief sought above is not accepted, the Application will be declined.
- (c) Such alternative or other relief or consequential amendments as are considered appropriate or necessary to address the concerns set out in this submission.

7. VHHL wishes to be heard in support of this submission. If other parties make a similar submission, VHHL would consider presenting a joint case with them at the hearing.

**DATED** this 18<sup>th</sup> day of March 2025

**VIADUCT HARBOUR HOLDINGS LIMITED** by its  
solicitors and duly authorised agents Ellis Gould



---

Douglas Allan / Tabea Tounson

**ADDRESS FOR SERVICE:** The offices of Ellis Gould Lawyers, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509, Auckland 1140, DX CP22003, Auckland, Telephone: (09) 307-2172, Facsimile: (09) 358-5215. **Attention:** Douglas Allan / Tabea Tounson. [REDACTED] / [REDACTED]

**Viaduct Harbour Holdings Limited's landholdings in the Wynyard and Viaduct Harbour Precincts**



Essential Group Trust  
P O Box 4050  
Te Kamo 0141

25<sup>th</sup> June 2025

Panel Convenor For Fast Track Approval Applications  
c\ Environmental Protection Agency  
By Email [contact@fasttrack.co.nz](mailto:contact@fasttrack.co.nz)

**Request to be invited to Comment on Application FTA363 The Downtown Carpark Development- Te Pumanewa o Tamaki**

Precinct Properties New Zealand Ltd( "Precinct") has lodged a substantive application under the Fast Track Approvals Act 2024 ("FTAA") for the Downtown Carpark development . The development is a listed project under Schedule 2 of the FTAA.

1 Essential Group Trust ( "The Trust") is "a person who may be affected" by proposed development under clause 6 Schedule 5 of the FTAA. However The Trust and or its residents have not been identified as an affected person in the relevant section of the application. The Trust has also not been consulted by Precinct in relation to the application.

2 The Trust requests that, once appointed, the Expert Consenting Panel is made aware that The Trust is an affected person for the purpose of the FTAA by placing this letter before the panel. The Trust respectfully request that it is invited to comment on Precinct' application under section 53(3) of the FTAA to enable the management of construction activities and that they are considered and adequately managed.

3 The Trust has property at Market Place , we are particularly concerned with the following

The actual removal of the flyover and carpark in regard to traffic management in particular to avoid effects on local residential/ mixed used streets.

Wider construction management in regard to noise and dust to avoid effects on local residential/ mixed use streets

We look forward to your favourable reply

Yours Faithfully

Andrew Dempster



Essential Group Trust

**JANETTE CAMPBELL**

BARRISTER  
BA/LLB (Hons), LLM (UC Berkeley)

26 March 2026

Attention: Expert Panel for the Downtown Carpark Redevelopment  
Care of: Georgia Tremeer, Application Lead

By email to: info@fasttrack.govt.nz

**The Downtown Carpark Redevelopment – Te Pūmanawa o Tāmaki**

1. I write on behalf of nine entities that wish to comment on the Downtown Carpark Redevelopment – Te Pūmanawa o Tāmaki substantive application. The purpose of this letter is to seek invitations from the panel on the entities’ behalf. The entities are:

Entity	Address
Body Corporate 199380 Sebel	85-89 Customs Street West
Body Corporate 198900 The Quays	99 Customs Street West
Body Corporate 199318 The Point	121 Customs Street West
Body Corporate 313742 Viaduct Point	125 Customs Street West
Body Corporate 358939 Lighter Quay Halsey	81 Halsey Street
Body Corporate 343562 Lighter Quay Stratis	83 Halsey Street
The Parc Bodies Corporate (336460/321390/321391/336459/383524 378969/323876/321393/321389)	120, 124, 128, 132 Customs Street West, 11 - 15 Pakenham Street and 16, 20, 24 and 28 Market Place.
Dockland Management Limited	Dockland Management Limited is the property manager for Princes Wharf. Its address for service is Triumph Capital Limited, Level 1, Shed 19a, Princes Wharf, 137 Quay Street, Auckland, 1143, New Zealand.

2. I enclose in **Appendix A** a map showing the entities’ locations relative to the subject site.<sup>1</sup>
3. For reasons expanded below:
- (a) It is appropriate that the Sebel and Dockland Management be invited as adjacent landowner or occupiers under s 53(2).
  - (b) It is appropriate that the other entities are invited under s 53(3).
4. I understand that invitations will be sent via email or post. To ensure that invitations are received and actioned, please send written invitations to the entities at their addresses recorded above and to me by email.

<sup>1</sup> Note that not all parties identified on the map are in the Requested Parties.

## Effects on the environment

5. The Downtown Carpark development is a “city-shaping Project”<sup>2</sup> that will have noise, vibration, and transport effects on residents, visitors, and businesses in its vicinity. The scale and length of the construction will subject nearby residents and businesses to sustained noise, vibration, and transport disruption. The construction period is anticipated to span between 56 to 64 months – up to seven years of continuous works. Construction is planned to operate during extended hours, with standard hours of 7:00am to 6:00pm Monday to Friday and 8:00am to 5:00pm on Saturday, but with provision for extended hours to 10:30pm on weekdays and 11:00pm on Saturdays. Moreover, the applicant intends to undertake construction works seven days a week, including full weekend operations and public holidays for certain activities. Residents and businesses will have to live with this project for the next seven years.
6. The entities understand the compromises that come with living in the city centre. However, they seek to be involved in this process to ensure that their legitimate concerns are considered and that they are not subjected to unreasonable or inappropriate adverse effects. They want conditions that preserve a reasonable degree of amenity, that are clear and enforceable, and contain an effective forum for continued engagement between residents and the applicant throughout construction.
7. The vitality of the City Centre depends on the symbiotic relationship between its various uses, which together create a dynamic urban environment. Commercial activities are enhanced by the presence of a high-quality residential community, which contributes to the character, vibrancy, safety, and amenity of the precincts and provides a workforce. Residential activities are enhanced by their proximity to commercial activities that provide amenity, recreation, and work.

## 85 Customs Street West (Sebel)

8. The applicant has listed 85 Customs Street West and 139 Quay Street as adjacent land. Body Corporate 199380 Sebel is the body corporate for the unit title development at 85 Customs Street West and must be notified.<sup>3</sup>

## Princes Wharf (Dockland Management Limited)

9. Princes Wharf is located at 137-147 Quay Street. The buildings on Princes Wharf are made up of six “sheds”, each with its own address as shown on the map at **Appendix B**. Dockland Management Limited is the property manager for Princes Wharf and actively manages Sheds 19, 20, 22, 23, and 24.
10. Ground leases for Princes Wharf are held by Dockland Shed Leases Limited and Dockland Wharf Leases Limited, related companies of Dockland Management Limited.
11. The sheds have a mix of residential and commercial uses. Restaurants and hospitality are generally located on the ground floors to attract foot traffic and residential apartments operated by boutique accommodation businesses are in the floors above. Some sheds have offices on the ground floors. The Auckland Cruise Ship Terminal is in Shed 20. The Hilton Hotel is in Shed 21.
12. The applicant has identified adjacent land at 139 Quay Street in legal descriptions Lot 20 DP 191790 at Reduced Level RL 3.75m and Lot 20 DP 191790 at Reduced Level RL 7.66m. The

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<sup>2</sup> Appendix 5 corporate statement of Scott Pritchard, CEO at Precinct Properties at paragraph 2.

<sup>3</sup> Fast Track Approvals Act 2024 [Act], s 53(2)(h).

titles are of two of the ground leases held by Dockland Shed Leases Limited for Princes Wharf.

13. The land recorded in those two titles is not only that area of the Princes Wharf that is impacted the proposal; the entirety of Princes Wharf will experience effects of the proposal.
14. Princes Wharf is in the Central Wharves Precinct, which serves as a key gateway and visitor destination for Auckland. Princes Wharf is a major entry point for international tourists, with approximately seventy-five cruise ships arriving each summer and bringing large numbers of visitors to the area. The objectives for the Central Wharves Precinct are focused on establishing a world-class visitor destination that offers a safe, convenient, and engaging environment, with strong connections for pedestrians and other active transport users to the central business district and surrounding public spaces.
15. The proposed development is located at, and will impact, a critical pedestrian and transport access point to Auckland. Each ship typically arrives in the early morning, with passengers needing transport (on foot, by bus, by car and by minivan) to a variety of visitor destinations. There are a significant number of service and catering vehicles that visit each ship at the wharf, adding to the overall traffic demands through the intersection at Princes Wharf. The potential impact of the proposal on visitors to Auckland and the hospitality and accommodation businesses that rely on them is not trivial.

#### **Viaduct Harbour Precinct entities**

16. The remaining entities are not owners or occupiers of adjacent land. They are, however, located close to the subject site in the Viaduct Harbour Precinct.
17. The Viaduct Harbour precinct is notable for its enclosed water space, its proximity to the city centre, and its distinctive low-rise buildings near the waterfront. The ongoing success of this precinct, both in terms of its built environment and its vibrant mix of uses, is a direct result of the planning provisions that have guided its development. The precinct actively promotes a variety of activities, including recreation, leisure, retail, entertainment, and community or cultural events, which together create a lively and attractive environment for residents and visitors alike.
18. Section 53(3) provides the Panel with a general discretion to seek comments from any other person the Panel considers appropriate. The viaduct harbour entities seek an invitation for written comment under this provision.
19. Minute 3 of the Expert Panel on the Bledisloe North Wharf and Fergusson North Berth Extension (**Minute**) has useful guidance about how to exercise this discretion. A panel must exercise its discretion in a principled manner consistent with the purpose of the FTAA,<sup>4</sup> and relevant considerations to the exercise of this discretion include (among other things):<sup>5</sup>
  - (a) The statutory requirement that the Panel issue a decision within a very short timeframe;
  - (b) The comprehensiveness and quality of the applicant's technical information and how the applicant has addressed the issue of consultation;
  - (c) Whether the wide range of entities from whom comment must be sought under s 53(2) will ensure that all relevant information is before the panel to enable a robust decision; and

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<sup>4</sup> Minute at [17(a)].

<sup>5</sup> Minute at [17].

- (d) Whether there are any exceptional factors that would warrant the exercise of discretion to invite comment from any further person that go well beyond mere public interest – for example, whether there are any persons affected to such a significant extent that considerations of natural justice might warrant their comments being sought, or whether there is an absence of information on certain issues that might be filled through seeking comments from any other person.

20. In relation to these matters:

- (a) The viaduct harbour entities are familiar with the substance of the Application. Their concerns are not boundless and will not undermine the Act’s emphasis on expeditious determination. They have made submissions on this project before, when it was advanced under the Resource Management Act. A copy of two sample submissions is attached in **Appendix C**. In fact, obtaining targeted, relevant input from nearby landowners and occupiers can assist the Panel in efficiently identifying and addressing the most significant effects of the development, thereby supporting a robust and timely decision-making process.
- (b) The applicant’s technical information may not fully capture the lived experience or practical concerns of those residing or operating near the site. The viaduct harbour entities can identify gaps or inaccuracies in the technical assessments, particularly regarding noise, vibration, and transport effects, and can suggest practical mitigation measures based on their direct knowledge of the area.
- (c) The proposal will involve serious construction works over a long period of time. The anticipated noise, vibration, and transport effects of the development will impact the Requested Parties significantly, potentially affecting residents’ quality of life, property values, and business operations. These are not generalised public interest concerns, but specific, tangible effects on identifiable individuals and entities. Considerations of natural justice strongly support seeking their input, as they are directly affected in a manner that goes well beyond the interests of the general public.
- (d) The consent conditions do set noise and vibration limits that regulate the extent and timing of construction activity.<sup>6</sup> However, the consent holder retains unchecked discretion to exceed those limits, provided it follows a prescribed process.<sup>7</sup> Specifically, Precinct may “Schedule” non-complying activities to its Construction Noise and Vibration Management Plan following consultation with owners and occupiers. Once that scheduled activity is submitted to council “for information”, it may proceed without any volumetric or temporal limit.
- (e) The sole constraint on that unlimited discretion is that the scheduled activity must represent the "best practicable option". However, the determination of what is practicable rests exclusively with Precinct, without regulatory oversight, without any obligation to monitor effects, and without prescribed thresholds that would trigger remedial action.<sup>8</sup> This is particularly concerning given that construction projects of this nature are routinely subject to contractual completion penalties, which create a

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<sup>6</sup> Conditions 65 and 67.

<sup>7</sup> Conditions 66 and 70.

<sup>8</sup> Monitoring and thresholds triggering remedial action are requirements of adaptive management laid down by the *Supreme Court in Sustain Our Sounds Inc v New Zealand King Salmon Co Ltd* [2014] NZSC 40 at [133].

direct financial incentive for Precinct to characterise more effective mitigation measures as impracticable.

- (f) It is a well-established principle of resource management law that conditions of consent must be certain, enforceable, and must properly define the scope of adverse effects.<sup>9</sup> Conditions must specify the required environmental outcomes, standards, and performance criteria.<sup>10</sup> Leaving these matters to be determined by management plans amounts to an unlawful delegation of the consent authority's responsibilities.<sup>11</sup> The conditions as proposed fail to meet these principles. They do not define the upper limit of noise and vibration effects that is acceptable. That upper limit is instead left open-ended, subject to the consent holder's unilateral judgment, and shielded from meaningful regulatory scrutiny. The viaduct harbour entities are well-placed to assist the Panel in identifying this gap and in proposing lawful conditions.
- (g) Lastly, noise and vibration experts for Precinct and the viaduct-harbour entities informally caucused and produced minutes recording their agreements. Some of those agreements have not been carried through into conditions. The viaduct-harbour entities wish to participate in this proceeding to ensure that the expert agreements are properly reflected in the final conditions.

21. In light of the above, inviting the entities to provide written comments is not only consistent with the legal test but is essential to ensuring that the Panel's decision is well-informed, procedurally fair, and robust. I look forward to receiving the written invitations on behalf of the parties.

Yours faithfully



**JANETTE CAMPBELL**

Barrister

Email: [REDACTED]

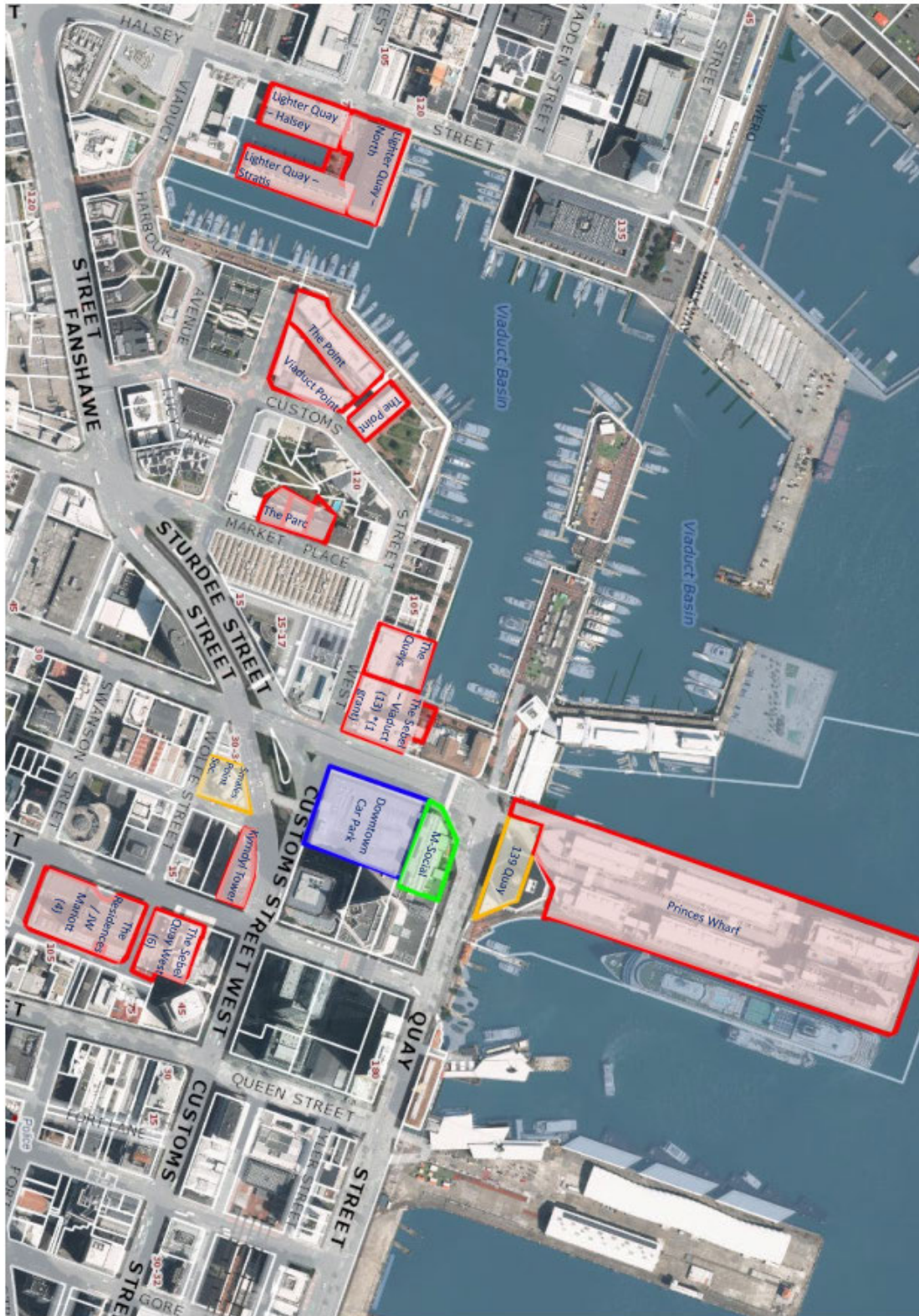
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<sup>9</sup> *Ferguson v Far North District Council* [1998] NZRMA 238 at 244. *Crest Energy Kaipara Limited v Northland Regional Council* (A132/09, 22 December 2009) at [227].

<sup>10</sup> *Re New Zealand Transport Agency – Waka Kotahi* [2024] NZEnvC 133 at 126; citing *Meridian Energy Ltd v Wellington City Council* [2011] NZEnvC 232 at [402]. *Remediation (NZ) Ltd v Taranaki Regional Council* [2024] NZEnvC 213 at [27]. *Final Report and Decision of the Board of Inquiry into the Transmission Gully Proposal Board of Inquiry*, EPA 0175, June 201 at [187] and [190].

<sup>11</sup> *Wood v West Coast Regional Council* [2000] NZRMA 193 (EnvC).

APPENDIX A – LOCATION OF THE ENTITIES



Note: (Dockland Management Limited is the representative of the Princes Wharf entities)

**APPENDIX B – PRINCES WHARF SHEDS AND ADDRESSES**



## APPENDIX C – SUBMISSIONS

**SUBMISSION ON RESOURCE CONSENT APPLICATION BY PRECINCT PROPERTIES  
FOR RESOURCE CONSENT FOR DEVELOPMENT AT 2 LOWER HOBSON St, 29  
CUSTOM ST WEST, 188 QUAY ST, 204 QUAY ST AND ROAD – LOWER HOBSON ST,  
FANSHAWE ST AND STURDEE ST, AUCKLAND CENTRAL**

**To:** Auckland Council

**Name of submitter:** Body Corporate 199318 The Point

**Address for service:** Janette Campbell  
Bankside Chambers  
Level 22, 88 Shortland Street  
PO Box 1571  
**AUCKLAND 1140**  
E: [REDACTED]

This is a submission on an application from Precinct Properties New Zealand Ltd for a resource consent to demolish the Downtown Car Park Building and associated structures including modification to a heritage building At 2 Lower Hobson St, 29 Custom St West, 188 Quay St, 204 Quay St and Road – Lower Hobson St, Fanshawe St and Sturdee St, Auckland Central and to comprehensively redevelop the site into a mixed-use precinct. Office, residential, retail, food and beverage and publicly accessible open space activities are proposed, contained within three podium buildings (2-3 storeys and 7 -storeys in height) and two towers (162m and 227m in height). Associated earthworks, discharge consent for contamination, water permits for groundwater with the demolition and construction duration being 7-years.

The Point is not a trade competitor for the purposes of s 308B of the Resource Management Act 1991

## **Scope of submission**

1. This submission relates to the application for resource consent in its entirety.

### **The specific parts of the application that the submission relates to are:**

2. The entire application.

### **The Point's submission is:**

3. The Point supports the redevelopment of the earthquake-vulnerable downtown carpark into a vibrant, comprehensive, integrated design-led sustainable mixed use community. However, overall the Point opposes the development, because of its concerns about the protracted demolition and construction period, the lack of engagement to date and planned for the future with local residents, and the actual and potential effects of that demolition and construction. In addition, the Point has concerns about ongoing shading, wind effects and the risk of settlement and groundwater drawdown effects.
4. The Point's primary reasons for this opposition submission are that the application:
  - a. will not promote the sustainable management of natural and physical resources, and therefore will not achieve the purpose and principles of the Resource Management Act 1991 ("**RMA**");
  - b. will not meet the reasonably foreseeable needs of future generations;
  - c. will not enable the social, economic and cultural well-being of the existing downtown Auckland community to be met;
  - d. is contrary to the purposes and provisions of the relevant planning documents; and
  - e. will result in unacceptable and inappropriate adverse effects on the environment that cannot be adequately avoided, remedied or mitigated.
5. Without limiting the generality of the above, additional and specific reasons for opposing the application for resource consent are set out below.

### **Additional reasons for declining the application for resource consent**

#### *Background to the Point's interest in the application*

6. The Point is a residential apartment building at 101-121 Customs St West. The Point's Body Corporate represents the owners of its 85 apartments and approximately 170 residents.
7. The Point is located in the Viaduct Harbour Precinct, within the City Centre zone of the AUP. The Precinct is characterised by its enclosed water space, proximity to the core of the city, and areas of low-rise buildings. The success of the Precinct, in both built form and its mixed use, is due to the planning provisions that have applied to this area since its establishment.
8. The Precinct plan includes building height, bulk, and design controls that encourage well defined edges to public open spaces, a sense of enclosure at the built edges of public space, and a visual transition in the height of built form extending from the water's edge of the Viaduct Harbour to the established central commercial area.
9. The Point is located within Sub-precinct C of the Viaduct Harbour Precinct. Sub-precinct C is a residential area that recognises the established high quality residential environment and the benefits that a permanent residential population provides to the character, vitality, safety, and amenity of the Precinct.
10. The Point buildings are modern, high quality, residential developments. The Point is part of an established residential community within the Viaduct Harbour that in total provides approximately 673 residential units, 338 short-term accommodation rooms, and is home for approximately 1,500 people.
11. The Point welcomes the development of a high quality mixed use development in its neighbourhood, but has concern about aspects of the way that development is undertaken.

#### *Construction Effects*

#### *Demolition and construction traffic*

12. The ITA submitted with the application does not pay sufficient attention to the existing residential activities occurring in the Viaduct Harbour area, including the adjacent Wynyard Precinct which is undergoing significant intensification - both planned and actual - which will generate its own related traffic / transportation issues for the Viaduct over the period in which the construction is likely to occur. This leads to an under-evaluation of the effects of the protracted demolition and construction period on that area.

13. The Point is concerned that the demolition and construction required to give effect to this resource consent will have very significant adverse effects on the roading network, with implications for pedestrians, cyclists, vehicle movements by residents and the ability of service providers to access the Point.
14. Effects will enure for at least seven years. Such effects are hardly “temporary” and certainly need to be weighed by the decision-maker: *Trilane Industries v Queenstown Lakes District Council* [2020] NZHC 1647.
15. There is no assessment of how the effects of demolition and construction traffic will have cumulative effects with the pedestrian and vehicular traffic generated by the (currently) 75 cruise ship visits each summer to the facility adjacent to Princes Wharf . Earthworks in particular are scheduled to occur primarily in the earthworks season, which coincides with the summer cruise boat visits.
16. Rerouting of pedestrians and active transport modes across Lower Hobson St at the Customs St West intersection has not been modelled. This is a very significant pedestrian and active transport mode access point to Viaduct Harbour and their safety is paramount. It should not be compromised for the convenience of a nearby development.
17. The ITA also makes use of data of questionable relevance, including:
  - a. 6 year old data for Lower Hobson St. Much has changed in the intervening period in terms of travel patterns within the CBD and the Wynyard Precinct in particular. This data will not reflect changes caused by the more recent institution of bike lanes through the Viaduct Harbour area and the rat running of vehicles choosing to go under the Lower Hobson St flyover as an alternative means of reaching Fanshawe St for entry to the Harbour Bridge. Residents are already often unable to exit their carparks;
  - b. Servicing vehicle trips for food and beverage taken from the TRICS database (from the UK and Ireland) rather than data from the existing Commercial Bay facility;
  - c. An assumption that the Lower Hobson St flyover will stay in place, when this is not certain.
18. The application does not propose any ongoing engagement with the local community eg by way of a Community Liaison Group, even though it proposes full closure of Lower Hobson St and Customs St West for periods of time.

19. Although demolition and construction traffic management plans are proposed, the applicant has not chosen to make use of the (now standard) conditions requiring that those (and other management plans) are provided to a Community Liaison Group for feedback in advance of submitting the relevant plans to Council for approval. The consent conditions should require the consent holder to provide the opportunity for such a feedback loop, with the Council provided not only with the draft plan, but the comments from the CLG. Where the consent holder has not responded positively to requests for changes to a management plan, the consent conditions should also require them to provide to the Council the rationale for that failure.

#### *Construction noise and vibration*

20. Both demolition and construction will be very noisy, with modelling predicting infringements of the limits at a number of neighbouring buildings.
21. The application emphasises the “temporary” nature of these construction works, which will occur (off and on) over a period of what is currently anticipated to be 7 years. These effects will be imposed upon residential receivers.
22. Sheet piling is a particularly noisy construction method and generates substantial vibration. It should be avoided, or at least minimised to the greatest extent possible, in this residential area.
23. While the application correctly notes that the CBD is an area with a higher ambient noise environment, this is different from being subjected to the intrusive noises such as concrete cutting, concrete pumping, sheet piling, and the inevitable bangs and thumps that are part of such a large construction project.
24. The Marshall Day report does not offer nearby residents, such as those at the Point, any immediate solace, with references to “screening or noise barriers where possible, specific equipment selection” and the like. These matters are again left to resolution through management plans, which are devised and finalised without recourse to the community in which this work is planned to occur. As set out above in relation to construction traffic, management of noise through the demolition and construction phases must involve a Community Liaison Group having input to the management plans devised, as well as being apprised of the results of monitoring. This will enable the community to participate in any adaptive management approaches that are required.

25. Noise that is not reasonable may result in residents needing to be relocated. While this has traditionally been used only as a short-term measure (for example weeks of alternative accommodation) in this circumstance, the noise may require the purchase of badly affected apartments to enable residents to relocate.

#### *Dust and asbestos management*

26. Given the presence of asbestos in the downtown carpark building, dust management becomes particularly important.
27. Local residents have not just amenity concerns in relation to dust that may be generated from redevelopment, but also need to understand that sufficient measures are in place to protect their health. The Point has residents of all ages; from children to the elderly. It has residents who have health conditions that make them particularly susceptible to the health effects of discharges of PM<sub>10</sub>, PM<sub>2.5</sub> and asbestos.
28. Again, as with traffic, noise and vibration the management plans to address these serious concerns should be provided to an appointed Community Liaison Group for comment or approval prior to lodgement with the Council. Any comments received should also be provided to the Council, together with the rationale for rejecting any such comments.

#### *Permanent Effects*

##### *Settlement and groundwater drawdown effects*

29. The location of this construction site amongst other significant buildings, all built on reclaimed land, means that attention must be acutely paid to the potential effects of settlement and ground deformation that might occur because of dewatering. While a Groundwater and Settlement Monitoring and Contingency Plan has been provided as part of the application, the Council must be satisfied of the following before it can grant this consent:
  - a. That any such effects are completely unlikely;
  - b. That the measures contained in the GSMCP are sufficient to avoid these very significant effects being experienced by nearby buildings.

30. The Point is very concerned that this significant dewatering, which will continue for the life of the building, will change the groundwater conditions in the local area and have unforeseen impacts on surrounding buildings.

*Removal of pedestrian connections – the footbridge*

31. The application seeks to remove the footbridge connecting the existing Downtown carpark and the former Auckland Harbour Boar Workshops. This connection is a convenient, covered pedestrian crossing of Lower Hobson St that keeps pedestrians safely separated from traffic on the roading network below. Its removal is a retrograde step that will make pedestrian traffic from the heart of the CBD to the Viaduct Harbour area less safe and less convenient. This connection should be retained, or reconstructed as part of the new development.

*Adverse shading effects and adverse effects on amenity*

32. The proposed development will adversely affect amenity, including through shading in excess of what would result from a permitted activity. Although Appendix 5 of the application unhelpfully has no key, it appears to show that the Point will have morning sun that it would otherwise have enjoyed taken from it from at least 7am (no earlier time is given) to some time between 8 and 10am, on September 23. Morning sun will also be lost from some time between 7 and 8 am on December 21. While the Urban Design report records that shading diagrams were done at one hour intervals, that level of detail is not presented in Appendix 5 to enable the exact impact to be more precisely understood.
33. In the city, residents do not expect full time sun, but this type of effect is significant for those affected. The rating scale developed by the applicant's consultant generates a "high" or "moderate" effect only when a large number of buildings is affected. For the resident who has had their sunlight removed, the effect may be significant indeed, without ever appearing as such on McIndoe Urban's scale. The Point is concerned at the impact of shading on the quality of life for its residents. The application should be amended to avoid these effects.

*Wind Effects*

34. The application discloses that Category D wind conditions are expected in a number of locations. This level of wind effect will cause serious annoyance to pedestrians and diminish the experience of many Viaduct Harbour residents as they commute on foot

home from work or study in other parts of the CBD. The applicant should be required to avoid these effects.

#### *Breach of Harbour Edge Height Control Plane*

35. It is not clear the extent to which the breach of the Harbour Edge Height Control Plane contributes to other effects of concern such as shading and wind effects. It may that a design that avoids those effects also avoids breaching this standard, designed as it is to modulate the built form to support a transitional interface between the core city centre and the waterfront.

#### **Relief sought**

36. The decision the Point seeks from the Council is that the application for resource consent be declined until such time as the matters raised in this submission are satisfactorily addressed. In particular, there is insufficient information to be able to demonstrate that the effects of the application are acceptable in relation to:
- a. Pedestrian safety during construction;
  - b. The removal of the Lower Hobson St pedestrian overbridge, which should be retained or reconstructed;
  - c. The effects of demolition/construction traffic in combination with traffic associated with cruise ship arrivals;
  - d. The effects of demolition/construction traffic if/when the Lower Hobson St flyover is removed;
  - e. Noise and vibration effects received over a construction period of 7 years at nearby sensitive receivers, ie residential apartments;
  - f. Potential settlement and land deformation as a result of groundwater abstraction;
  - g. Shading and wind effects.
37. If consent is to be granted, conditions must be imposed to:
- a. Require a review of the consent conditions under s 128 of the RMA should the Lower Hobson St flyover be removed to enable the effects of demolition,

construction and operational traffic to be reassessed and any necessary conditions imposed;

- b. Provide for the establishment and practical support of a Community Liaison Group. All management plans prepared under other conditions of consent must be provided to the CLG in draft to solicit feedback on their mechanisms within a reasonable timeframe. The applicant must submit the finalised management plan to the Council for certification together with the feedback received and an explanation of why any feedback has not been incorporated into the plan;
  - c. Ensure conditions enable the identification of ground deformation or subsidence as a result of the project, and timely and effective measures to rectify those effects;
  - d. Ensure that shading is reduced, so as to not impact any particular dwelling unduly;
  - e. Require wind effects to be managed so as to not exceed a reasonable level.
38. The Point wishes to be heard in support of its submission.
39. If others make a similar submission, the Point would consider presenting a joint case with them at any hearing.
40. The Point requests, pursuant to s 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to one or more hearings commissioners who are not members of the local authority.

**Signature:**



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Barrister for the Point

**Date:** 18 March 2025

**SUBMISSION ON RESOURCE CONSENT APPLICATION BY PRECINCT PROPERTIES  
FOR RESOURCE CONSENT FOR DEVELOPMENT AT 2 LOWER HOBSON St, 29  
CUSTOM ST WEST, 188 QUAY ST, 204 QUAY ST AND ROAD – LOWER HOBSON ST,  
FANSHAWE ST AND STURDEE ST, AUCKLAND CENTRAL**

**To:** Auckland Council

**Name of submitter:** Dockland Management Limited

**Address for service:** Janette Campbell  
Bankside Chambers  
Level 22, 88 Shortland Street  
PO Box 1571  
**AUCKLAND 1140**  
E: [REDACTED]

This is a submission on a notified application for a land use resource consent and water permit (Council references BUN60435935, LUC60435936, WAT60435937, DIS60435938) from Precinct Properties New Zealand Limited to demolish the Downtown Car Park Building and associated structures including modification to a heritage building and to comprehensively redevelop the site into a mixed-use precinct. Office, residential, retail, food and beverage and publicly accessible open space activities are proposed, contained within three podium buildings (2-3 storeys and 7 -storeys in height) and two towers (162m and 227m in height). Associated demolition of the Downtown Car Park Building, demolition of Lower Hobson pedestrian bridge, demolition of Fanshawe St vehicle ramp, construction of multi-storey mixed-use towers and podium buildings, associated earthworks, ground water discharges.

The site is located at 2 Lower Hobson Street (73-83 Custom Street West), 29 Custom Street West, 188 Quay Street, 204 Quay Street and Road – Lower Hobson Street, Fanshawe Street and Sturdee Street, Auckland Central, 1010

1. This submission relates to the transportation aspects of the application.
2. Dockland Management **opposes** the application for resource consent.

3. Dockland Management is not a trade competitor of the Applicant for the purposes of section 308A of the Resource Management Act 1991 ('RMA').
4. Dockland Management would be directly affected by the proposed development, the effects of which are adverse environmental effects that do not relate to trade competition or the effects of trade competition.

Dockland Management is the property manager of Princes Wharf, the land as illustrated in Figure 1 below.



Figure 1 – Location of submitter's property relative to the application site.  
The submitter's site is in **Red**. The application site is in **Yellow**.

5. The reasons for Dockland Management's opposition are that the proposal:
  - a. Does not promote the wise use of natural and physical resources in accordance with the sustainable management purpose of the RMA.
  - b. Will not meet the reasonably foreseeable needs of future generations;
  - c. Will not enable the social, economic and cultural well-being of the existing downtown Auckland community to be met;
  - d. Is not consistent with the outcomes sought nor the objectives and policies for land zoned Business – City Centre ("CC") zone, Section E27 of the Unitary Plan and outcomes sought by the Auckland Regional Policy Statement;

- e. Will generate significant adverse operational and construction traffic effects on the surrounding environment and on the submitter;
6. In particular, but without derogating from the concerns outlined above, Dockland Management also notes:
- a. While it does not oppose in principle the activities proposed by Precinct, it has significant concerns with respect to the construction and operational transportation effects that will arise from the proposal. These effects will be significant and long-term and they will have a detrimental impact on the operation of Princes Wharf.
  - b. It is concerned about the accuracy of the Integrated Transport Assessment (ITA) and associated preliminary Construction Traffic Management Plan (CTMP), Draft Site Clearance & Demolition Management Plan (SCDMP), Draft Construction Management Plan (CMP), and associated drawings.
  - c. The ITA submitted with the application does not pay sufficient attention to the existing activities occurring in the Viaduct Harbour area, including the adjacent Wynyard Precinct which is undergoing significant intensification - both planned and actual - which will generate its own related traffic / transportation issues for the Viaduct over the period in which the construction is likely to occur. This leads to an under-evaluation of the effects of the protracted demolition and construction period on that area.
  - d. Dockland Management is concerned that the demolition and construction required to give effect to this resource consent will have very significant adverse effects on the roading network, with implications for pedestrians, cyclists, vehicle movements and the ability of service providers to access the Princes Wharf.
  - e. The proposed construction/demolition CTMP and ITA fails to adequately consider and make provision for Princes Wharf and its day-to-day activity, which includes offices, a large hotel, hospitality venues as well as 299 residential apartments. Over 3000 people travel to and from the Wharf on any given day. There is significant carparking provided on the wharf for all of these activities and the demand for that seems likely to increase with the removal of the Downtown carpark.

- f. In addition to the ordinary business of Princes Wharf, the wharf is also regularly visited by cruise ships, which are a key and significant feature of this area over the summer months. The cruise ship terminal on Princes Wharf can experience around 75 ship visits over the summer cruise season, with vessels catering for up to 3,500 passengers and commensurate numbers of crew. Each ship typically arrives in the early morning, with passengers needing transport (on foot, by bus, by car and by minivan) to a variety of visitor destinations. There are a significant number of service and catering vehicles that visit each ship at the wharf, adding to the overall traffic demands through the intersection at Princes Wharf. These activities have also not been accounted for in the design and evaluation of the effects of the demolition and construction components of the project. The technical review attached from Don McKenzie Consulting Ltd addresses these issues further.
- g. Rerouting of pedestrians and active transport modes across Lower Hobson St at the Customs St West intersection has not been modelled. This is a very significant pedestrian and active transport mode access point to Princes Wharf and their safety is paramount. It should not be compromised for the convenience of a nearby development.
- h. The ITA also makes use of data of questionable relevance, including:
  - i. 6 year old data for Lower Hobson St. Much has changed in the intervening period in terms of travel patterns within the CBD and the Wynyard Precinct in particular;
  - ii. Servicing vehicle trips for food and beverage taken from the TRICS database (from the UK and Ireland) rather than data from the existing Commercial Bay facility;
  - iii. An assumption that the Lower Hobson St flyover will stay in place, when this is not certain.
- i. The construction and demolition effects will endure for years, with a predicted construction phase of 7 years. These are not temporary effects and certainly need to be weighed by the decision-maker: *Trilane Industries v Queenstown Lakes District Council* [2020] NZHC 1647.

- j. The application does not propose any ongoing engagement with the local community eg by way of a Community Liaison Group, even though it proposes full closure of Lower Hobson St and Customs St West for periods of time.
  - k. Although demolition and construction traffic management plans are proposed, Precinct has not chosen to make use of the (now standard) conditions requiring that those (and other management plans) are provided to a Community Liaison Group for feedback in advance of submitting the relevant plans to Council for approval. The consent conditions should require the consent holder to provide the opportunity for such a feedback loop, with the Council provided not only with the draft plan, but the comments from the CLG. Where the consent holder has not responded positively to requests for changes to a management plan, the consent conditions should also require them to provide to the Council the rationale for that failure.
7. The decision Dockland Management seeks from the Council is that the application for resource consent be declined until such time as the matters raised in this submission are satisfactorily addressed. In particular, there is insufficient information to be able to demonstrate that the effects of the application are acceptable in relation to:
- a. Pedestrian safety during construction;
  - b. The effects of demolition/construction traffic in combination with traffic associated with cruise ship arrivals;
  - c. The effects of demolition/construction traffic if/when the Lower Hobson St flyover is removed;
8. The submitter seeks that the application be **refused** in its entirety, unless the matters raised in this submission are addressed and conditions are imposed to avoid Dockland Management's concerns. In particular, conditions must be imposed to:
- a. Require a review of the consent conditions under s 128 of the RMA should the Lower Hobson St flyover be removed to enable the effects of demolition, construction and operational traffic to be reassessed and any necessary conditions imposed;
  - b. Provide for the establishment and practical support of a Community Liaison Group. All management plans prepared under other conditions of consent must be provided to the CLG in draft to solicit feedback on their mechanisms

within a reasonable timeframe. The applicant must submit the finalised management plan to the Council for certification together with the feedback received and an explanation of why any feedback has not been incorporated into the plan;

9. Dockland Management wishes to be heard in support of its submission. If other parties make a similar submission, Dockland Management would consider presenting a joint case with them at any hearing.
10. Dockland Management requests, pursuant to s 100A of the Act, that you delegate your functions, powers, and duties to hear and decide the application to one or more hearings commissioners who are not members of the local authority.
11. A copy of this submission has been sent to the Applicant, at its address for service.

**Signature:**



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Barrister for

**Date:**

18 March 2025

17 March 2025

Dockland Management Ltd  
L1, Shed 19A, Princes Wharf  
137 Quay Street  
**Auckland 1010**

**Attention:** Brian Fitzgerald  
**Issued via email:** [REDACTED]

Dear Brian

**Submission to Resource Consent (BUN60435935) – Precinct Properties Limited**

**Downtown Carpark Redevelopment - 2 Lower Hobson Street (73-83 Custom Street West),  
29 Custom Street West, 188 Quay Street, 204 Quay Street and Road – Lower Hobson Street,  
Fanshawe Street and Sturdee Street, Auckland Central, 1010**

At the request of Docklands Management Limited (“**the Submitter**”), Don McKenzie Consulting Ltd has prepared an initial assessment of the transportation and related matters arising from the application made by Precinct Properties Limited (“**Precinct**” or “**the Applicant**”) in relation to the development of the Downtown Carparking Building at the corner of Lower Hobson Street and Customs Street. The following assessment and commentary relates to the suite of resource consent applications made by Precinct in respect of the demolition of the Downtown Carparking building and the construction of a mixed-use, multi-storey development comprising offices, residential, retail, food and beverage and civic functions.

The following assessment is based largely on the transportation matters contained within following documents supporting the Precinct application:

- Assessment of Environment Effects (“**AEE**”) (prepared by Barker and Associates)
- Appendix 7 of AEE: Integrated Transport Assessment prepared by Flow Transportation Consultants Ltd (“**ITA**”)
- Appendix 8 of the AEE: Draft Site Clearance and Demolition Management Plan prepared by RCP (“**Draft SCDMP**”)
- Appendix 9 of AEE: Draft Construction Management Plan (“**Draft CMP**”)



## 1. Exclusion of Princes Wharf from Consultation/Consideration

Based on my consideration of the above documents and in particular the ITA and its supporting Appendices and supplementary reports, there is an overall absence of proper and sufficient recognition of Princes Wharf and the wider Viaduct Harbour area in terms the assessments made in the existing environment section of the ITA. This then forms the basis for subsequent sections of the ITA where there is a similar lack of consideration of the current form of the Princes Wharf access (and signalised intersection) and subsequent effects on the operation of :

- the intersection of the Quay Street/Princes Wharf access,
- the wider users, residents, staff and general use of Princes Wharf.

In Section 6.2 of the ITA, the Commercial Bay development located on the eastern side of Lower Albert Street is specifically identified and assessed. This development is located approximately 95m east of the eastern boundary of the Precinct development, yet the Princes Wharf property that is located some 70m from the northern boundary of the Precinct site (and the Quay Street/Princes wharf intersection that is around 30-40m from the site boundary) is excluded from the discussion of the existing context of the site.

In this regard, it is noted that the Wharf precinct comprises of:

- some 800 staff, visitor and public carparking spaces;
- apartments typically accommodating between 600 and 800 residents;
- the Hilton Hotel: 187 hotel rooms (accommodating up to approximately 280 people), event spaces able to accommodate some 300 people, plus up to 200 hotel staff;
- offices, retail and food and beverage businesses within the Shed buildings and in the Kauri Group building on Quay Street (accessed from the Princes Wharf access road) that together accommodate and provide working places for over 1200 employees, and
- food and beverage and various retail outlets spread throughout the ground level of the precinct's buildings attracting over 2000 customers per day.

All of these businesses, their employees, customers and residents require access to and from the external transport network via the Quay Street / Princes Wharf intersection.

It is appreciated that the Princes Wharf intersection is included in some later sections of the ITA when the report starts to develop the intersection assessment traffic models, however there is limited appreciation of the overall operation of the Princes Wharf site and neighbourhood, and nothing at all about the cruise ship activity that is a key and significant feature of the operation of this area on a regular basis over summer months. The cruise ship terminal/docking facility adjacent to Princes Wharf can experience up to some 75 ship visits over the summer cruise season, with sometimes as many as 3-4 ship visits per week.

## 2. Base Traffic Information and Overall Approach to Transport Assessment

There are several matters of transport detail lacking in the ITA that I consider should be addressed before the full picture of the effects of the Precinct proposal can be adequately addressed. These include:

- a 2019 Auckland Transport traffic count for Lower Hobson Street is reported in Table 2, Section 6.3.1 – I have a concern that that this count is too old to be relevant (i.e. this related to a time before COVID lockdowns and the subsequent rearrangement of working and travel patterns that have been reported widely across the city). I recommend that given the criticality of the Princes Wharf/Quay Street/Lower Hobson



intersection (that I will be addressing further in this memo), this count should be updated;

- When describing the Quay Street environment near the site (at Section 6.3.2) including discussion and a photograph of the intersection with the adjoining service lane, there is no discussion or any reference whatsoever about the existence of either Princes Wharf in general, or the Princes Wharf traffic signalised intersection specifically. The consideration of transport features and effects of the development should have had at least some consideration of the intersections associated with the mid-block roadways that are referenced in this part of the ITA. The typical approach for transport assessment of a development of this scale and nature lying within a city block is to address the effects of activity at each of the four corners of the block and often (especially from a traffic modelling point of view) extend one further intersection upstream and downstream of the intersections in question;
- The May 2023 parking utilisation data for the Downtown carpark reported in Section 6.4.3 of the ITA does not align with the currency of transport assessment work reported elsewhere in the ITA which was finalised in late 2024. There is no commentary or assessment of current parking utilisation of the carparking building which may affect the nature and scale of parking traffic activity that is assessed as being redistributed when the development's activity commences;
- In a similar vein, the ITA (Section 10.2.1) refers to trip generation surveys undertaken at some of the Commercial Bay premises as late as October and November 2024. It is not clear why other sources of current data (e.g. a traffic count for Lower Hobson Street to update the 2019 Auckland Transport count, or for that matter a full intersection and pedestrian count at Quay/Princes Wharf/Lower Hobson) were not similarly updated to a more current baseline;
- At Section 10.2.1 of the ITA, servicing vehicle trips for Food and Beverage activities were taken from the United Kingdom's TRICS database referencing information collected from across the United Kingdom and Ireland. With other trip generation information collected from the Commercial Bay facility and other local sources, it is not clear why data from the UK/Ireland is to be favoured over data that could be obtained from a site in the same city as the development proposal. It is considered that the operation characteristics of serving activity for food and beverage activities in Auckland are best estimated by data from Auckland.

In overall transport terms, these matters of detail and traffic data are not in themselves sufficient to call into question the overall conclusions with regard to the site operation, but do in my opinion show the challenges that are faced with a development of this scale in a central city location where the consideration of a site in isolation from its surrounding context tells only part of the overall picture.

I appreciate and agree in principle with the approach taken in preparing the ITA with consideration of multi-modal transport impacts and alignment with the transport strategy and policy relevant to the Auckland context, however as I have already commented the extent, spatial context and detail of consideration of the Quay Street corridor especially the intersection with Princes Wharf is in my professional view insufficient. This is especially the case when considering the more significant demolition and construction transport impacts. The wider area SATURN traffic modelling and the local scale SIDRA Intersection traffic modelling undertaken starts to paint the picture of the network transport effects however, in my opinion, the level of specificity required especially when considering the closure of one or more traffic lanes at the Princes Wharf/Quay Street intersection and the overlapping peak period cruise-ship activity, is lacking.



### 3. Operation of Princes Wharf/Quay Street Intersection

The ITA includes the results of commissioned traffic counts for the service lane located between the Aon/HSBC building and the Downtown carparking building (and associated vehicle crossing points connecting with Quay Street and Customs Street at each end of the service lane). However, there have been no specific surveys undertaken in respect of the Princes Wharf intersection with Quay Street. With the Application's stated restriction on heavy vehicle demolition/construction traffic using Quay Street, it is expected that the ITA authors had "assumed" that there would be no impact on the operation of this intersection. As I will discuss shortly, with the inclusion of multiple lane closures through the demolition and construction phases of the project and associated controls set out in the Draft Construction Traffic Management Plan ("Draft CTMP") discussed in the ITA, there is the potential for there to be significant flow-on effects of these lane closures through and upstream of the Princes Wharf intersection.

The volumes reported in the ITA in relation to the service lane between Customs Street West and Quay Street are generally modest and much less than the peak period and daily volumes catered for by the Princes Wharf signalised intersection with Quay Street. There is however, no specific count and little assessment of the predicted performance and traffic management to be put in place at the Princes Wharf intersection – especially relating to those peak periods of cruise ship activity that occur through the summer months.

The ITA's crash analysis of reported road safety events also excludes the Princes Wharf intersection, yet the demolition CTMP includes a large amount of predicted change and closure of lanes through and surrounding the intersection. Figure 20 of the ITA demonstrating the pedestrian accessibility and movement through and surrounding the Application site, clearly demonstrates the scale and importance of pedestrian crossing movements at Princes Wharf/Quay Street – yet there has been limited specific assessment of the safety and future performance of this location.

As already noted, Princes Wharf receives a number of visiting cruise ships primarily during summer months. By way of context, over the past six weeks from the start of February 2025 there were four ship visits of vessels with up to 3,500 passenger capacity docking adjacent to the Hilton Hotel. During such visits there are significant amounts traffic generated when passengers are transported to off-site tourism activities using a range of tour coaches, shuttle vans and taxis all required to move through the Quay Street intersection. Transport operators will typically arrive during the early morning periods on the day of cruise ship arrival at Princes Wharf and then be ready to transport passengers to a variety of visitor destinations around the city (and beyond). Additionally, there are a large number of service and catering vehicles visiting the ship and wharf, adding to the overall traffic demands through this intersection. While these traffic movements do not form part of the day-to-day traffic activity, they do contribute to a pattern of significant activity especially when the larger (3000 – 4000 passengers vessels are in port) and can at times involve 3-4 ship visits per week.

Recent experience of the Submitter, their tenants and other users of the Wharf during the Quay Street upgrading works undertaken during the period 2019-2022, involved the combination of reduced traffic movement capacity along the Quay Street route with the added traffic loading associated with cruise ship activity, that created notable traffic congestion and queuing that extended well beyond the Princes Wharf/Quay street intersection. Anecdotal evidence points to extensive and persistent queues all the way along the Princes Wharf access roadway (300-400m queues as far as the Hilton Hotel entrance), and at times along Quay Street as far as Britomart Place.



Based on my own involvement in the consenting processes for the Quay Street upgrading project (where I appeared on behalf of another submitter) and the previous Eke Panuku remote “dolphin” mooring application at the end of Queens Wharf, I am familiar with these sorts of concerns. At the time of those applications reassurances were made by Auckland Transport that a suitable traffic management approach would be adopted and would be sufficient to manage those peak period events. From the experience of the Submitter, this was not the case.

I also understand from the Submitter that during the Quay Street works and at other times, Auckland Transport and its traffic operations centre have adjusted traffic signal timing along Quay Street (including at the Princes Wharf intersection) which at peak times have only allowed a small number of vehicles out onto Quay Street in preference to allowing more frequent and longer pedestrian crossing times. This has resulted in people simply not choosing to come onto the Wharf which I understand from the Submitter has had an adverse effect on businesses including reduced sales and renting of apartments.

I have also been informed by the Submitter that at times during the Quay Street works project, heavy construction-related traffic would adopt parking and queuing positions within Princes Wharf which created another range of adverse effect on the residents, tenants and visitors to the wharf.

#### 4. Effects of Project Construction on Princes Wharf and Viaduct Harbour – transport

I have identified a number of concerns and general observations arising from the ITA supporting the application that help to highlight some of the broader range of issues likely to arise from the construction (and operation) of the proposed development.

- The Saturn traffic modelling supporting the ITA specifically excludes removal of the Lower Hobson Flyover (i.e. it is assumed that the flyover will remain in place). I recommend that if this is an underlying “assumption” within the traffic modelling undertaken in support of the project, then this exclusion should be specifically included by way of condition of the consent, or in the circumstance that the flyover is removed, then a specific variation to the consent be required.
- Section 10.4.1 (pg 59) of the ITA states that the M Social hotel’s western vehicle crossing connecting to Quay Street (being the access point closest to the Princes Wharf intersection) is not included in the assessment and traffic modelling in support of the project. The ITA authors considered that because this crossing was a left-exit only crossing it would not be expected to impact the operation of the service lane access in the modelling. My concern however, is that there is no justification of this conclusion, nor is there any consideration of the interaction between this western driveway and the Princes Wharf intersection. Again, this reinforces my view that exclusion of the Princes Wharf/Quay Street intersection from the ITA and its traffic modelling, artificially reduces the scope and extent of transport effects associated with the project – both in its operation once constructed, as well as and potentially more significantly in my opinion, during the demolition and construction phases.
- The SIDRA Network (the more detailed traffic modelling approach adopted within the ITA) does include a representation of the Princes Wharf intersection. However, close inspection of the way in which the SIDRA Network traffic model represents and models the Princes Wharf approach shows that the lane arrangement adopted includes two lanes: the kerbside lane a left turn-only lane, and the adjacent lane providing for left, through and right turn movements. I am aware from inspections of the intersection and photographs taken of this Princes Wharf approach that the central lane is marked to



provide for through and right turn movements. In this regard, the left turn capacity of this approach from the Wharf to Quay Street is represented with a higher capacity than is actually available on the ground. I therefore recommend that the ITA authors check and confirm the veracity of the modelling with this over-represented left turn capacity to ensure that the predicted future performance of the intersection (and the Princes wharf approach in particular) is not overstated.

- The traffic flows extracted from the wider area (CBD-wide) SATURN transport model have been used in the ITA to feed into the local-level SIDRA Network traffic model of Quay Street. There does not appear to have been any calibration or peer review (at least none has been reported) of the larger SATURN model. While I appreciate that this model (held and maintained by the Auckland Forecasting Centre comprising of Auckland Transport/Council/NZTA modelling teams) is widely used and would not be peer reviewed or calibrated for each project, but given the concerns I expressed earlier regarding the changes in travel and work patterns within the Auckland CBD in the post-COVID era, it will be important to appreciate that the model is validly representing current conditions. This is also a concern in terms of the validity of the model for predicting the future effects of the Project and the associated Downtown carparking activity redistribution.
- In regard to this matter of carparking (and associated traffic movement) redistribution to other buildings and parking facilities in the CBD, I would also appreciate further confirmation from the ITA authors whether there had been any consideration of “suppressed demand” replacing those Downtown carparking building redistributed trips before the new Project traffic movements are added. It appears that there is a direct replacement of carparking trips with Project trips, however there is likely to be a period of maybe up to several years before the Project trips are expected, and in this interim period, other traffic movements can well “take up” the spare capacity assumed in the ITA and its traffic modelling.
- The proposed service lane exit onto Quay involves a right turn across four through lanes (including two bus lanes). There has been no specific assessment of the safety of this movement. In standard traffic engineering practise, the right turning movement out of a development across four through lanes (as is the case proposed within the ITA) is generally avoided. In the ITA’s summary of SIDRA modelling (ITA Section 10.4.3) it is stated:

*“The results do not indicate there will be any safety concerns as a result of turning traffic and congestion”*

but without a safety assessment in relation to the Quay St Service Lane intersection, this claim cannot in my opinion, be supported.

- Section 12.2.2 discussing the assessment of construction methodology and the proposed CTMP, the ITA refers to the requirement for flexibility of the management of construction processes to give the developer and demolition/construction contractor the greatest flexibility to adjust their approach – primarily because the Applicant has not yet appointed a contractor. There is therefore little certainty that can be afforded to the assessment of construction effects if there is likely to be a different methodology adopted by the appointed contractor. I appreciate the “management pan” approach to considering and mitigating effects that cannot be quantified at the time of a consent, however, there are a number of gaps and limitations in the ITA’s assessment of



construction-related effects that have a wider impact on surrounding land-uses and activities and which have been excluded from the ITA.

- In my opinion (and on the basis of previous involvement in Quay Street and various Britomart/CRL traffic management processes) there is a need for a broader CTMP co-ordination requirement (or Community Liaison Group involving potentially effected parties) especially given the wider traffic effects identified by the ITA's SATURN modelling are predicted to extend across the whole CBD. For example, the ITA SATURN Modelling results of potentially effected diversion routes indicates that not only are there notable and observable delays to vehicles through the CBD road network as a result of the demolition/construction activity proposed (including lane and road closures), these increased delays and congestion is expected to extend over a much wider area beyond the CBD. For example, within the ITA's Appendix H - Preliminary CTMP and Transport Assessment, Section 12.2.1), reference is made to +45 sec/veh increased delay expected on top of existing 150 sec/veh delays at the intersection of SH16 Grafton Gully/Alten Road on the eastern side of the CBD,
- The ITA (at Section 13 - Conclusions) recommends and states as a principle that the project's construction and construction traffic management methodology should "avoid Quay Street as a construction route". Appendix H Construction and Demolition Traffic Management Plan similarly concludes:

*"... that construction vehicle loading can be safely provided on Lower Hobson Street, with the closure to general traffic of the existing southbound slip lane located adjacent to the Site. Construction vehicles will enter from Nelson Street or Fanshawe Street from the west, enter the Site from underneath the flyover, and exit through the Customs Street West end. As requested by Auckland Transport, construction vehicle routes have been developed to avoid Quay Street".*
- This indicates that any condition of consent should encapsulate these matters and make specific requirement that construction vehicles shall not use Quay Street (or Princes Wharf or Customs Street West (west of Lower Hobson Street). I have not seen any relevant suggested conditions. If this is one of the underlying principles allowing the ITA authors to reach their conclusions, then this should be clearly defined as a condition of the consent and construction methods.
- The referenced full closure of Lower Hobson Street (for a period of up to 48hr) and Customs West (for various periods) needs to be specifically scheduled/timetabled and suitable advance warning be given to Princes Wharf residents/users/staff/business. Full diversion routes will need to be in place and should be timed to avoid key periods of Princes Wharf activity e.g. cruise ship arrivals, and other specific events. This might be usefully addressed by a multi-party, co-ordinated Traffic Management Working Group or Community Liaison Group involving the Submitter, and other parties with a specific interest in the effective and safe management of traffic movements in this part of the city.
- The western car park demolition phase (Phase 2) is projected to involve a 3-month duration and involve the removal of slip lane and one or both southbound lanes on the Lower Hobson Street flyover. This will have wider (and as yet undetermined) consequences involving an upstream requirement for restrictions to one or both of the westbound lanes on Quay Street (through the Princes Wharf intersection). It could potentially require the remaining single westbound lane to accommodate all turning



movements (including right turns into the Princes Wharf and the through movement towards Viaduct Harbour) and bus movements. As previously noted, any such reduction in capacity available for movements through this intersection especially during cruise ship docking at Princes Wharf, will have far-reaching (and as yet undetermined) effects that in my opinion have not adequately been addressed in the scope and extent of the Draft CTMP and associated assessments prepared to date.

- The associated closure or rerouting of pedestrians at the Princes Wharf intersection especially for east-west pedestrian movements across Lower Hobson Street will potentially create a significant diversion of pedestrian movements from this busy crossing point. There is a diagrammatic representation (especially ITA Figure 20) that this pedestrian movement could occur through or across the closed traffic lane at the corner of Quay Street and the Lower Hobson Street flyover. This requires specific consideration that has not yet been detailed in either the ITA or the Draft CTMP and Assessment. There will likely be a need for modelling the effect of greater pedestrian demand at the signals which would be required prior to the approval to any confirmed CTMP for the demolition and construction phases. There is however an apparent mismatch between these discussions in Section 6.1 of the Preliminary CTMP and Transport Assessment Section 6.1 and the subsequent diagrams presented in Section 7 (Figure 17) that shows the crossing over the northern end of the overbridge still being available (albeit through the lane closure from Quay into Lower Hobson). These matters will need clarification and definition, as any diversion of the significant pedestrian volumes from along this southern side of Quay Street to and from Viaduct Harbour, diverted say to the northern side of Quay Street and across the Princes Wharf access would have a range of consequential effects on the operation of this intersection already under considerable pressure during peak periods.

## 5. Recommended Conditions/Provisions

The following area a series of recommended conditions/provisions to be included within the Project should consent be granted:

- The Applicant seek confirmation from Auckland Transport that the Lower Hobson Street flyover will remain in place and available for traffic use (at least) until the Project is constructed and in use, or alternatively in the case that the flyover is not available to support the Application (either during demolition/construction or operation) then a variation to the consent is secured;
- There be no truck/heavy traffic movement or parking/queueing associated with the project on Quay Street;
- There be no truck/heavy traffic movement or parking/queueing associated with the project on Princes Wharf;
- There be no truck/heavy traffic movement or parking/queueing associated with the project on Customs Street West (west of Lower Hobson Street);
- The Applicant/contractor/other Project advisors be required to consult with the Submitter and other directly affected parties prior to confirming the demolition and construction traffic management plan to be submitted to Council/Auckland Transport;
- Require the Applicant/contractor to include avoid any road or traffic lane or pedestrian crossing closure at the Quay Street/Princes Wharf intersection when a cruise ship is



docked in Princes Wharf, or alternatively the Applicant be required to prepare a specific traffic management plan for those occasions when a cruise ship is docked at Princes Wharf which seeks to avoid (or mitigate) the effects of Project works on the traffic carrying capacity of the Princes Wharf/Quay Street intersection.

In addition and prior to the hearing of the Application, it is recommended that the Applicant and its transportation advisers provide further information and assessment pertaining to the following:

- Safety assessment and turning traffic count at the Princes Wharf/Quay Street – ideally during a period when a cruise ship with a passenger loading in excess of 3000 people is docked at Princes Wharf;
- Confirm or update the SIDRA Network traffic modelling with the above traffic counts (for both normal weekday peak periods and for a cruise ship condition), and including updated lane discipline for the Princes Wharf approach to the Quay Street intersection;

I would be happy to discuss or expand on any of the details of the above as required. Please don't hesitate to contact via the below.

Yours sincerely

Don McKenzie | **Director**  
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## Appendix 4 – List of Ministerial portfolios

Prime Minister	Deputy Prime Minister	Leader of the House	Deputy Leader of the House
ACC	Agriculture	Arts, Culture and Heritage	Attorney-General
Auckland	Biosecurity	Building and Construction	Child Poverty Reduction
Children	Climate Change	Commerce and Consumer Affairs	Community and Voluntary Sector
Conservation	Corrections	Courts	Customs
Defence	Digitising Government	Disability Issues	Economic Growth
Education	Emergency Management and Recovery	Energy	Environment
Ethnic Communities	Finance	Food Safety	Foreign Affairs
Forestry	GCSB	Government's Response to the Royal Commission's Report into Historical Abuse in State Care and in the Care of Faith-based Institutions	Government's Response to the Royal Commission's Report into the Terrorist Attack on the Christchurch Mosques
Health	Housing	Hunting and Fishing	Immigration
Infrastructure	Internal Affairs	Justice	Land Information
Local Government	Māori Crown Relations	Māori Development	Media and Communications
Mental Health	Ministerial Services	National Security and Intelligence	NZSIS
Oceans and Fisheries	Pacific Peoples	Police	Prevention of Family and Sexual Violence
Public Service	Racing	Rail	Regional Development
Regulation	Revenue	Resources	RMA Reform
Rural Communities	Seniors	Science, Innovation and Technology	Small Business and Manufacturing
Social Development and Employment	Social Investment	South Island	Space
Sport and Recreation	State Owned Enterprises	Statistics	Tourism and Hospitality
Trade and Investment	Transport	Treaty of Waitangi Negotiations	Universities
Veterans	Vocational Education	Whānau Ora	Women
Workplace Relations and Safety	Youth	Archived portfolios	