

University of Auckland
Student Centre and Library

Transport Assessment

November 2026

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Project: University of Auckland Student Centre and Library
Title: Transport Assessment
Document Reference: P:\uoax\063 Student Centre and Library\4.0 Reporting\R1E261112 Student Centre and Library_TA.docx
Prepared by: Harry Ormiston
Reviewed by: Ian Clark
Revisions:

Date	Status	Reference	Approved by	Initials
28 August 2026	A – Draft	R1A260828	I Clark	IDC
21 October 2026	B	R1B261021	M Jongeneel	MJ
28 October 2026	C	R1C261028	M Jongeneel	MJ
30 October 2026	D	R1D261030	M Jongeneel	MJ
12 November 2026	E	R1E261112	M Jongeneel	MJ

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STATEMENT OF EXPERIENCE

My full name is Harry Ormiston. I am a Senior Associate at Flow Transportation Specialists Limited (Flow). I have held this position since March 2023. Prior to joining Flow, I worked at WSP Consultants in London, United Kingdom.

I hold a Bachelor of Civil Engineering (Honours) degree specialising in Transportation Engineering from Canterbury University, and a Master of Engineering Studies (First Class Honours) from the University of Auckland. I am a member of the Engineering New Zealand Transportation Group.

I have over 20 years of experience as a transportation planner and engineer in public and private sector land development projects, which includes experience with plan changes, integrated transport assessments and development consenting.

I have been involved in the assessment of several plan changes and resource consent applications. I provided similar assistance for these planning processes, including review, assessment of transport effects and guidance on the relevant transport planning provisions and reporting associated with these projects. This work has included:

- Expert witness in Council hearings in Auckland and Northland.
- Resource consent applications for the private sector for various developments[1] in Auckland.
- Transport expert advising the Board of Inquiry review of the Fast-track application for the Te Awamutu Waste to Energy plant (2025).

I confirm that, in my capacity as author of parts of this Transport Assessment, I have read and abided by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

[1] Multiple major developments, including the University of Auckland's HIWA Recreational and Wellness Centre Redevelopment, B201 Redevelopment for UOA, Marsden City Plan Change, and Bruce Mason Centre Redevelopment.

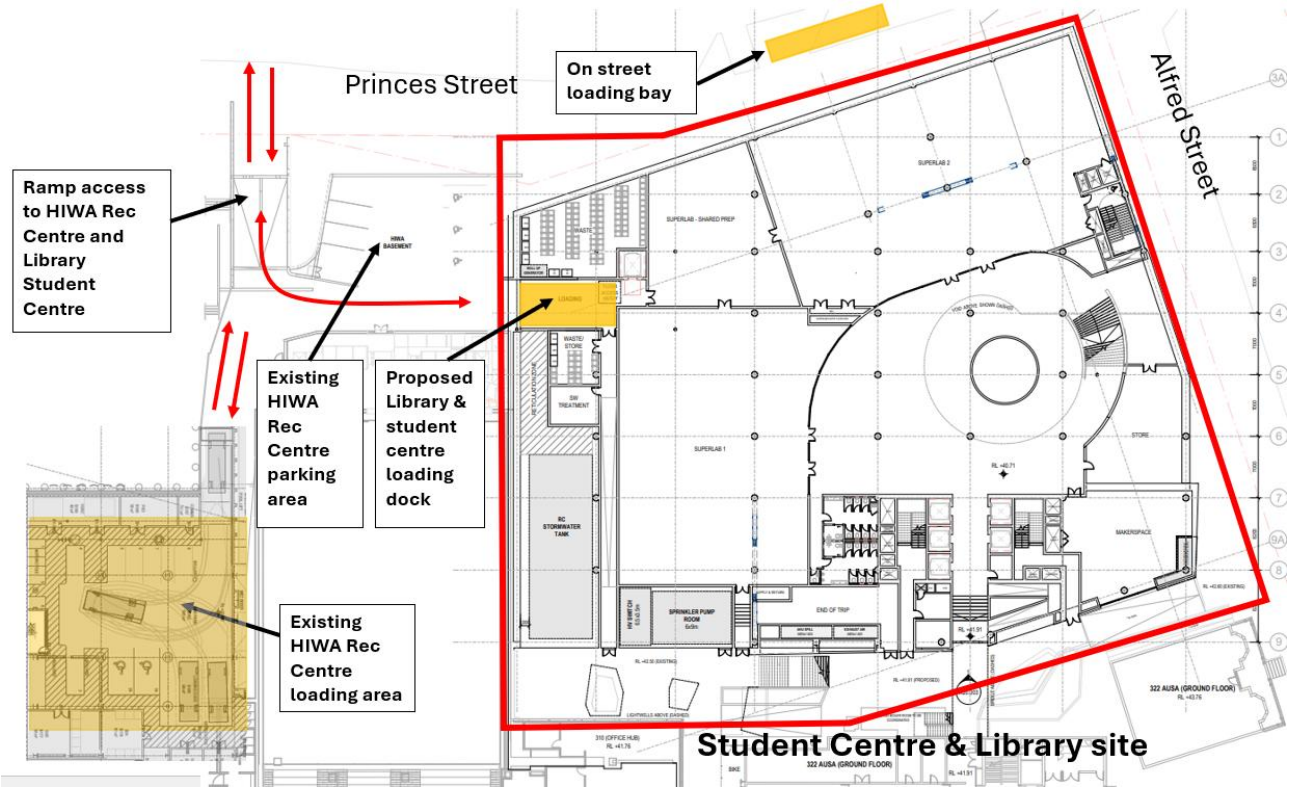
SUMMARY OF OUR ASSESSMENT

The University of Auckland (UoA) has commissioned Flow to prepare a Transport Assessment and Construction Traffic Management Plan (CTMP) as part of the substantive Fast-track Application to be lodged under the Fast-track Approvals Act 2024.

The Proposal relates to the design of a new University building on the corner of Princes Street and Alfred Street, Auckland (the Site) (see Figure S1). The Proposal includes the construction of a Student Centre and Library, which will replace the existing Student Union complex (B311 and B312 on the Site).

The site plan of the Proposal, highlighting transport matters, is shown in Figure S1 below.

Figure S1: Site plan of the Proposal



The Proposal includes the following key elements relevant to land use and transport matters:

- The removal of the existing Student Union complex (buildings B311 and B312).
- The construction of a new building that consists of eight levels, including two basement levels (Basement and Lower Ground) and six above-ground levels (Ground and Levels 1 to 5), with rooftop plant in addition. Total Gross Floor Area (GFA) is 19,568m^2.
- The building provides welcoming and gallery space, café, student support and club spaces at ground level, and library/study spaces/teaching space above. The lower ground contains super labs and loading space, and the basement contains plant and storage space.
- One loading space will be provided within the lower ground loading dock area, and a new loading space at street level on Princes Street, immediately outside of the main entrance is proposed as part of future streetscape upgrades.

- The Proposal will have no general vehicle parking spaces within the Site, and there is no requirement for accessible parking spaces.
- The Site has frontage on Princes Street and Alfred Street. Loading and servicing access will be via an existing vehicle crossing on Princes Street that currently provides access to the HIWA Recreation Centre building.
- The largest vehicle likely to access the loading dock is an 8 m long rubbish truck. Vehicle tracking demonstrates that an 8 m truck can enter from Princes Street in a forward direction, turn within the existing parking area, and reverse into the loading dock. The truck can then exit in a forward direction onto Princes Street.
- The Proposal will provide 16 visitor (short-stay) bicycle parking spaces. A total of 6 showers and changing areas with lockers will be provided in the new building on the ground floor, which meets the Unitary Plan requirement.
- The Proposal will not provide any further secure (long-stay) bike parking within the building, but will rely on secure bike parking throughout the campus, which has sufficient spare capacity.

We have assessed the Proposal against the applicable transport provisions of the Unitary Plan. In particular, we have considered transport related matters in Chapter E27 Transport, Chapter H8 Business – City Centre Zone, and Chapter I207, Learning Precinct. In terms of transport matters, the Proposal requires resource consent as a Restricted Discretionary activity as the proposed design and layout infringes the following transport standards:

- E27.6.3.2. Size and location of loading spaces
    - A second loading space will be located on Princes Street immediately in front of the Site. The on-street loading space will be 19 m long by 3.0 m wide. This does not comply as it is not within the Site and is narrower than required.
- E27.6.3.5. Vertical clearance
    - The height within the loading dock area will be 3.4 m, which is less than the 3.8 m required under E27.6.3.5.(1)(d).
- E27.6.2 (6) Bicycle parking
    - No secure (long-stay) bicycle parking spaces supplied within the Site and a lower than required number of visitor parking spaces.

We have considered the relevant Unitary Plan Assessment Criteria and conclude that the infringements on Chapter E27 Standards will not adversely affect the safe and efficient operation of the transport network.

Travel Plan

We have assessed the Proposal against Chapter I207 of the Unitary Plan that includes criterion "*i) Travel Plans and Integrated Transport Assessment*". We have prepared a development specific travel plan included in Section 8. Furthermore, we consider that this application does not require an ITA to be prepared.

Construction Traffic Management Plan

A preliminary Construction Traffic Management Plan (CTMP) has been developed and is included as a separate report with this application. The CTMP covers the proposed demolition of the existing Student Union complex (B311 and B312) and the subsequent construction of a Student Centre and Library on the corner of Princes Street and Alfred Street, within the UoA city campus. It outlines how construction traffic will be managed to ensure that, from a transport point of view, the surrounding road network operates safely and efficiently for all modes of travel. A more detailed CTMP will be prepared closer to the commencement of the works when a contractor has been appointed.

Summary

Based on the analysis described in this report, we conclude that the Proposal will appropriately avoid or mitigate adverse transport effects relating to the function, capacity, and safety of the surrounding transport network because:

- The Proposal provides excellent accessibility for pedestrians and cyclists.
- The existing vehicle access on Princes Street accommodates a low number of movements per day as it only serves the HIWA Recreation Centre basement loading and parking areas.
- The existing vehicle crossing design operates safely and efficiently and can adequately accommodate the additional trucks and service vehicles accessing the new loading dock within the Proposal.
- Based on the loading schedule for the Proposal, daily vehicle movements are approximately 40 to 50 (20 to 25 vehicles per day). About half of these movements are courier vans, which will likely use the proposed Princes Street loading bay.
- This is not an overall increase or decrease in trips to and from the University, as the loading schedule is a consolidation of the Kate Edger Building and relocated student centre and library loading activities. There is no new activity or change to existing activities taking place in this part of the campus.
- There are no safety concerns related to the operation of the existing vehicle access point, and the crash history and site observations of the surrounding area indicate no safety issues.
- No additional traffic is predicted to be added to the surrounding road network as a result of the Proposal.
- Construction traffic can be suitably managed consistent with standard practice.
- As such, there will be no adverse effects relating to the function, capacity, and safety of the surrounding transport network.

It is therefore considered that there is no transportation planning or traffic engineering reason to preclude the implementation of the Proposal, subject to the conditions recommended.

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1 WHAT THIS REPORT INCLUDES

The University of Auckland (UoA) has commissioned Flow Transportation Specialists Ltd (Flow) to prepare a Transport Assessment and Construction Traffic Management Plan (CTMP) as part of the substantive Fast-track Application to be lodged under the Fast-track Approvals Act 2024.

This Transport Assessment addresses the transport planning and traffic engineering matters associated with the proposed development, including:

- a description of the Proposal, focussing on transport related matters (refer to Section 2);
- an assessment of the Proposal against the relevant transport standards and provisions contained in the Auckland Unitary Plan (Unitary Plan) (refer to Section 3);
- a description of the surrounding transport environment as it relates to the Site (refer to Section 4);
- an assessment of the Princes Street access arrangements, focusing on the vehicular and pedestrian access associated with the Proposal (refer to Section 5);
- a parking and loading assessment, including an assessment of the design and adequacy of the parking and loading areas to support the Proposal (refer to Section 6);
- a travel plan assessment for the proposed development (refer to Section 8); and
- a preliminary assessment of construction traffic effects (refer to Section 9 and separate Draft Construction Traffic Management report).

2 DESCRIPTION OF THE PROPOSAL

2.1 The University of Auckland City Campus Masterplan (2025-2045) (UoA Masterplan) background context to the Proposal

The UoA developed the UoA Masterplan in 2025 to establish a long-term vision for the future development of the City Campus. It sees the University continuing to develop the City Campus over the next 20 years, with a number of new building projects and large-scale refurbishment of existing buildings

The UoA Masterplan identifies the following traffic and transportation aspects:

- Comprehensive network of connections that enhance movement, accessibility, and the overall campus experience.
- Pedestrianisation of Alfred Street.
- Reimagining Princes Street to support the new Student Hub, including improved streetscape and connections to Albert Park.
- Enhancing public transport access to the campus.
- Improving the quality and amenity of the surrounding street environment.

The implementation of this Proposal, as described below, is consistent with these overall development objectives and outcomes of the UoA Masterplan.

2.2 Description of the Proposal – Student Centre and Library

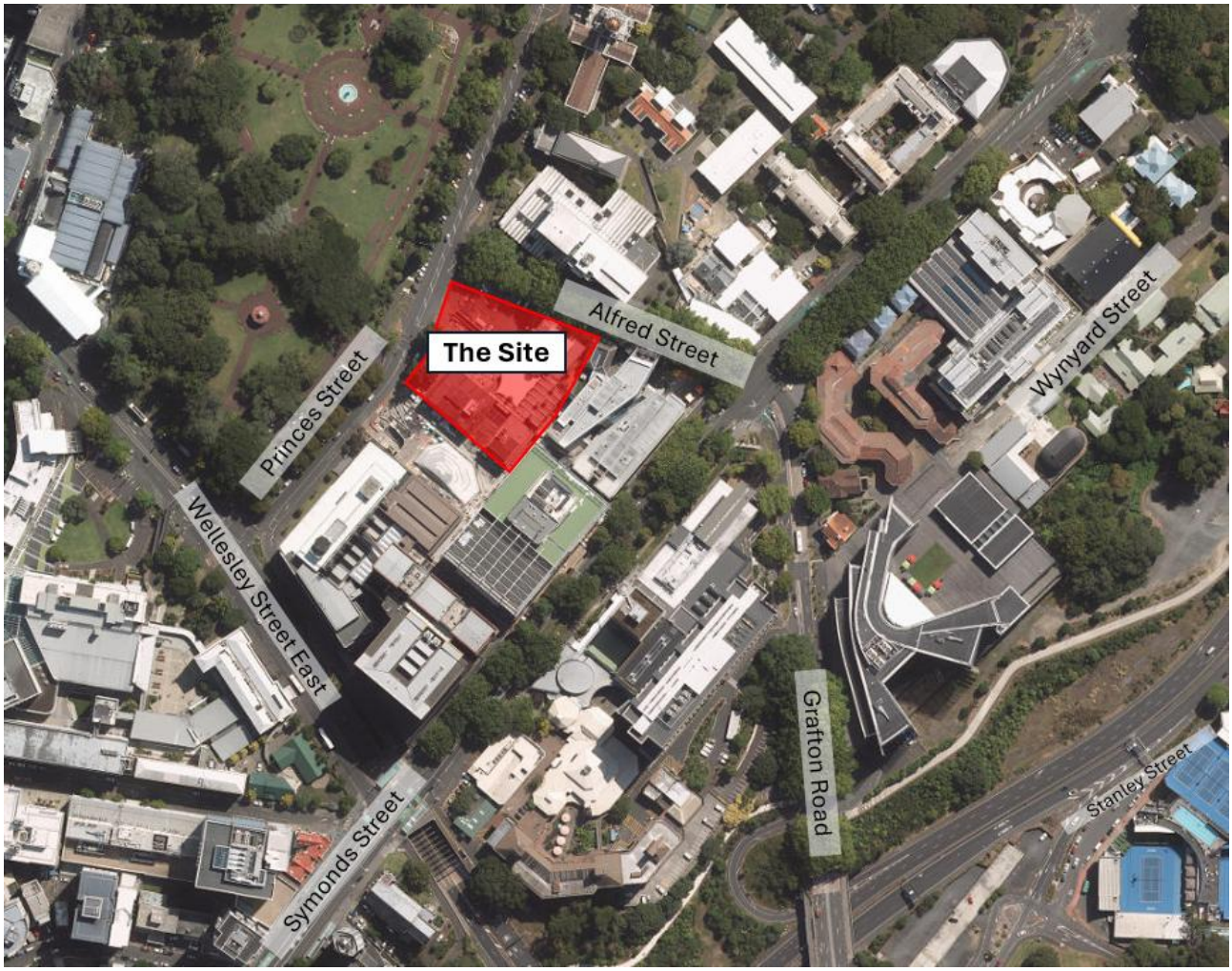
The Proposal relates to the design of a new University building on the corner of Princes Street and Alfred Street, Auckland.

The Proposal includes the construction of a Student Centre and Library, which will replace the existing Student Union complex (B311 and B312).

The new building will be 8 levels, including lower ground and basement levels, with rooftop plant in addition, with a total floor area of 19,568 m^2. There are currently 2 buildings on the Site, which will both be demolished.

Figure 1 shows the location of the Proposal within the existing transport network.

Figure 1: Location of the Proposal



Ground level and basement level of the Proposal is shown in Figure 3, and a full set of drawings of the Proposal is attached to the substantive application.

The Proposal includes the following key elements relevant to transport matters:

- The removal of the existing Student Union complex (buildings B311 and B312).
- The construction of a new building that consists of eight levels, including lower ground and a basement floor below and rooftop plant in addition.
- The building provides welcoming and gallery space, café, student support and club spaces at ground level, and library/study spaces/teaching space above. The lower ground contains super labs, and the basement contains plant, loading and storage space (indicated in Figure 2).
- The provision of end-of trip facilities within the proposed building, and 16 visitor cycle parking spaces within the Site.
- The use of an existing vehicle access from Princes Street to enable access to the new basement loading dock.
- Landscaping improvements on the southern side of Princes Street at the site frontage (ie within the Site). Further streetscape improvements including a wider signalised pedestrian crossing, improved footpath, and a new loading space immediately outside the main entrance of the proposed building will also be undertaken separately from the Proposal. These works are shown indicatively on the landscape plans but do not form part of the substantive application as no relevant consents are required. Any necessary landowner approvals from Auckland Transport and related corridor access requests will be sought at the appropriate stage.

Figure 2: Levels of the proposed Student Centre and Library (Source: Warren and Mahoney)

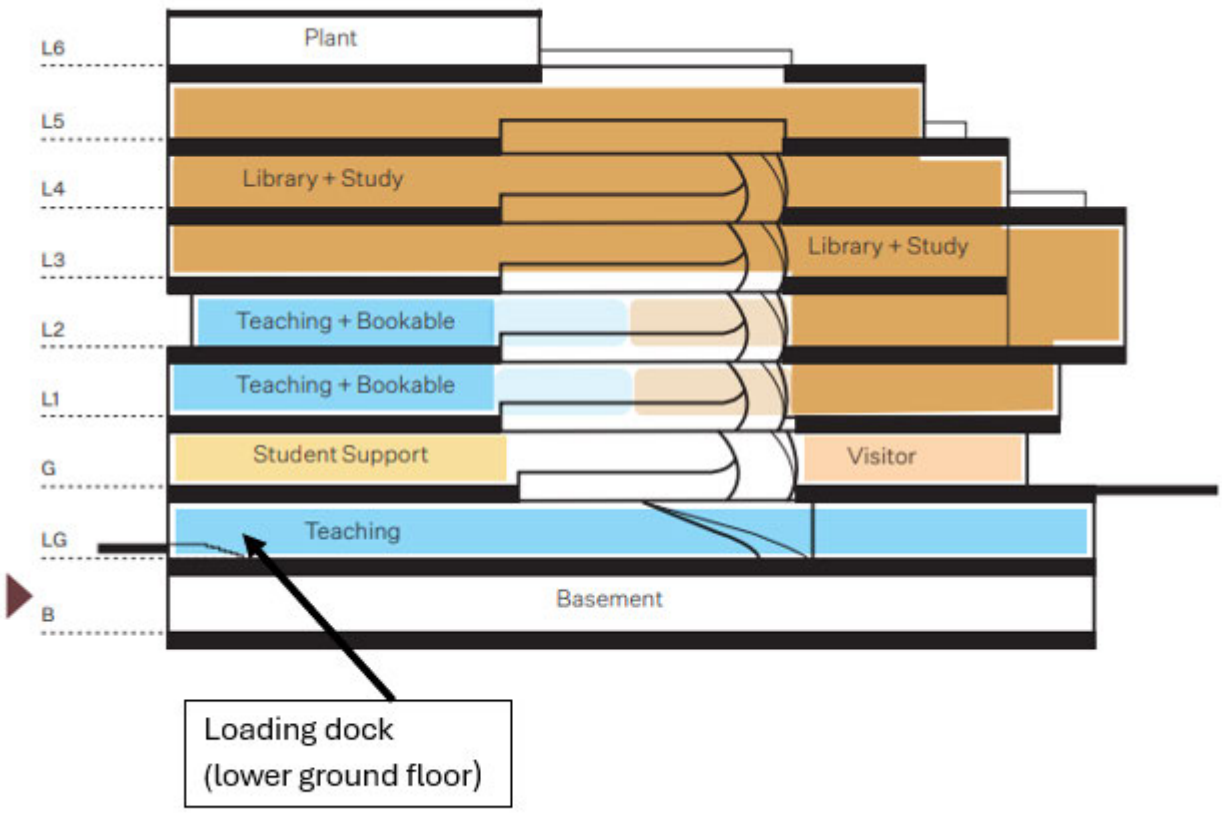
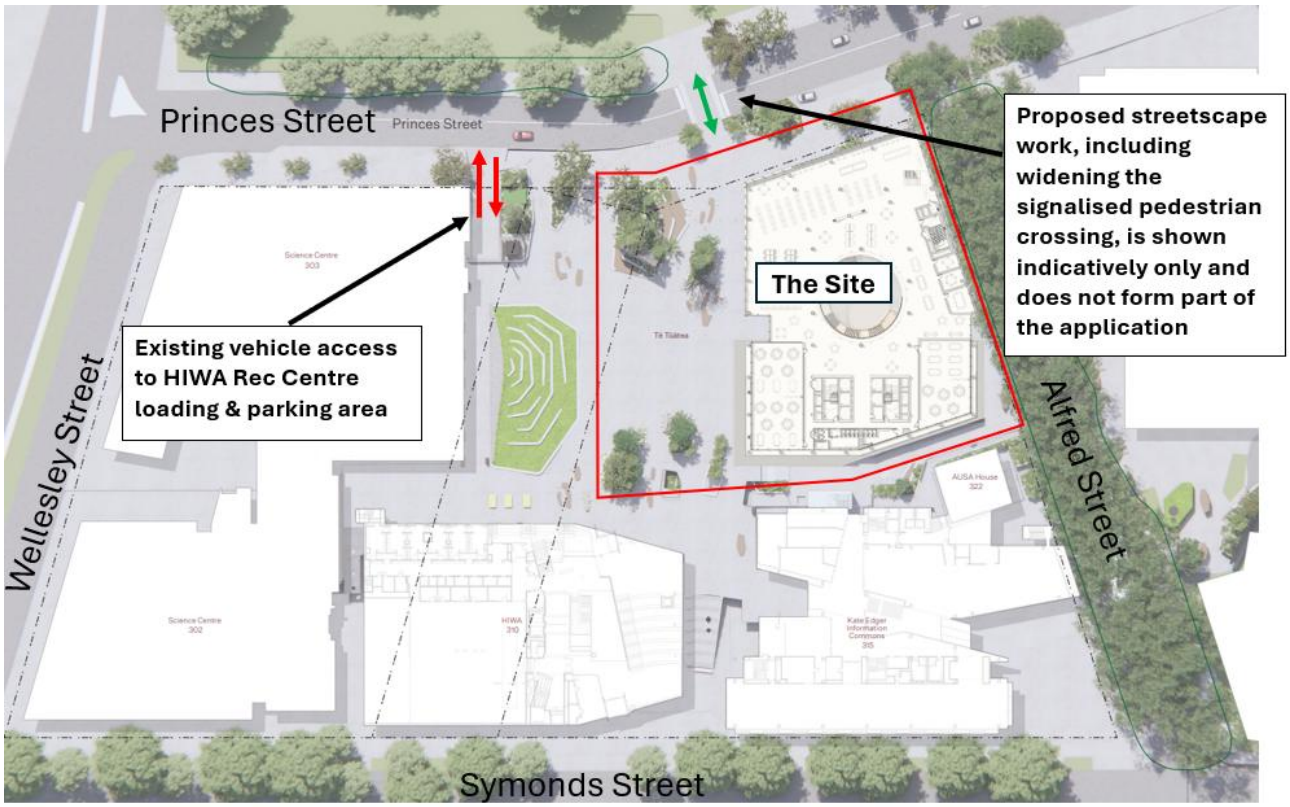


Figure 3: Site extent and context of the Proposal (Source: Warren and Mahoney)



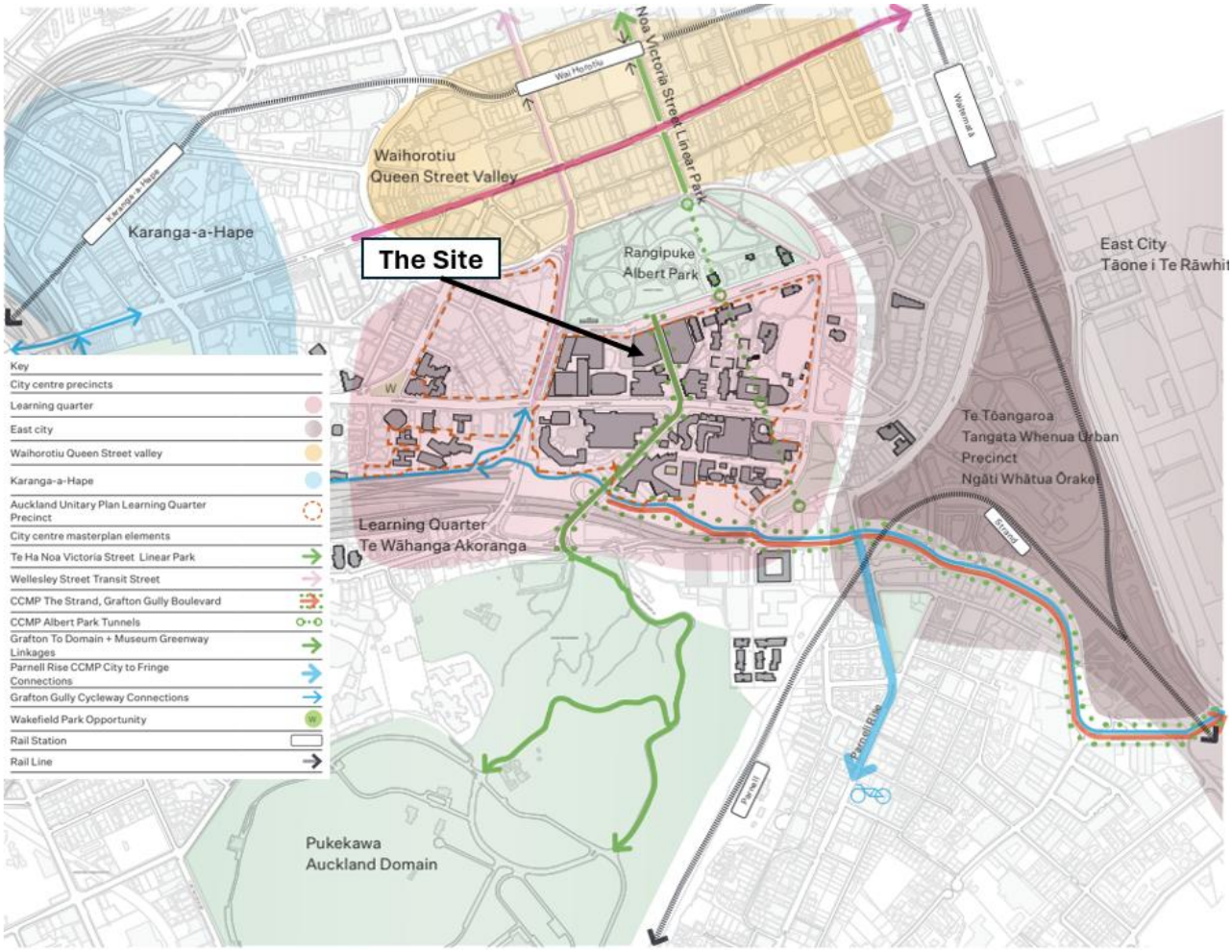
2.3 Alfred Street landscape improvements – City Centre Masterplan (Auckland CCMP)

The Auckland CCMP is the key guiding document for the Auckland Council whānau, setting the strategic direction for the city centre over the next 20 years. It has eight transformational moves, one of which includes the Green Link (or Linear Park). This connects the city centre and the waterfront through a green link connecting Victoria and Albert parks, and the Domain.

The Auckland CCMP indicates Alfred Street as a part of the ”Green Link” as shown in Figure 4.

Alfred Street is currently signed as a pedestrian mall with no entry except buses and authorised vehicles. Future streetscape improvements for Alfred Street and Princes Street form part of both the Auckland CCMP and UoA Masterplan, with the possibility of pedestrianising Alfred Street.

Figure 4: Strategic context including the adjacent Linear Park (Source: Warren and Mahoney Design)



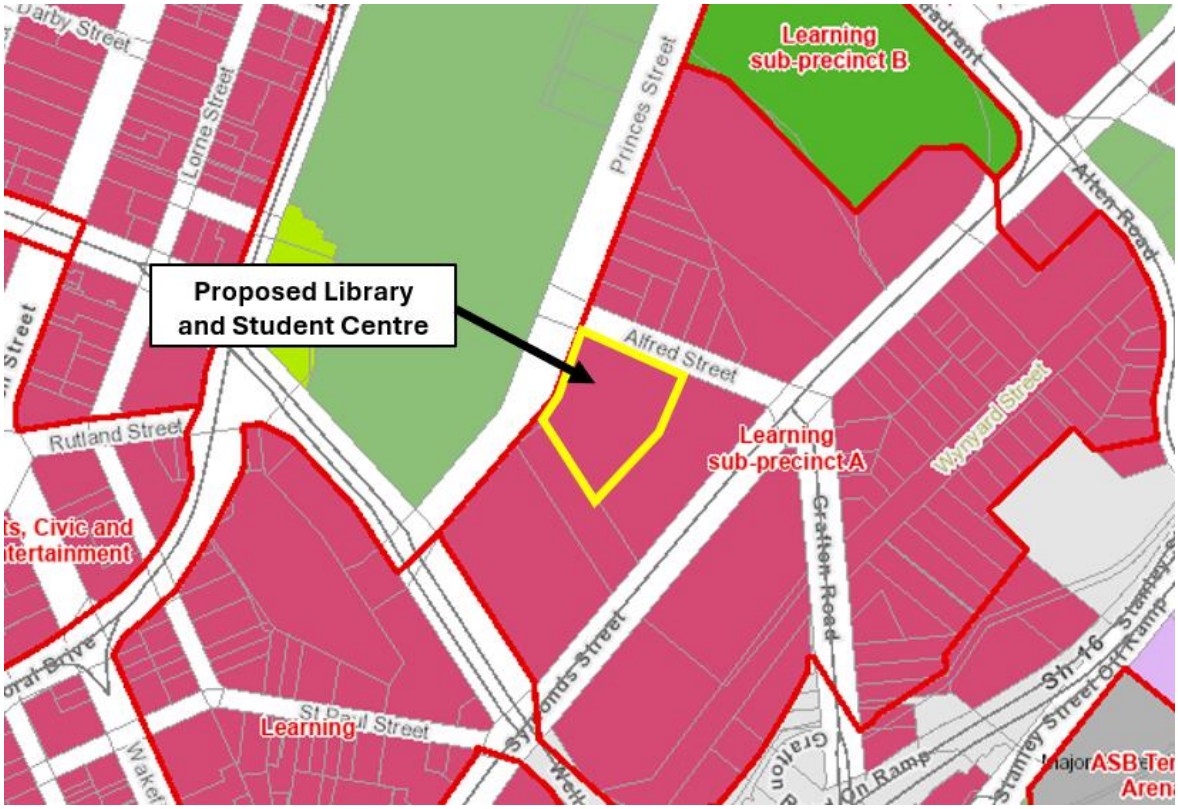
3 AUCKLAND UNITARY PLAN PRELIMINARY ASSESSMENT

3.1 Unitary Plan zoning, overlays and designations

As shown in Figure 5, the Site is zoned Business – City Centre in the Unitary Plan. The following additional matters are relevant to the Site:

- The Site has frontage on Princes Street and Alfred Street.
- Vehicle access (loading/service vehicles only) is proposed via the existing vehicle crossing on Princes Street, which currently provides access to the HIWA Recreation Centre building.
- Princes Street is not classified as an arterial road in the Unitary Plan.

Figure 5: Unitary Plan zoning and controls/Designations[2]



3.2 Assessment of Chapter E27 matters

We have assessed the Proposal against Chapter E27 Transport (with details included in Appendix A of this report). The Proposal requires resource consent as a Restricted Discretionary activity as the proposed design and layout infringes the following transport standards:

- E27.6.3.2. Size and location of loading spaces
    - A second loading space will be located on Princes Street immediately in front of the Site. The on-street loading space will be 19 m long by 3.0 m wide. This does not comply as it is not within the Site and is narrower than required.
- E27.6.3.5. Vertical clearance
    - The height within the loading dock area will be 3.4 m, which is less than the 3.8 m required under E27.6.3.5.(1)(d).
- E27.6.2 (6) Bicycle parking
    - While visitor (short-stay) bicycle parking spaces are provided, no secure (long-stay) bicycle parking spaces are proposed within the Site.

We have assessed the Proposal against the relevant assessment criteria in Appendix A.

We conclude that these infringements will have negligible effect on the safe and efficient operation of the Site or the surrounding transport network.

[2] https://unitaryplanmaps.aucklandcouncil.govt.nz/upviewer/

3.3 Assessment of Chapter H8 Business – City Centre Zone (transport matters)

We have assessed the Proposal against transport aspects of Chapter H8 and conclude that the Proposal, being a Tertiary education facility, is a permitted activity in the City Centre zone, whilst the new building is a restricted discretionary activity. The demolition of the existing buildings is classified as a Controlled Activity. The relevant activity status, per Table H8.4.1, is identified in Table 1.

Table 1: Chapter H8 activity status of the Proposal

Activity		Status	Detail
(A26)	Tertiary education facilities	P	Redevelopment in Sector 300
(A32)	New Buildings	RD	Proposed Student Centre and Library building
(A32A)	Demolition of buildings	C	Demolition

The relevant matters of control and assessment criteria with regard to transport are reviewed in Appendix A.

3.4 Assessment of Chapter I207 – Learning Precinct (transport matters)

We have assessed the Proposal against the transport aspects of Chapter I207. While the proposed use is a permitted activity, all new buildings require consent as a restricted discretionary activity, as identified in Table 2.

Table 2: Chapter I207 activity status of the Proposal

Activity		Status	Detail
(A22)	Tertiary Education	P	Redevelopment in Sector 300
(A26)	New buildings, relocation of buildings, and alterations and additions to buildings not otherwise provided for	RD	Redevelopment of Building B311 and B312 with the removal of the existing buildings, and construction of a new building.

The transport-related matters of discretion and assessment criteria applicable to this activity status are the requirements relating to *Travel Plans and Integrated Transport Assessment* in I207.8.1(1)(f) and I207.8.2(1)(i).

The following outlines an assessment of the Proposal against the relevant criteria.

(h) Parking:

> *(i) parking, whether at-grade or within buildings is screened from public open spaces and streets.*

We note that this is not relevant as there are no changes to the parking supply for the Precinct as part of the Proposal.

(i) travel plans and integrated transport assessments:

> *(i) where no current travel plan exists for the precinct or that part of a campus within which a development is proposed, one must be submitted with a development with gross floor area greater than 2,500m²; and*

A development specific travel plan is included in Section 8.

> *(ii) where additional floor area greater than 2,500m² is provided for within a development, then it must be subject to an integrated transport assessment scoping process to determine whether it is required. If an integrated transport assessment is required by the council, then it should be prepared in accordance with current best practice guidelines adopted by Auckland Transport.*

The floor area of the Proposal is greater than 2,500 m^2 and therefore is subject to an integrated transport assessment (ITA) scoping process.

Based on Auckland Transport's ITA Guidelines (2025 Version 2), this states that:

> *Development or land use change proposals that are likely to require an ITA include … [w]here the AUP states that an ITA is required, such as precinct provisions or designation conditions, or any new activity or change to an existing activity, which is not specifically provided for in the activity tables in the applicable zone or is a non-complying land use activity, and which will generate 100 vehicles or more (any hour).*

The requirement to prepare an ITA is a two-step process.

- In the case of the Student Centre and Library development, Tertiary Education facilities are provided for as a Permitted activity within Table I207.4.1(A22) of the Learning Precinct of the Unitary Plan.
- We also note that the Proposal is a redevelopment of the existing student centre and will also incorporate existing library services. The Proposal does not therefore include any new activity or change to existing activities taking place in this part of the campus and will not itself result in an overall increase or decrease in trips to and from the University (as outlined in Section 7.4) or the generation of 100 vehicles per hour (in addition to existing trip movements).

Therefore, as the Proposal is provided for as a Permitted activity and will not generate more than 100 vehicles per hour, neither of the thresholds triggering the requirement for an ITA is met. As such, the Proposal does not require an ITA to be prepared.

The principles of an ITA are, however, covered within this report and also of note are the following:

- The existing mode split for students and staff at the UoA is heavily weighted towards walking, cycling and passenger transport, with the Site being well located in terms of public transport. It is therefore anticipated that walking, cycling and public transport will continue to constitute the majority of trips for users of the Proposal.
- Parking within the Learning Precinct Sub-precinct A (which applies to the Site) is capped at 2,000 spaces (I207.6.1(1)), and the Proposal does not seek to increase the number of parking spaces supplied within the Learning Precinct.

- Further, the Proposal is located within the footprint of the existing student centre buildings and adjacent to the existing general library. Therefore, the links for the proposed activity to public transport, walking and cycling will be unchanged.

4 DESCRIPTION OF THE EXISTING TRANSPORT ENVIRONMENT

Figure 6 illustrates the location of the Site in relation to the surrounding road network. Princes Street provides access to the University campus and contains extensive on street parking. In addition, its proximity to Albert Park generates considerable pedestrian activity throughout the day. Traffic surveys indicate that Princes Street carries approximately 6,180 vehicles per day, with a peak hourly volume of 845 vehicles[3]. Princes Street accommodates the Outer Link bus service, which stops on Alfred Street, and some out-of-service routes (931, 933, 939). These factors highlight the street's different transport roles, noting also that it has limited general through traffic.

Figure 6: Surrounding Road Network (Source: Open Street Map)

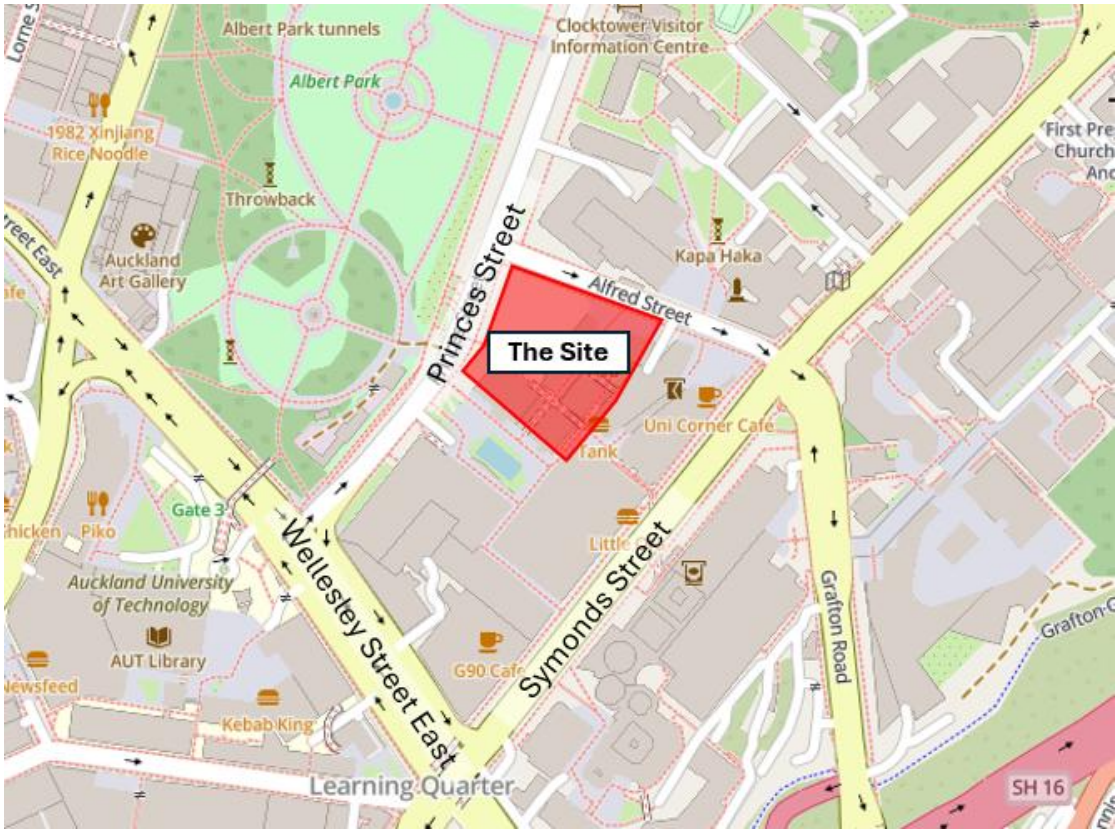


Figure 7 depicts a cross-section of Princes Street and its characteristics:

- Footpaths on both sides of Princes Street; immediately outside the Site, this footpath measures between 3 m and 4.5 m in width.
- 45 degree on-street parking spaces are situated on the western side of Princes Street, immediately opposite the Site, including 4 accessible parking spaces.
- 'No Stopping At Any Time' (NSAAT) line markings are situated on the eastern side of Princes Street, directly in front of the Site.

[3] Auckland Transport traffic counts, https://www.mobileroad.org (May 2024).

- Wide traffic lanes in both directions, which exceed 4 m in width.
- A signalised midblock crossing located directly in front of the Site.

Alfred Street is situated immediately to the north of the Site and is a pedestrian mall with no entry except buses and authorised vehicles. A cross section of the street is shown in Figure 7, depicting the one-way thoroughfare and the street furniture in place.

Figure 7: Princes Street cross section (left) Alfred Street cross section (right)





Other nearby roads of significance include Symonds Street, which runs through the middle of the University's City Campus, one block east of Princes Street. It is part of Auckland Transport's Frequent Transit Network (FTN) and Rapid Transit Network (RTN) Transit Network with several bus services and nearby bus stops.

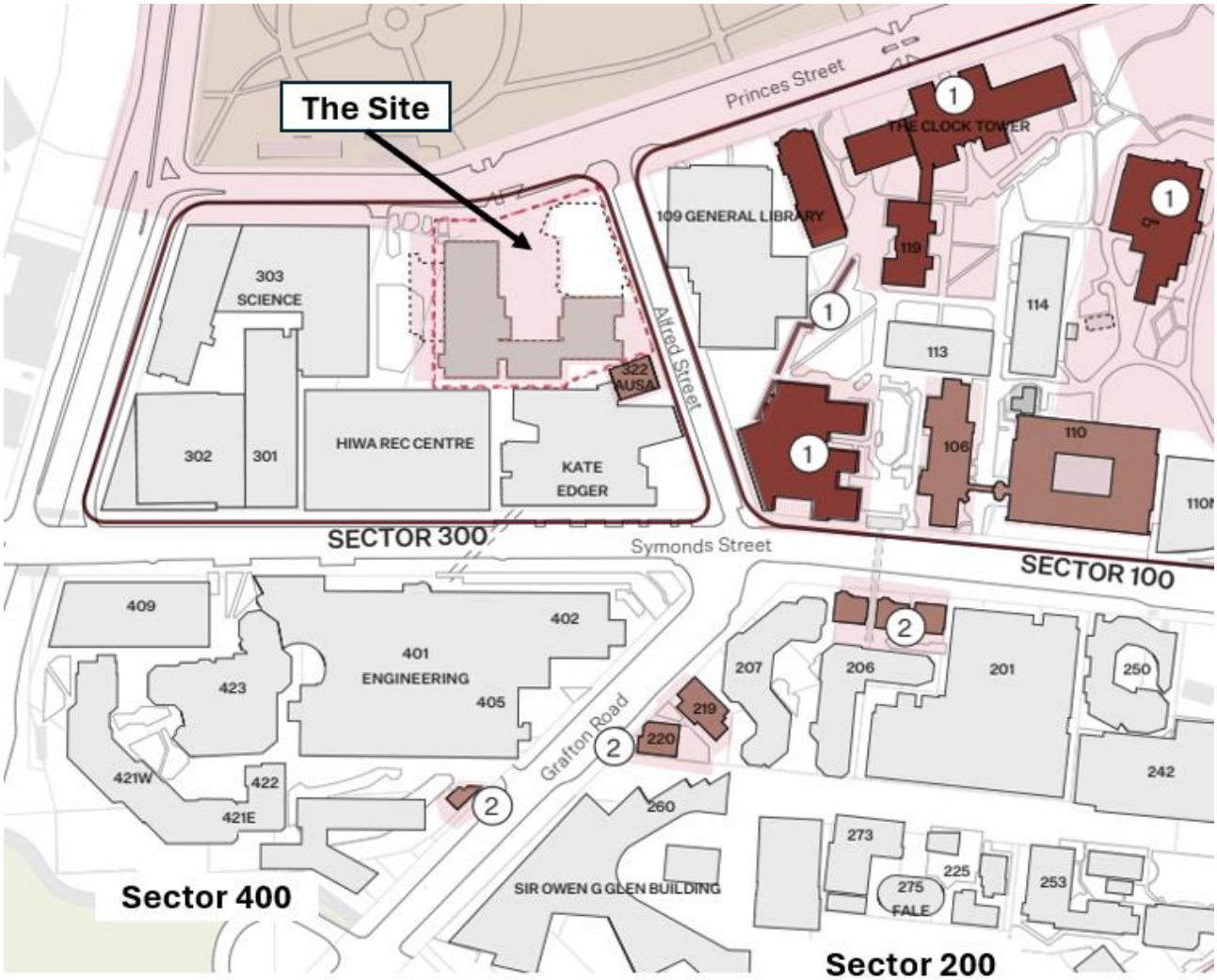
4.1 Sector 300

The UoA City Campus is divided into sectors, with the Proposal located in Sector 300, along with the following other buildings and activities:

- Science Centre.
- HIWA Recreation Centre.
- Kate Edger building.
- Student Union building, food and beverage outlets.

Figure 8 indicates the Proposal Site within the context of the University sectors and buildings.

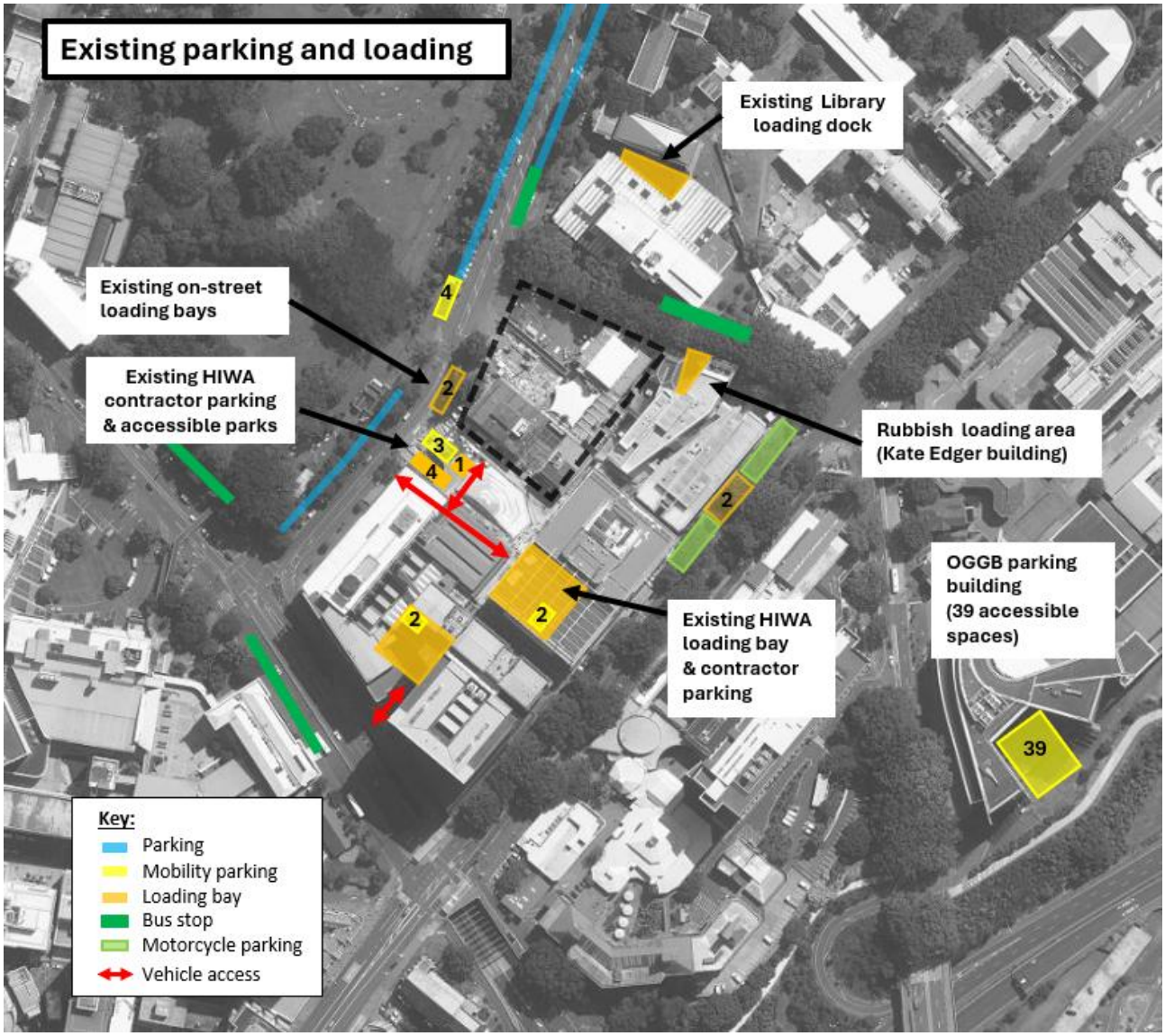
Figure 8: Sector 300 (Source: Warren and Mahoney)



4.2 Parking and loading Sector 300

Figure 9 shows the existing situation for parking and loading for Sector 300, and the proposed loading associated with the Proposal.

Figure 9: Parking and loading – Sector 300



Key points are:

- No staff or student parking is provided within the sector, with the exception of accessible parking spaces.
- Seven accessible parking spaces are provided within the off-street parking areas, i.e. the Science building loading area and HIWA Recreation Centre parking area.
- Four accessible public parking spaces are provided on Princes Street opposite the Site.
- The majority of accessible parking for the city campus is contained within the Owen G Glen (OGG) parking building (39 accessible spaces).
- Loading for these facilities is generally accommodated within the off-street loading areas with some courier deliveries on the adjacent streets.

4.3 Current crash history

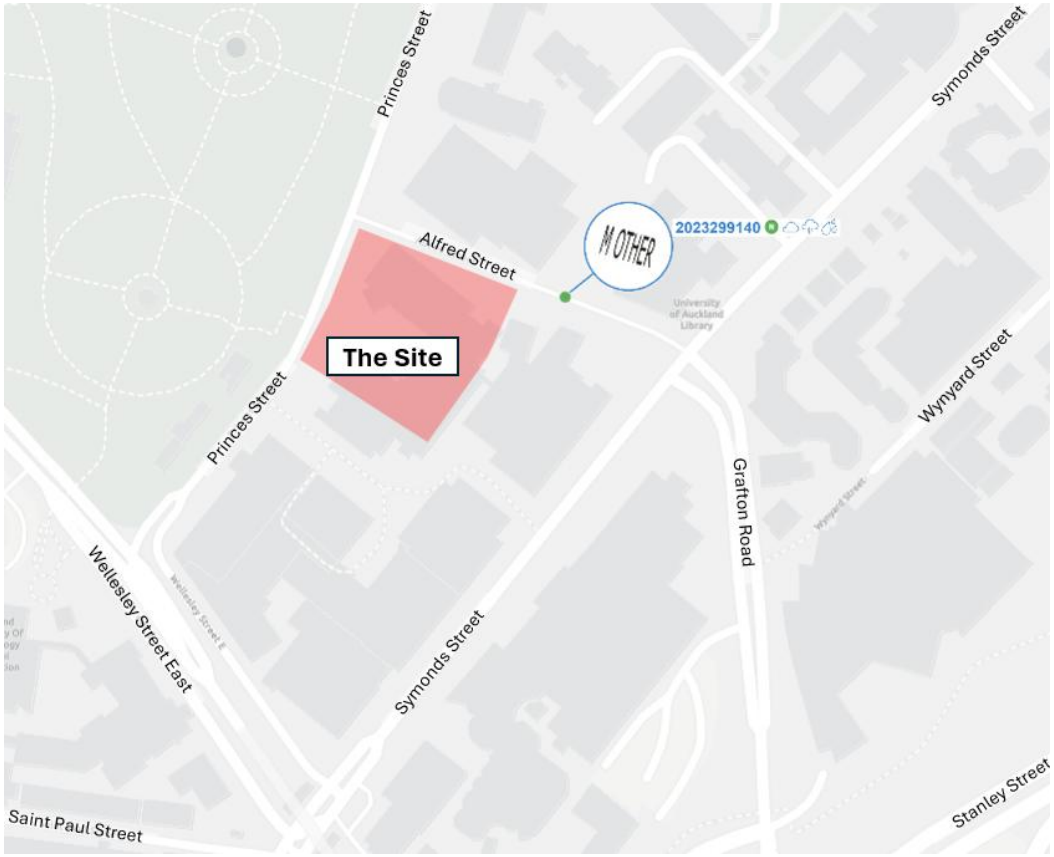
A historical search of the New Zealand Transport Agency's (NZTA) Crash Analysis System (CAS) has been completed for Alfred Street and the southern section of Princes Street, extending to just east of the Princes Street/Wellesley Street intersection. The search was completed for the 5-year period from 2022 to 2026 (inclusive), which is the most recent complete 5-year period available.

As shown in Figure 10, a total of only one reported crash occurred within the study area during the five-year assessment period.

The reported crash was a non-injury crash which involved a driver reversing into a delivery vehicle that was parked within a marked loading zone.

Based on the crash history, there is no prevalent trend of crashes within the study area. This indicates that the surrounding transport network is operating safely and does not exhibit any existing road safety concerns.

Figure 10: Crash records 2022-2026 (Source: NZTA's CAS database)



5 ASSESSMENT OF THE PROPOSAL'S PROPOSED ACCESS

The Site has frontage on Princes Street and Alfred Street. Key points to note include the following:

- Access will be via an existing vehicle crossing on Princes Street that currently provides access to the HIWA Recreation Centre building.
- Princes Street is not classified as an arterial road in the Unitary Plan.
- The Unitary Plan Learning Precinct plans (I207.10.2 Learning: Precinct plan 2 – Open spaces and pedestrian linkages) indicate this vehicle access as the 'primary vehicle access' for the sector (see Appendix A for more detail).

The location of the existing vehicle access serving the Proposal is shown in Figure 11.

Figure 11: Existing vehicle access location for the Proposal

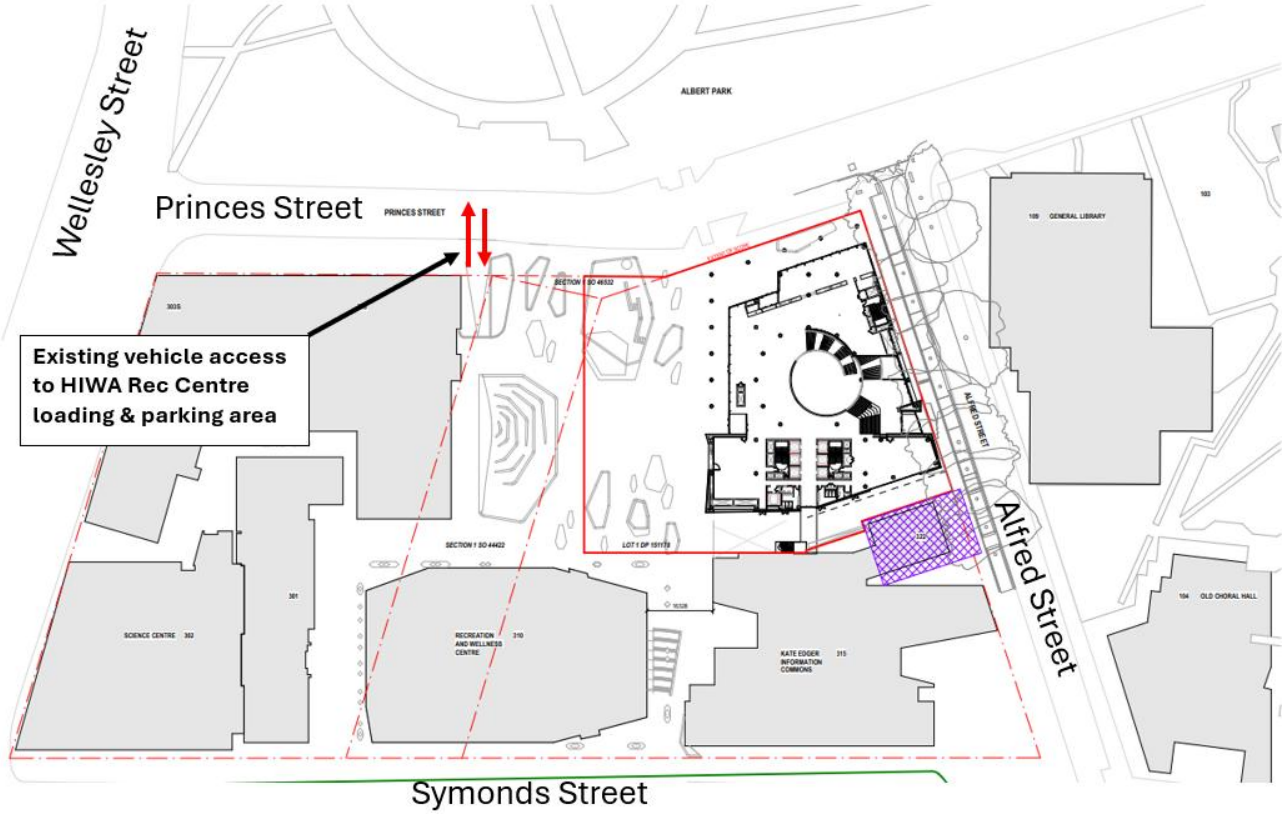


Figure 12: Existing vehicle access location for the Proposal

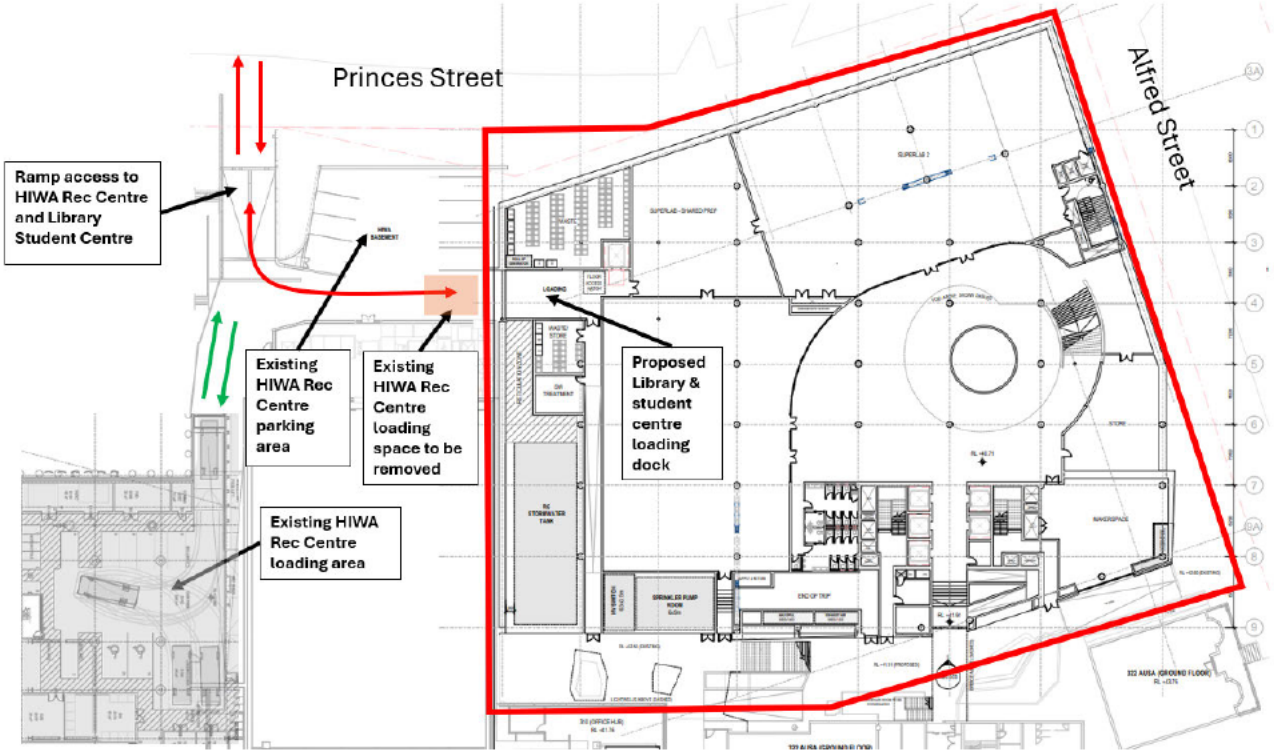


Figure 13 is a picture of the existing vehicle access on Princes Street and how access to the Proposal will be provided.

Figure 13: Street view of the existing vehicle access



5.1 Princes Street access design considerations

The existing Princes Street vehicle crossing was constructed as part of the HIWA Recreation Centre development.

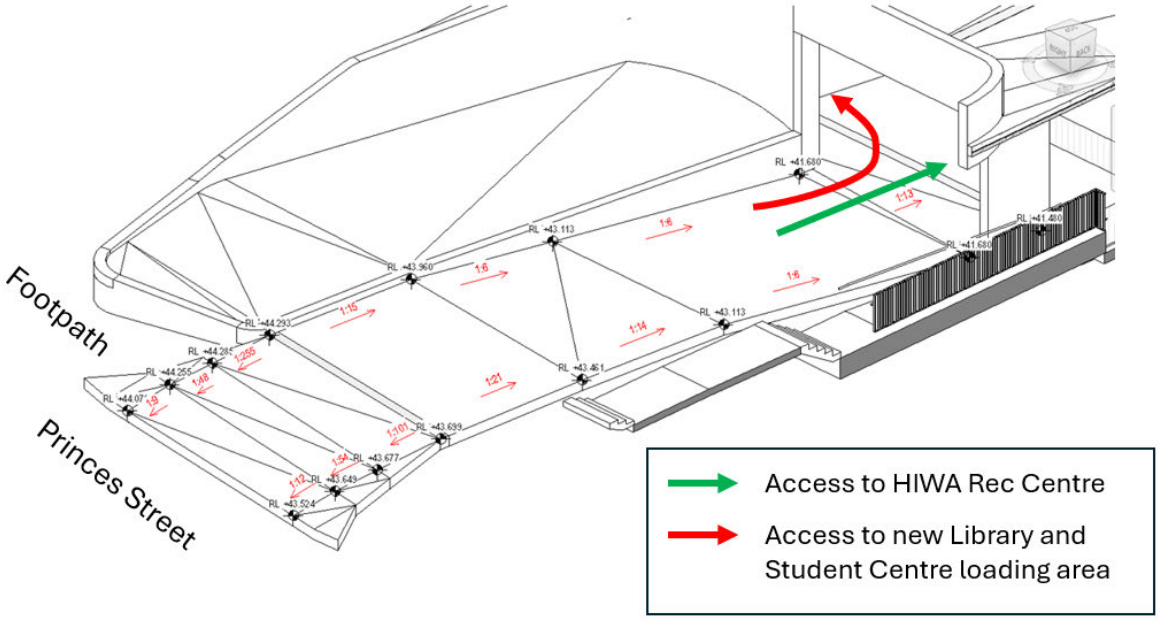
Key design considerations include the following:

- The ramp accommodates a low number of movements per day as it only serves the HIWA Recreation Centre basement loading (8 parking spaces and 2 loading bays) and existing parking (7 parking spaces and 1 loading space) areas.
- Based on the loading and delivery schedule contained in Section 7.4.3, the daily number of vehicle movements is predicted to be up to 50 vehicle movements (25 vehicles per day). This is considered a low daily volume for the vehicle access. We note that approximately half of these movements are courier vans which will likely use the proposed Princes Street loading bay.
- The access to the Student Centre and Library loading dock will be through an existing loading space associated with the HIWA Recreation Centre.
- Whilst the Resource Consent plans for the HIWA Recreation Centre indicate a loading space here, there is no requirement for this space under the Unitary Plan. The two required loading spaces are provided within the HIWA basement loading dock area.
- A pedestrian platform of between 1 in 15 and 1 in 20 (at either end) gradient for a length of 5 m, is provided prior to the footpath. This will remain unchanged.
- Visibility between vehicles and pedestrians on the Princes Street footpath is good.
- Below the pedestrian platform, the grade of the ramp is 1 in 6 for the first 13 m and flattens to 1 in 8.
- The ramp is 6.1 m wide and allows two-way access for vehicles.

The design of the existing Princes Street vehicle crossing was approved by Auckland Transport as part of the resource consent for the HIWA Recreation Centre, and operates safely and efficiently.

Figure 14 indicates the ramp gradients.

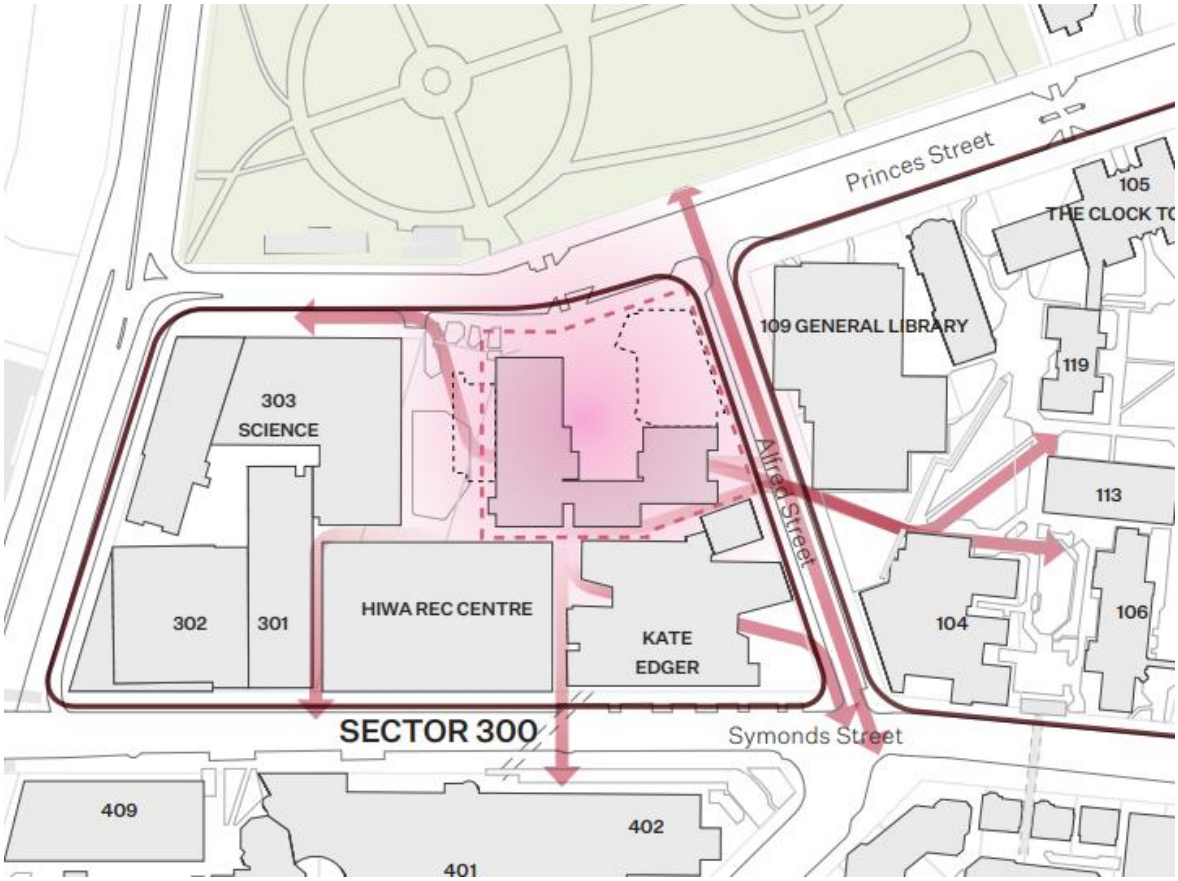
Figure 14: Existing Princes Street ramp and vehicle crossing design



5.2 Access for pedestrians and cyclists

Figure 15 shows the proposed pedestrian movement around the Proposal, along Princes Street and Alfred Street. The pedestrian connections will be maintained through Sector 300 as required under the Unitary Plan Learning Precinct provisions.

Figure 15: Proposed pedestrian movement (Source: Warren and Mahoney)



5.3 Princes Street pedestrian crossing

As part of the Proposal, streetscape improvements are proposed on Princes Street at the site frontage, including removal of street trees.

The following additional works will also be undertaken separately from the Proposal:

- a wider signalised pedestrian crossing, to better cater for existing pedestrian volumes,
- kerb build-out either side of the signalised crossing, to provide a wider footpath for pedestrians,
- removal of the existing loading bay to the west of the existing pedestrian crossing, and
- a new on-street loading space immediately outside the main entrance of the proposed building (east of the crossing).

The proposed design is in line with both the Auckland CCMP and UoA Masterplan, and recent discussions with Auckland Transport (now Auckland Council). A concept design incorporating the above works is provided in Appendix B for context, noting that these works will be carried out separately from the Proposal and that any necessary landowner approvals from Auckland Transport and related corridor access requests will be sought at the appropriate stage.

6 BICYCLE PARKING REQUIREMENTS

Cycling is an important mode of transport for university students and staff, with cycle parking located throughout the University's Campus. Table E27.6.2.5 (T96) of the Unitary Plan requires bicycle parking to be provided on the Site at the following rates for tertiary education facilities:

- Minimum one visitor (short stay) per 800 m^2 GFA office.
- Minimum one secure (long-stay) per 20 FTE students and FTE employees on site at the peak times.

Based on a total GFA of 19,568m^2, and a peak of 474 FTE students and 200 FTE staff based within the Library and Student Centre, the following bicycle parking provision is required:

- 24 visitor spaces.
- 34 secure spaces.

The Proposal will provide the following, as shown in Figure 18:

- 16 visitor spaces, provided within the Site.
- 0 secure spaces within the Site.

The total number of bike parking spaces within the Sector 300 block overall will increase from 82 spaces to 98 spaces:

- This is a combination of secure bike cages and bike racks, with their locations shown in Figure 16.
- This visitor and secure cycling provision will not satisfy the minimum Unitary requirements for bike parking within the Site itself.

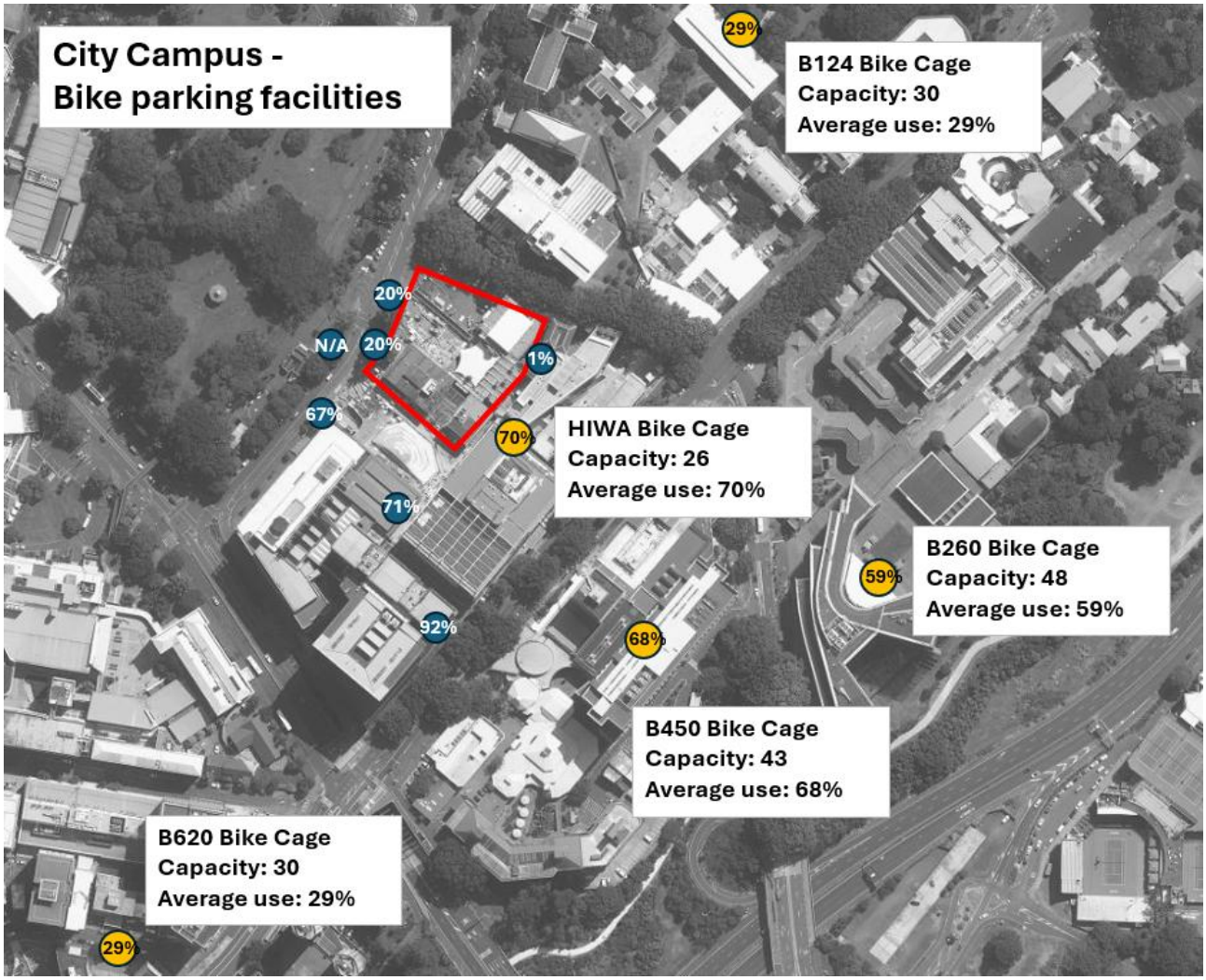
Figure 16: Existing and proposed bicycle parking in the vicinity of the Student Centre and Library



The UoA provides a substantial number of secure and visitor bike parking spaces throughout the city centre campus and undertakes a regular bike infrastructure audit of these facilities.

- The audit captures the visitor and secure bike parking capacity and demand, and this is presented in Figure 17.
- The Proposal will not provide any further secure bike parking within the building, but will rely on secure bike parking throughout the campus which has sufficient spare capacity.
- Secure bicycle parking that is located away from the proposed building will not reduce the accessibility or functionality of the facility. Bicycle parking will function similarly to car parking in that it is provided in a specific location, and people can walk from there to the buildings within the campus after parking.
- We note that the Proposal itself will not lead to a direct increase in staff or students, and is unlikely to create additional cycle demand for bike parking as the Proposal will accommodate existing UoA facilities in a new building.
- The UoA will continue to monitor bike parking capacity and demand throughout the campus.

Figure 17: Existing secure bicycle parking within the UoA City Centre Campus[4]



6.1 End-of-trip facilities requirements

Table E27.6.2.6 in the Unitary Plan requires two end-of-trip facilities to be provided for education facilities (excluding tertiary facilities) with 2,500 m² to 7,500 m² GFA and two additional end-of-trip facilities for every additional 7,500 m²:

- The proposed building has a GFA of 19,568m² and therefore would require 5 showers and changing areas.
- A total of 6 showers and changing areas with lockers will be provided in the new building on the lower ground floor, as shown Figure 18. Additional end-of-trip facilities are also located throughout the UoA campus.

The proposed end-of-trip facilities will be sufficient to serve the development.

[4] "Report on bike infrastructure on City Campus", UoA Property Services (September 2023). The audit was undertaken during the morning and afternoon, Monday to Friday, in September 2023.

Figure 18: Proposed end-of-trip facilities within the Library and Student Centre – Lower ground floor

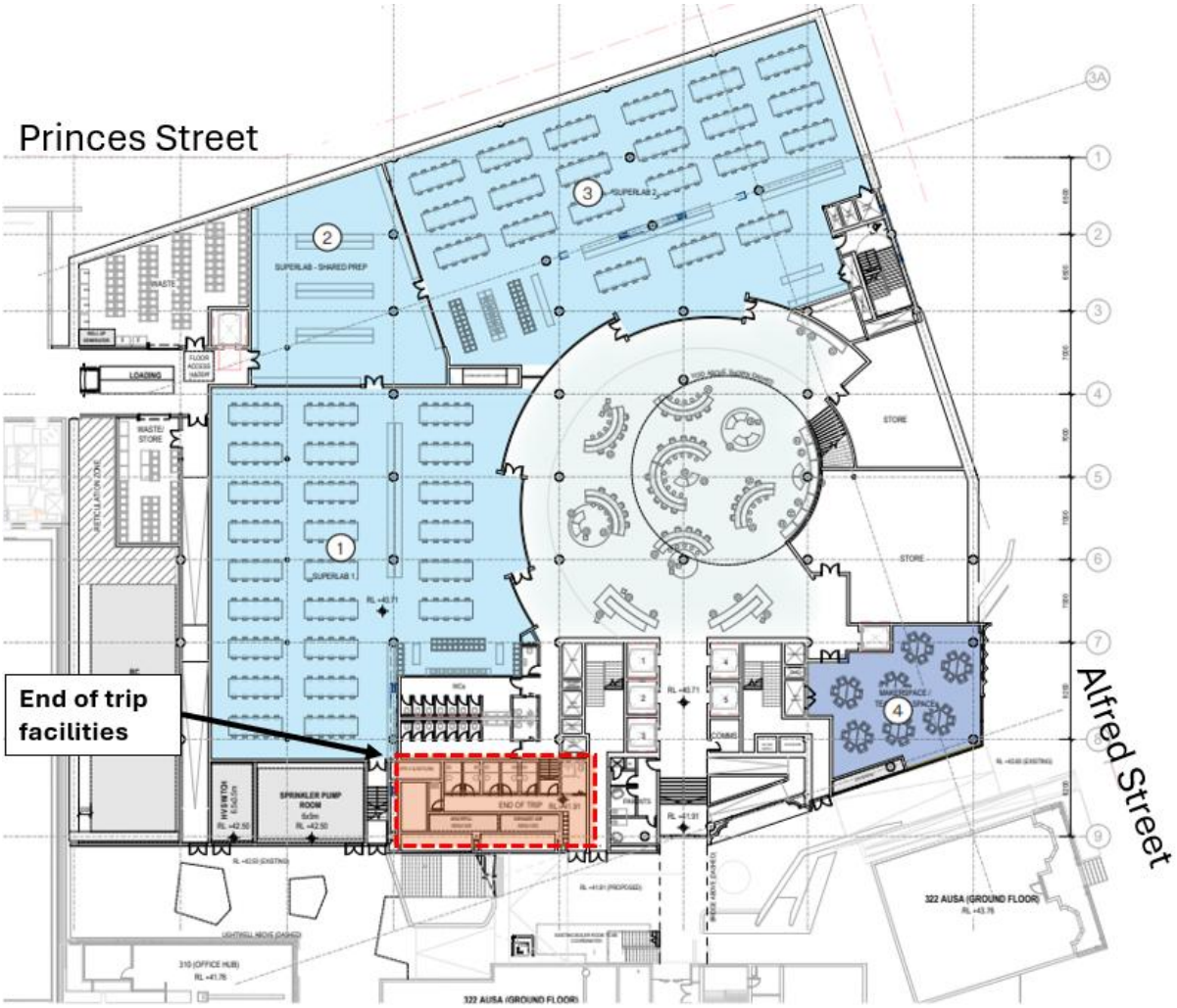


Table 3 summarises the Unitary Plan bicycle parking and end-of-trip facilities requirements and the provision as part of the Proposal.

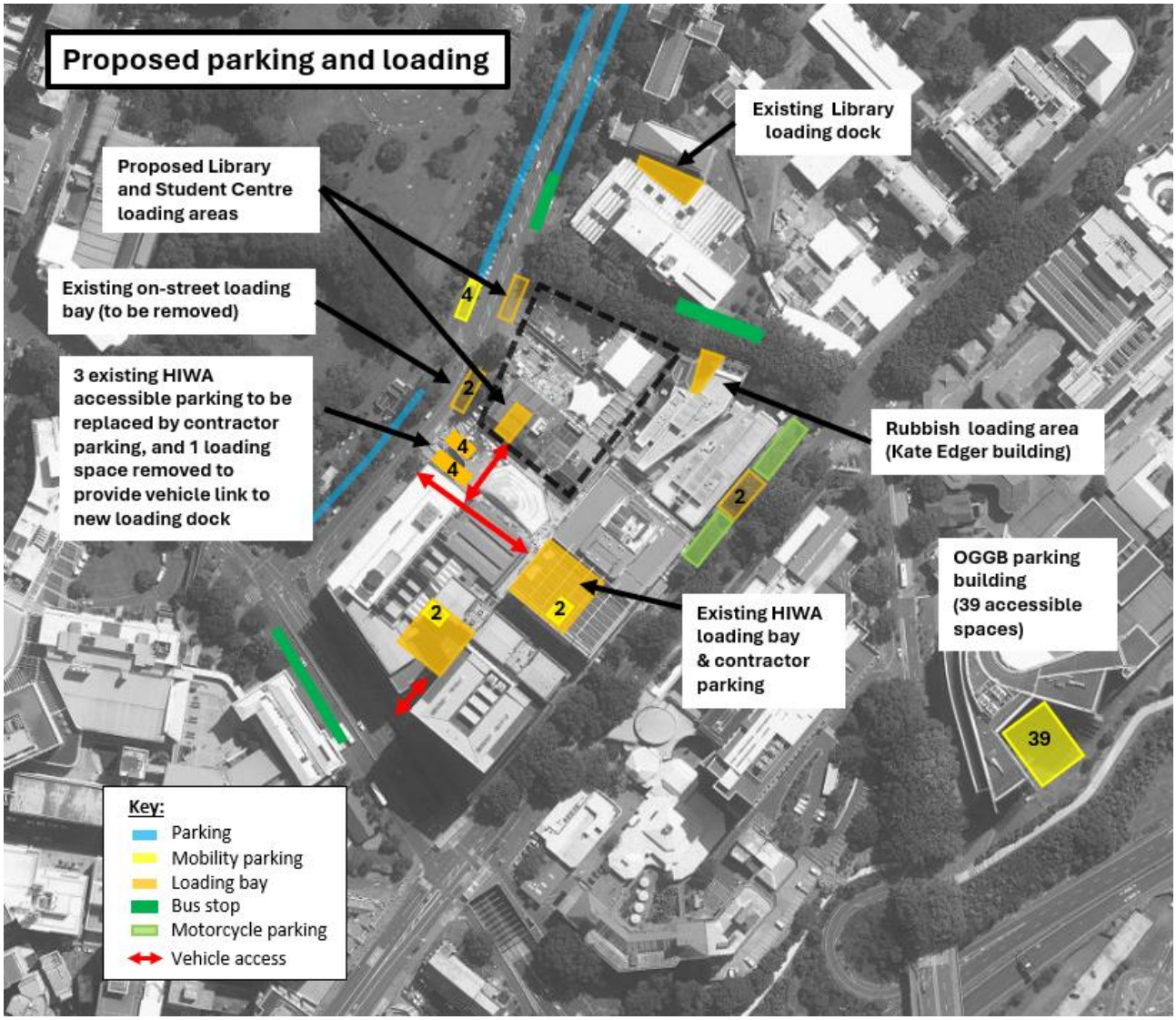
Table 3: Bicycle parking requirement and provision within the Site and wider UOA sector

	Unitary Plan Chapter E27 requirement	Provision	
		As part of the Site	Within Sector 300 (in addition to the Site)
Secure long-stay bike parks	34	-	26
Visitor bike parks	30	30	56
Showers & changing areas	5	6	Within existing buildings

7 PARKING AND LOADING ASSESSMENT

Figure 19 indicates the proposed loading bay and accessible parking arrangement for Sector 300. This indicates the proposed changes to the existing situation to accommodate the Proposal.

Figure 19: Proposed parking and loading – Sector 300



7.1 Number of car parking spaces

The Unitary Plan, at standard E27.6.2(4)(d) (Table E27.6.2.3), specifies parking space rates for activities in the Business-City Centre Zone. A maximum rate of 1:200 m^2 GFA is prescribed.

The Learning Precinct plan, at standard I207.6.1, specifies that the total number of parking spaces within Sub-precinct A must not exceed 2,000 spaces.

The Proposal will not provide any additional parking within the Site. However, there will be a change to the HIWA parking area, with the three accessible parking spaces replaced by 4 contractor parking spaces.

7.2 Accessible car parking

The Proposal will have no general vehicle parking spaces within the Site, and there is no requirement for accessible parking spaces within the building.

7.3 Accessible car parking for HIWA Recreation Centre

Five accessible parking spaces are currently provided as part of the HIWA Recreation Centre parking and loading areas. These include three accessible parking spaces within the HIWA parking area and two within the lower basement loading dock area.

The proposed loading dock within the Student Centre and Library will be accessed via the HIWA parking area. The new vehicle link will directly cross the accessible route used by these spaces. To address this safety concern, it is proposed to remove the three accessible spaces from the parking area. The parking spaces will become contractor parking. The two accessible spaces within the lower basement loading dock area will remain.

Whilst the Resource Consent plans for the HIWA Recreation Centre indicate five accessible parking spaces are provided, there is no requirement for these spaces under the Unitary Plan.

Accessible parking is still provided in proximity and within the wider city centre campus, as follows:

- Four accessible parking spaces within Sector 300, i.e. the Science Building loading area and HIWA Recreation Centre basement loading area.
- Four accessible parking spaces are provided on Princes Street, opposite the Site.
- The majority of accessible parking for the city campus is contained within the OGG parking building (39 accessible spaces).

7.4 Servicing and loading assessment

7.4.1 Library loading requirements

The following are the typical library loading requirements:

- Heavy reliance on daily deliveries, couriers and intercampus book movement.
- Requested items are delivered daily by truck from offsite storage at around 9:30 am.
- Couriers arrive frequently throughout the day.
- Infrequent delivery of larger items (eg furniture).

The vehicle frequency and type are summarised in Sections 7.4.3 and 7.4.4.

7.4.2 Waste management

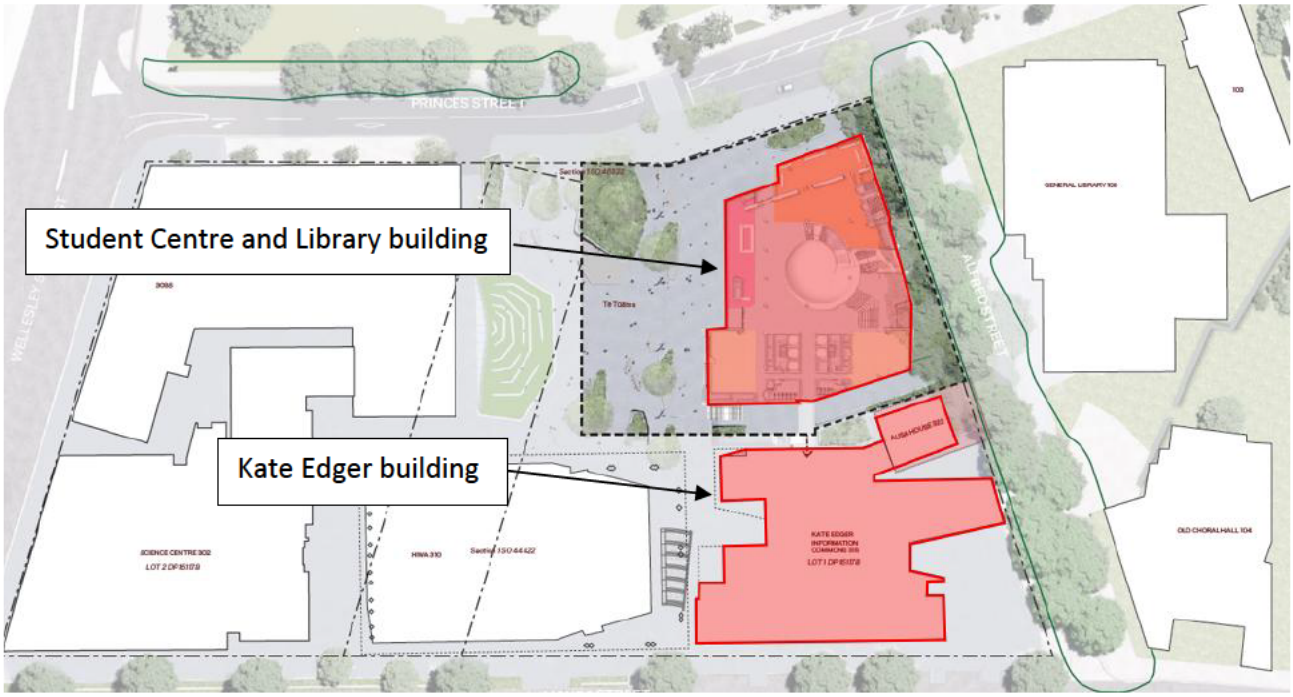
The Student Centre and Library loading dock will serve as the primary waste collection hub for the Site and the neighbouring Kate Edger Building, as shown in Figure 20.

An Operational Waste Management Plan has been prepared for the Project. This outlines the various waste streams, storage and collection.

Waste generated within the Kate Edger Building facilities will be consolidated within the Site basement collection room prior to contractor collection. The basement loading dock would effectively replace waste collection from both the Kate Edger building loading area and the existing Library loading dock. General deliveries to the Kate Edger building will still occur via the Alfred Street loading area.

The University's appointed waste contractor will collect mixed recycling, paper, cardboard, glass, food and landfill waste. The vehicle type and frequency of waste collection are outlined in the following sections.

Figure 20: Waste collection catchment and site boundaries



7.4.3 Library and Student Centre loading dock schedule

The proposed waste removal and loading schedule is shown in Table 4.

Table 4: Proposed loading and delivery schedule

Activity	Purpose	Delivery	Mon	Tues	Weds	Thurs	Fri
Library	Intercampus delivery	Daily	✓	✓	✓	✓	✓
	Couriers	Daily (1 to 2 per hour)	✓	✓	✓	✓	✓
	Collections projects	Infrequent					
Waste	Recycling	3x per week	✓		✓		✓
	Food scraps	1x per week					✓
	Paper	1x per week				✓	
	Cardboard	3x per week	✓		✓		✓
	General waste (landfill)	Daily	✓	✓	✓	✓	✓
	Secure paper, bulky waste, hazardous waste, E-waste	As required	✓	✓	✓	✓	✓
General deliveries to student services	Couriers	Daily (approx 5 per day)	✓	✓	✓	✓	✓

Based on the above schedule, daily vehicle movements are approximately 40 to 50 (20 to 25 vehicles per day). About half of these movements are courier vans, which will likely use the proposed Princes Street loading bay.

This is not an overall increase or decrease in trips to and from the University, as the above loading schedule is a consolidation of the Kate Edger Building and relocated student centre and library loading activities. There is no new activity or change to existing activities taking place in this part of the campus.

The total number of vehicle movements is considered relatively low and spread across the day.

7.4.4 Vehicle types

Table 5 outlines the proposed loading vehicle type and vehicle dimensions.

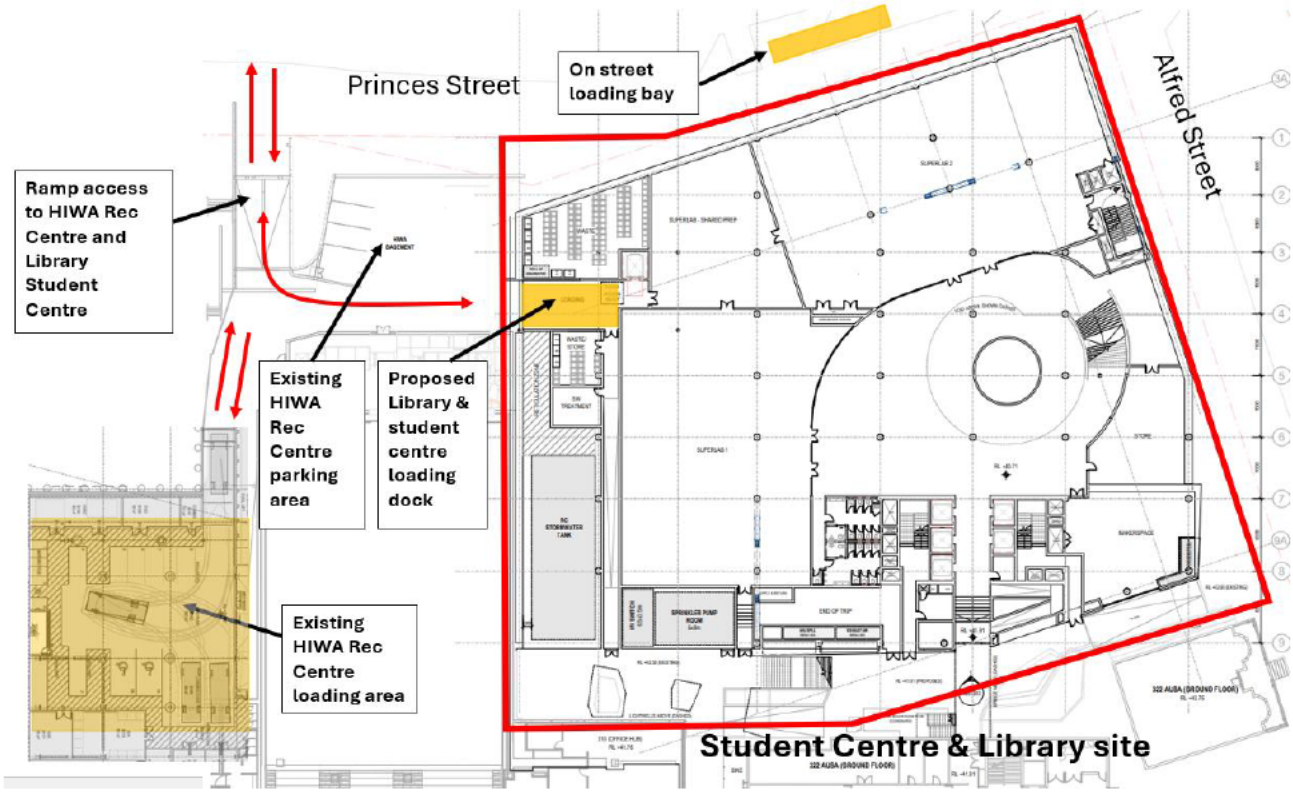
Table 5: Loading vehicle type and dimensions

Activity	Purpose	Vehicle type	Length	Height
Library	Intercampus delivery	Medium rigid truck	6.5 m	3.2 m
	Couriers	Van / Transit van	6.4 m	2.4 m to 2.8 m
	Collections projects	Furniture truck	7 to 8 m	3.2 to 3.6 m
Waste	Recycling	Medium rigid truck	8 m	2.8 m
	Food scraps	Medium rigid truck	8 m	2.8 m
	Paper	Medium rigid truck	8 m	2.8 m
	Cardboard	Medium rigid truck	8 m	2.8 m
	General waste (landfill)	Medium rigid truck	8 m	2.8 m
	Secure paper, bulky waste, hazardous waste, E-waste	Medium rigid truck	8 m	2.8 m
General deliveries to student services	Couriers	Van / Transit van	6.4 m	2.4 m to 2.8 m

7.4.5 Loading dock design

A basement loading area and an on-street loading bay are proposed to service the Student Centre and Library. The location of this is shown in orange in Figure 21.

Figure 21: Location of proposed loading spaces



The minimum loading space requirement in Table E27.6.2.7 of the Unitary Plan for developments within all zones except for activities within rural zones requires:

- greater than 5000 m^2 up to 20,000 m^2 GFA - 1 loading space; and
- greater than 20,000m^2 up to 90,000m^2 GFA - 2 loading spaces.

The new building is some 19,568m^2 of GFA and therefore requires 1 loading bay. Two loading spaces will be supplied as follows:

- Loading space within the loading dock, will be at least 10.5 m long by 4.8 m wide.
- An on-street loading space, located on Princes Street immediately in front of the Site, measuring 19 m long by 3 m wide.

The proposed provision of two loading spaces is sufficient to accommodate the loading demands of the Proposal, as outlined in the previous sections.

The second loading space will be outside of the Site and therefore does not comply with the Unitary Plan. However, the location on Princes Street directly in front of the Site means it can easily accommodate courier deliveries, and occasional larger trucks that cannot use the loading dock.

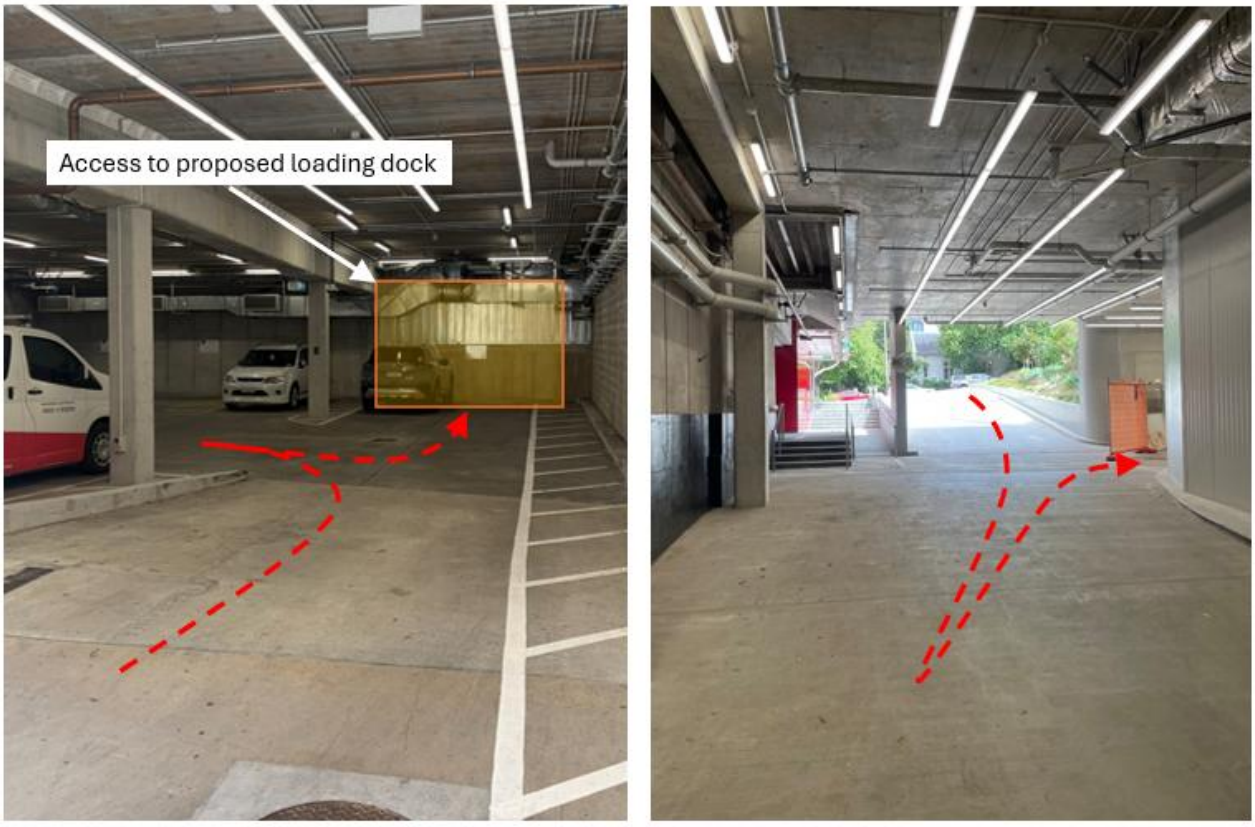
7.4.6 Vehicle tracking

The largest vehicle likely to access the loading dock will be an 8 m long rubbish truck.

Vehicle tracking of a rubbish truck accessing the loading dock from Princes Street is shown in Appendix C. This demonstrates that an 8 m truck can enter from Princes Street in a forward direction, turn within the existing parking area, and reverse into the loading dock. The truck can then exit in a forward direction onto Princes Street.

In addition to the vehicle tracking plans, we have shown photos of the manoeuvring areas in the HIWA parking area and ramp in Figure 22. We note the manoeuvring areas are relatively flat and less than 1 in 8, as required under the Unitary Plan.

Figure 22: Proposed vehicle paths to loading dock – Route option 1 and route option 2



7.4.7 Loading dock height

The height within the loading dock area will be 3.4 m, which is less than the 3.8 m required under E27.6.3.5.(1)(d), but adequate for all proposed trucks that will service the building. The following are noted:

- The tallest vehicle that will use the loading dock will be an inter-campus delivery truck, 3.2 m high, as shown in Table 5 previously.
- The height clearance to the existing ramp and access route is at least 3.4 m along the existing ramp and access route.
- The height within the HIWA parking area is 3.2 m, and this height restriction will be clearly marked to avoid over-height trucks manoeuvring into this area.

8 TRAVEL PLAN ASSESSMENT

Section I207 of the Unitary Plan provides assessment criteria for Restricted Discretionary activities in the Learning Precinct. This includes criterion "*i) Travel Plans and Integrated Transport Assessment".*

UoA has an existing Travel Plan, "The Universities' Travel Plan 2007 – 2016". Although the Travel Plan is not recently updated, we consider that such a plan does not necessarily expire when the end of this period is reached. Instead, it is likely that the Travel Plan can and will be refreshed with updated information. The University is exploring projects to update or complement this existing Travel Plan, and the following document forms part of this.

The Travel Plan was a collaborative TravelWise project developed by the University of Auckland (UoA) and the Auckland University of Technology (AUT). It targeted the "Learning Quarter" of Auckland's Central Business District (CBD) to manage peak-hour travel demand, address traffic congestion, and promote sustainable transport alternatives.

8.1 Library and Student Centre travel plan

We have prepared the following development-specific Travel Plan with the intention of it being used to shape travel choices for users of the Student Centre and Library, and to aid in the update of the UoA campus travel plan in the future.

The Student Centre and Library travel plan has the following objectives

- To improve the existing framework for ongoing travel demand management as a result of the Student Centre and Library development
- To provide information on safe and sustainable travel choices for students and staff using the new building
- To encourage the uptake of safe and sustainable travel modes (walking, cycling, use of public transport, carpooling)
- To limit the number of vehicle trips generated by the Student Centre and Library
- To encourage walking as a main means of travel within the vicinity of the Student Centre and Library.

It is the intention that this development specific travel plan will be a live document that will be updated as required.

The full extent of the travel plan is provided in Appendix D.

9 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

A draft Construction Traffic Management Plan (CTMP) has been developed and is included as a separate report with this application.

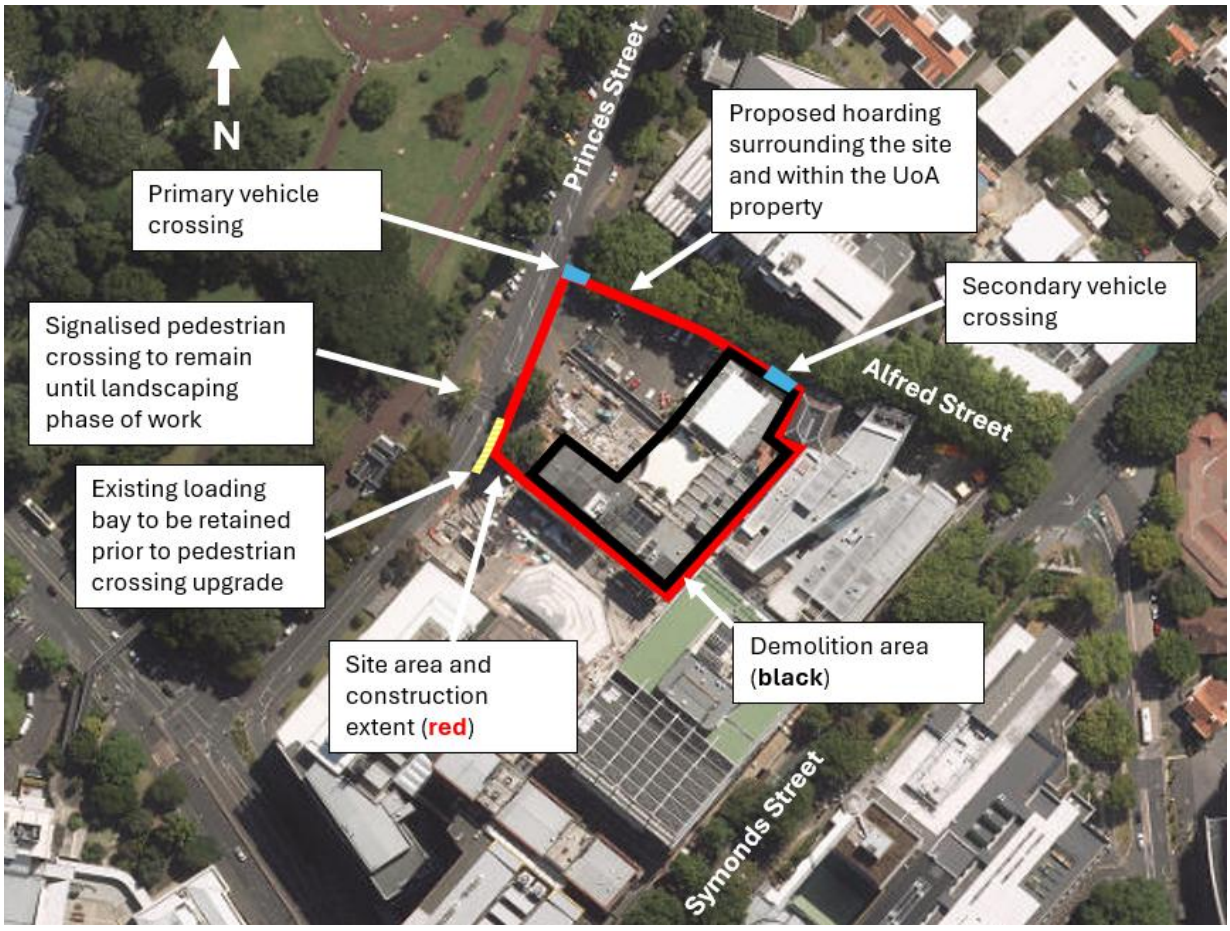
This CTMP covers the proposed demolition of the existing Student Union complex (B311 and B312) and the subsequent construction of a Student Centre and Library on the corner of Princes Street and Alfred Street, within the UoA city campus. It outlines how construction traffic will be managed to ensure that, from a transport point of view, the surrounding road network operates safely and efficiently for all modes of travel. A more detailed CTMP will be prepared closer to the commencement of the works when a contractor has been appointed.

The key objectives of this CTMP are to

- ensure safety for pedestrians, cyclists, motorists and construction staff at all times,
- ensure construction traffic movements on the transport network are appropriately managed,
- provide safe access and egress for construction vehicles,
- minimise disruption to the transport network, and
- ensure compliance with Auckland Transport Temporary Traffic Management (TTM) requirements.

An indicative site layout for the Proposal is shown in Figure 22.

Figure 23: Site extent of the Proposal (Source: Warren and Mahoney Concept Design)



There are two distinct phases to the work:

- Demolition of the existing Student Union complex.
- Construction of a Student Centre and Library to encompass the majority of the Site.

The demolition works are expected to take place in the second half of 2027, with construction following afterwards in mid-2028.

The overall strategy associated with the management of construction traffic during the demolition and construction outlined below will form the basis for the development of a detailed CTMP to be undertaken by the contractor once appointed.

- A proposed hoarding to be erected around the Site for demolition and construction works to occur.
- A maximum of two vehicle crossings are proposed. Access to the Site will be made via both the Princes Street and the Alfred Street site access points.
- Vehicle access will also be provided via Alfred Street for periods of the construction, but predominantly during demolition phases.
- The pedestrian footpaths will be closed across both proposed vehicle crossings, removing the potential conflicts between pedestrians and heavy vehicles.
- The Alfred Street/Princes Street intersection will be under temporary traffic management during the works. This will allow:
    - trucks to reverse out of the Site during the initial stages of construction prior to the primary loading bay operating within the Site (which allows trucks to turn around)
    - trucks to exit from the proposed Alfred Street vehicle crossing towards Princes Street, ie in the opposite direction to the current traffic flow
    - a controlled pedestrian crossing across Princes Street (on the eastern side of Alfred Street).
- The existing signalised pedestrian crossing on Princes Street will be kept open for pedestrians until the landscaping phase.
- Landscaping improvements on the southern side of Princes Street at the site frontage are proposed within the Site. Further streetscape improvements including a wider signalised pedestrian crossing, improved footpath, and a new loading space immediately outside the main entrance of the proposed building will also be undertaken separately from the Proposal. These works are shown indicatively on the landscape plans but do not form part of the substantive application as no relevant consents are required. Any necessary landowner approvals from Auckland Transport and related corridor access requests will be sought at the appropriate stage.
- We have considered the possible traffic management required as part of the Princes Street works. This would involve closing the existing signalised pedestrian crossing to allow streetscape works in front of the Site and improvements at the signalised crossing. As part of this work, an alternative signalised pedestrian crossing will be provided immediately west of the current crossing.

- The majority of construction vehicles will travel to and from the Site via the SH16/Alten Road/Waterloo Quadrant/Princes Street route. This will ensure that any heavy vehicle movements are generally kept away from Symonds Street during the day, which is an important public transport and pedestrian corridor
- The maximum number of truck movements is likely to be 80 movements per day (40 trucks per day). The maximum number of trucks per day translates to approximately three to four trucks per hour if spread relatively evenly over the day. Noting also that this peak will only be for a relatively short period during initial earthworks and substructure phases.
- With the careful management of the truck arrival times and routes to and from the Site, this volume of trucks is manageable over the course of the day. It is unlikely that this volume of trucks will have any noticeable effect on traffic congestion to and from the Site even during the commuter peak periods.
- It is anticipated that standard construction activities will generally be undertaken between 6:30 am - 10:30 pm Monday-Friday, 7 am - 11 pm Saturday, and 9:00am and 7:00pm Sunday, excluding public holidays.
- Detailed Temporary Traffic Management Plans (TMPs) will be provided by the contractor and submitted to Auckland Transport for approval, prior to demolition and construction works.

APPENDIX A Unitary Plan assessment

CHAPTER E27 TRANSPORT ASSESSMENT

Chapter E27 Transport Standards

E27 Standard	Assessment
E27.6.1. Trip generation	
(1) Where a proposal (except where excluded in Standard E27.6.1(2)) exceeds one of the following thresholds: (a) a new development or subdivision in Table E27.6.1.1 (b) 100 v/hr (any hour) for activities not specified in Table E27.6.1.1 requiring a controlled or restricted discretionary land use activity consent in the applicable zone where there are no requirements for an assessment of transport or trip generation effects. This standard does not apply to development activities provided for as permitted in the applicable zone resource consent for a restricted discretionary activity is required.	**Does not apply** to this Proposal as the Proposal is located in the Business - City Centre zone.
E27.6.2. Number of parking and loading spaces	
(1) The number of parking spaces must not exceed the maximum rates specified which apply to the zone or location specified in Table E27.6.2.1, Table E27.6.2.2, Table E27.6.2.3 and Table E27.6.2.4.	**Complies** There will be no additional parking as part of this Proposal. There will be a change to the HIWA parking area, with the three accessible parking spaces replaced by 4 contractor parking spaces.
(6) Bicycle parking (a) the activities specified in Table E27.6.2.5 must provide the minimum number of bicycle parking spaces specified; (aa) for residential developments, the required secure long–stay bicycle parking must be located and designed in a manner that (is): i. not part of any required outdoor living space or landscaped area;	**Does not comply** Based on a total GFA of 19,568m^2, 24 visitor bicycle parking spaces and 34 secure spaces are required. The Proposal provides 16 visitor bicycle parking spaces and no secure bicycle parking within the Site. However, based on a recent bicycle parking capacity and demand audit, there is

ii. in a location accessible from either the road, vehicle access, pedestrian access or car parking area; iii. sheltered from the weather; iv. lockable and secure; (bb) To avoid doubt, the required secure long-stay bicycle parking may be located within a dwelling. (b) the following bicycle parking requirements apply to new buildings and developments.	sufficient secure parking within Sector 300, and in the wider City Centre campus. The total number of bike parking spaces within the Sector 300 block overall will increase from 82 spaces to 98 spaces. This is a combination of secure bike cages and bike racks, with their locations shown in Figure 17. We note that the Proposal itself will not lead to a direct increase in staff or students, and is unlikely to create additional cycle demand for bike parking as the Proposal will accommodate existing UOA facilities in a new building. The UOA will continue to monitor bike parking capacity and demand throughout the campus
(7) End-of-trip facilities: (a) the activities specified in Table E27.6.2.6 must provide end-of-trip facilities as listed below; and (b) the following end-of-trip facilities requirements apply to new buildings and development	**Complies** The proposed building has a GFA of 19,568 m^2 and therefore requires 6 showers and changing areas. A total of 6 showers and changing areas with lockers will be provided in the new building on the ground floor. Additional end-of-trip facilities are also located throughout the UoA campus.
(8) Number of loading spaces: (a) all activities must provide loading spaces as specified in Table E27.6.2.7 (b) in addition, where the only vehicle access for residential activities is from an arterial road as identified on the planning maps a small loading space must be provided in accordance with Table E27.6.2.7A.	**Complies** The new development building is some 19,568 m^2 of GFA and requires 1 loading space. The proposed provision of a loading space within the basement loading area and an on-street loading bay meets the Unitary Plan requirements.

E27.6.3.1. Size and location of parking spaces	
(1) Every parking space must (a) comply with the minimum dimensions given in Table E27.6.3.1.1 and Figure E27.6.3.1.1; except accessible parking dimensions and accessible route requirements must be designed in accordance with the New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121- 2001); and (b) be located on the same site as the activity to which it relates unless one of the following criteria is met (i) the parking is located in an H7 Open Space Zone and the reserve, park or recreation area consists of more than one adjoining Certificate of Title. In that case, the parking must be located within the same reserve, park or recreation area as the activity to which it relates; or (ii) resource consent is granted to an alternative arrangement, such as shared parking, offsite parking, or non-accessory parking (c) [deleted] (d) be kept clear and available at all times the activity is in operation, except where stacked parking is permitted by Standard E27.6.3.3(3) below (e) be located outside any area designated for road widening; and (f) parking located in part of any yard on the site (where it is permitted in the zone) must not: (i) impede vehicular access and movement on the site; and (ii) infringe any open space and landscape requirements for the relevant zone; and (g) not to be sold or leased separately from the activity for which it provides parking as an accessory activity unless a resource consent is granted to an alternative arrangement such as shared parking or offsite parking.	**Does not apply.** No parking spaces will be provided.
E27.6.3.2. Size and location of loading spaces	
(1) Every loading space must: (a) comply with the minimum dimensions given in Table E27.6.3.2.1; and	**Does not comply**

(b) be located on the same site as the activity to which it relates and be available at all times while the activity is in operation; (c) be located outside any area designated for road widening; and (d) comply with the following when any yard of a site is used to provide the loading space (where it is permitted within the zone): (i) ensure that the footpath or access to the rear of the site or access to an adjacent property is not blocked at any time; and (ii) the use of the loading space does not create a traffic hazard on the road at any time. (e) have a maximum crossfall of 1:50 (2%) in all directions	The dimensions of the loading space, within the loading dock, will be at least 10.5 m long by 4.8 m wide. These will comply with the minimum dimensions of 8 m long by 3.5 m wide. The second loading space will be located on Princes Street immediately in front of the Site. The on-street loading space will be 19 m long by 3 m wide. This does not comply as it is not within the Site and is narrower than required. However, the width is adequate for an on-street loading space and is located immediately in front of the Site for the purposes of courier deliveries and infrequent larger truck deliveries that cannot be accommodated in the loading dock. The maximum crossfall will be less than 2% for both loading spaces.
E27.6.3.2A. Number and Design of Accessible Parking	
(1) Accessible parking must be provided for all new buildings, extension to existing buildings and changes of activity from non-residential to residential land uses, in accordance with E27.6.3.2A (2) to (5) below (2) For residential developments where car parking is provided on site, accessible parking spaces must be provided for developments of 10 or more dwellings. (3) For all non-residential developments, accessible parking must be provided when car parking is provided on-site. (4) Accessible parking is not required to be provided where no car parking is provided on site, except for the following activities in the following zones where accessible parking must be provided even when there is no car parking on-site: (5) Where accessible parking is required to be provided on-site in accordance with E27.6.3.2A (1) to (4) above, the required number of accessible parking spaces must be calculated as set out in E27.6.3.2A (6) and (7).	**Does not apply** The Proposal will have no general vehicle parking spaces within the new building, and there is no requirement for accessible parking spaces. The University will continue to provide accessible parking spaces within the Owen G Glen parking building and elsewhere within Sector 300.

(6) For non-residential land uses, the required number of accessible parking spaces is to be determined using Steps 1 to 3 below. (7) For dwellings in all zones (including dwellings in the residential component of mixed use developments) which provide car parking, the required number of accessible parking spaces provided must be in accordance with Table 2 below. (8) For retirement villages, supported residential care, visitor accommodation and boarding houses The same method for calculating the required number of onsite accessible parking spaces for non-residential uses in (6) applies. (9) Accessible car parks must be marked as accessible and connected by an accessible route to the building, unit(s) or facility they serve, except that: (a) for residential developments where an accessible car park is located within a garage, carport or parking pad that directly adjoins the dwelling it serves, the space may be, but is not required to be, marked as accessible; and (b) for accessible parking spaces in grouped or communal areas of residential developments that do not directly adjoin the dwellings they serve, such spaces must be marked as accessible, and may include additional signage indicating private allocation to specific dwellings. The marking for these residential parking spaces may be supplemented beyond standard accessible parking markings to clearly indicate their residential and private/allocated nature. For all non-residential developments, or non-residential components of mixed-use developments, standard accessible parking markings must be used.	
E27.6.3.3. Access and manoeuvring	
(1) Every parking space must have driveways and aisles for entry and exit of vehicles to and from the road, and for vehicle manoeuvring within the site. Access and manoeuvring areas must accommodate the 85 percentile car tracking curves in Figure E27.6.3.3.1	**Complies** Refer to tracking assessments attached to this report.
(2) For every loading space accommodating heavy vehicles the access and manoeuvring areas associated with that loading space must comply with the tracking curves set out in the NZTA guidelines: RTS 18: NZ on-road tracking curves (2007)	**Complies** Refer to Section 7.4.6 and tracking assessments attached to this report.

(2A) For every small loading space required by Table E27.6.3.2.1.(T137A) the access and manoeuvring areas associated with that loading space must accommodate the 6.4m van tracking curves set out in Figure E27.6.3.3.3.	**Not relevant**
(3) **Where a dwelling provides more than one parking space, these may be stacked. Stacked parking means access is required through another parking space.**	**Not relevant**
E27.6.3.4. Reverse manoeuvring	
(1) **Sufficient space must be provided on the site so vehicles do not need to reverse off the site or onto or off the road from any site where any of the following apply:** (a) Four or more parking spaces are served by a single access; (b) there is more than 30m between the parking space and the road boundary of the site; or (c) access would be from an arterial road or otherwise within a Vehicle Access Restriction covered in Standard E27.6.4.1.	**Not relevant**
(2) **Where E27.6.3.4.(1)(a), (b) or (c) requires a heavy vehicle to turn around within a site in a residential zone, to avoid reversing off the site or onto or off the road, sufficient space must be provided on the site so an 8m heavy vehicle can turn around with a maximum reverse manoeuvring distance of 12m.**	**Not relevant**
(3) **Heavy vehicle access and manoeuvring areas associated with access required by E27.6.3.4.(2) above must comply with the tracking curves set out in the Land Transport New Zealand Road and traffic guidelines: RTS 18: New Zealand on-road tracking curves for heavy motor vehicles (2007).**	**Complies**
E27.6.3.5. Vertical clearance	
(1) To ensure vehicles can pass safely under overhead structures to access any parking and loading spaces, the minimum clearance between the formed surface and the structure must be (a) 2.1m where access and/or parking for cars is provided for residential activities (b) 2.3m where access and/or parking for cars is provided for all other activities (c) 2.5m where access and/or accessible parking for people with disabilities is provided and/or required;	**Does not comply** The height within the loading dock area will be 3.4 m, which is less than the 3.8 m required, but adequate for all proposed trucks that will use the loading dock. The tallest vehicle will be the 3.2 m high inter-campus delivery truck.

(ca) 2.8m where loading is required for residential activities denoted with an asterisk (*) in Table E27.6.2.7A; (cb) 3.8m where heavy vehicle access in Standard E27.6.3.4 (2) and E27.6.3.4.(3) is provided; or (d) 3.8m where loading is required in Table E27.6.2.7.	The height clearance along the existing ramp and access route to the loading dock is at least 3.4 m. The height within the HIWA parking area is 3.2 m, and this height restriction will be clearly marked to avoid taller trucks using this area.
E27.6.3.6. Formation and gradient	
(1) Except for Standard E27.6.3.6(2) below, the whole area of parking and loading spaces, and manoeuvring areas and aisles must be formed, drained, provided with an all-weather surface to prevent dust and nuisance, and be marked out or delineated. This must be done before the activity to which those parking and loading spaces relate commences, and maintained for as long as that activity is continued. (2) Parking and loading spaces and manoeuvring areas and aisles do not need to be provided with an all-weather surface in the following zones.	**Complies** All parking and manoeuvring areas will be formed and drained with an all-weather surface.
(3) The gradient for the surface of any parking space must not exceed: (a) 1 in 25 in any direction for accessible spaces for people with disabilities; or (b) 1 in 20 (five per cent) in any direction for other spaces.	**Complies** The gradient of all parking/loading spaces is relatively flat, with a maximum gradient of 1 in 20.
(4) The gradient for the manoeuvring area must not exceed 1 in 8	**Complies** The gradient of the manoeuvring area within the loading dock and immediately on approach the loading dock area is relatively flat and will not exceed the maximum gradient of 1:8. Vehicles will need to manoeuvre on the existing HIWA Recreation Centre ramp, which has a gradient of less than 1 in 8 in the area where manoeuvring will occur, as indicated in Section 7.4.6.
E27.6.3.7. Lighting	
(1) Lighting is required where there are 10 or more parking spaces which are likely to be used during the hours of darkness. The parking and manoeuvring areas and associated pedestrian routes	**Not relevant**

must be adequately lit during use in a manner that complies with the rules in Section E24 Lighting. (2) Lighting is required, in residential zones to primary pedestrian access, vehicle access, parking and manoeuvring areas, where any of the following apply: **(a) There are four or more dwellings accessible from a primary pedestrian access which is not adjacent to a vehicle access;** **(b) There are 10 or more parking spaces; or** **(c) There are 10 or more dwellings.** Lighting must be provided during the hours of darkness in a manner that complies with the rules in Section E24 Lighting.	
E27.6.4.1. Vehicle Access Restrictions	
(1) Vehicle Access Restrictions apply and new vehicle crossings must not be constructed to provide vehicle access across that part of a site boundary which is subject to: (a) a Vehicle Access Restriction – General Control as shown on the planning maps in the Business – City Centre Zone; or (b) a Key Retail Frontage Control as shown on the planning maps infringing this standard is a non-complying activity unless the application involves: (i) the use of an existing vehicle crossing to service the establishment of a new activity, a change of activity type, the expansion or intensification of an existing activity or where a building(s) is constructed, or additions to buildings that are not permitted activities in: Table H8.4.1 Activity table, Table H9.4.1 Activity table; or Table H10.4.1 Activity table; (ii) the construction of a new vehicle crossing and the establishment of the vehicle crossing is to relocate and/or amalgamate an existing vehicle crossing or crossings serving the site, that will reduce or otherwise not increase either the number of crossings or width of crossings serving a site; or there is no other means of accessing a site where Standards E27.6.4.1(1)(b)(i) and E27.6.4.1(1)(b)(ii) apply the activities require a restricted discretionary activity consent.	**Not Relevant** No new vehicle crossing will be constructed.

(2) Standard E27.6.4.1(3) below applies in any of the following circumstances (a) a new vehicle crossing is proposed; (b) a new activity is established on a site; (c) there is a change of type of activity (d) a building(s) is constructed, or additions to buildings that are not permitted activities in [activity tables].	E27.6.4.1(3) applies as there is a change of activity type with the addition of the Library activity. The Student Centre already exists onsite, but will be redeveloped as part of this Proposal.
(3) Vehicle Access Restrictions apply and vehicle crossings must not be constructed or used to provide vehicle access across that part of a site boundary which (a) is located within 10m of any intersection as measured from the property boundary, illustrated in Figure E27.6.4.1.1; (b) is subject to the following types of Vehicle Access Restriction as identified on the planning maps in the zones listed in Table E27.6.4.1.1; (c) has frontage to an arterial road as identified on the planning maps; (d) is located closer than 30m from a railway level crossing limit line	A vehicle access restriction does not apply as the vehicle crossing: (a) is not located within 10m of any intersection as measured from the (b) is not subject to the following types of Vehicle Access Restriction as identified on the planning maps in the zones listed in Table E27.6.4.1.1; (c) doesn't have frontage to an arterial road as identified on the planning maps; (d) is not located closer than 30m from a railway level crossing limit line
E27.6.4.2. Width and number of vehicle crossings	
(1) The maximum number of vehicle crossings permitted for any site and separation distance between crossings is specified in Table E27.6.4.2.1.	**Complies** The Site has frontage to Princes Street and Alfred Street. It is proposed that vehicle access is via the existing vehicle crossing on Princes Street.
(2) The width of a vehicle crossing(s) must meet the minimum width and not exceed the maximum width as specified in Table E27.6.4.3.2.	**Not Relevant** Existing vehicle crossing on Princes Street.

(3) With the exception of vehicle crossings on unsealed roads, all vehicle crossings must be designed and constructed to maintain the level, colour, and materials of the footpath to clearly identify to vehicles that pedestrians have priority.	**Not Relevant** The existing vehicle crossing will not be altered
(4) Vehicle crossings on unsealed roads: (a) where the vehicle crossing is served by an access steeper than 1 in 8, the vehicle crossing must be sealed for 6m between the site boundary and the unsealed road. (b) vehicle crossings not covered by Standard E27.6.4.2(3)(a) above must be formed using materials similar to the existing road surface or better.	**Not Relevant**
(5) Where a vehicle crossing is altered or no longer required, the crossing, or redundant section of crossing, must be reinstated as berm and/or footpath and the kerbs replaced. The cost of such work will be borne by the owner of the site previously accessed by the vehicle crossing.	**Not Relevant** The existing vehicle crossing will not be altered
E27.6.4.3. Width of vehicle access and queuing requirements	
(1) Every on-site parking and loading space must have vehicle access from a road, with the vehicle access complying with the following standards for width: (a) passing bays are provided in accordance with Table E27.6.4.3.1; (b) meeting the minimum formed access width specified in Table E27.6.4.3.2. (c) meeting the minimum speed management measure spacing specified in Table E27.6.4.3.3	**Complies** The accessway width accommodates two-way vehicle movement (6.1 m wide ramp) at the boundary for a length of 25m. This narrows to 5 m through the HIWA parking area and then narrows to 4.8 m wide when entering the site and loading dock area. The loading dock area measures 10 m long by 4.8 m wide. A passing bay is not required.
(2) Access must be designed so that vehicles using or waiting to use fuel dispensers, ticket vending machines, remote ordering facilities and devices, entrance control mechanisms, or other drive-through facilities do not queue into the adjoining road reserve or obstruct entry to or exit from the site.	**Not Relevant**
E27.6.4.4. Gradient of vehicle access	
(1) The gradient of the access must not be steeper than specified in Table E27.6.4.4.1.	**Not relevant**

	The existing accessway will be used by trucks to access the proposed loading dock. This is an existing vehicle ramp that currently serves the HIWA loading and parking areas, and will remain unchanged.
(2) To avoid the underside of the car striking the ground, as illustrated in Figure E27.6.4.4.2, access with a change in gradient exceeding 1 in 8 (greater than 12.5 per cent change) at the summit or a 1 in 6.7 (15 per cent change) at a sag must include transition sections to achieve adequate ground clearance, refer to Figure E27.6.4.4.3. Typically, a transition section requires a minimum length of 2m.	**Not relevant** The existing vehicle crossing and ramp from Princes Street will not be altered. The direct access into the new building will be relatively flat (ie after the existing ramp), with a maximum grade of 1 in 20.
(3) All vehicle access must be designed so that where the access adjoins the road there is sufficient space onsite for a platform so that vehicles can stop safely and check for pedestrians and other vehicles prior to exiting. This is illustrated in Figure E27.6.4.4.4. The platform must have a maximum gradient no steeper than 1 in 20 (5 per cent) and a minimum length of 4m for residential activities and 6m for all other activities	**Not relevant** The existing vehicle crossing and access ramp will not be altered, and there is an existing vehicle platform at the road boundary. See Section 5.1.
E27.6.4.5. Sightlines for road/rail level crossings	
(1) Sites subject to sightlines for level crossings are identified on the planning maps by the Level Crossings with Sightline Control. If alarms and/or barrier arms are subsequently installed at a level crossing with Stop or Give Way signs, the Approach sight triangle in Figure E27.6.4.5.1 below ceases to apply. (2) Approach sight triangles (refer to Figure E27.6.4.5.1) (3) Restart sight triangles (see Figure E27.6.4.5.2)	**Not Relevant**
E27.6.5. Design and location of off-road pedestrian and cycling facilities	
(1) The design and location of the proposed facility to ensure good connections to existing facilities.	**Complies.** See Figure 18.
(2) The width of the path is designed to accommodate the anticipated number and type of users.	
(3) The surface of the path is designed to safely provide for the anticipated number and type of users.	

Summary of E27 standards infringements:

- E27.6.3.2. Size and location of loading spaces
    - A second loading space will be located on Princes Street immediately in front of the Site. The on-street loading space will be 19 m long by 3 m wide. This does not comply as it is not within the Site and is narrower than required.
- E27.6.3.5. Vertical clearance
    - The height within the loading dock area will be 3.4 m, which is less than the 3.8 m required under E27.6.3.5.(1)(d).
- E27.6.2 (6) Bicycle parking
    - No secure bicycle parking spaces supplied within the Site and a lower than required number of visitor parking spaces.

Restricted Discretionary Assessment Criteria

Assessment Criteria	Comment
E27.8.2.(8) – Infringes on design standards for bicycle parking under Standard E27.6.2 **Infringements:** **Bicycle parking - No secure bicycle parking spaces supplied within the Site and a lower than required number of visitor parking spaces**	
(A) (a) sufficient provision is made for cyclists and active modes and changes in demand for such facilities can be accommodated if the operation or use changes over time, having regard to: *(i) the nature of the operation and the likely demand for long and shortterm cycle parking and end-of-trip facilities;* *(ii) the extent to which the bicycle parking facilities are designed and located to match the needs of the intended users;* *(iii) the extent to which adequate alternative, safe and secure bicycle parking and end of trip facilities (such as showers and lockers), that meet the needs of the intended users, are available in a nearby location that is readily accessible;* *(iv) the extent to which the parking can be provided and maintained in a jointly used bicycle parking area; or* **(B)** (b) the provision made for cyclists and active modes is: (v) *readily accessible, secure, provides adequate protection from weather, and is designed for safety; and* (vi) *practicable and adequate given site limitations and layout, arrangement of buildings and activities, users and operational requirements.*	See Section 6. The Proposal will not provide any further secure bike parking within the building, but will rely on secure and visitor bike parking throughout the campus which has sufficient spare capacity. The Proposal itself will not lead to a direct increase in staff or students, and is unlikely to create additional cycle demand for bike parking as the Proposal will accommodate existing UoA facilities in a new building. The UoA will continue to monitor bike parking capacity and demand throughout the campus.

Assessment Criteria	Comment
E27.8.2.(8) – Infringes on design standards for parking/loading areas or access under Standard E27.6.3 **Infringements:** **Size and location of loading spaces – Two loading spaces are required on the Site, but one is provided on Princes Street** **Height restrictions for servicing vehicles – 3.4 m of vertical clearance is provided whereas 3.8 m is required**	
(A) effects on the safe and efficient operation of the adjacent transport network having regard to: *(vii) the effect of the modification on visibility and safe sight distances;* *(viii) existing and future traffic conditions including speed, volume, type, current accident rate and the need for safe manoeuvring;* *(ix) existing pedestrian numbers, and estimated future pedestrian numbers having regard to the level of development provided for in this Plan; or* *(x) existing community or public infrastructure located in the adjoining road, such as bus stops, bus lanes, footpaths and cycleways.* **(B)** effects on pedestrian amenity or the amenity of the streetscape, having regard to: *(i) the effect of additional crossings or crossings which exceed the maximum width; or* *(ii) effects on pedestrian amenity and the continuity of activities and pedestrian movement at street level in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Local Centre Zone.* **(C)** the practicality and adequacy of parking, loading and access arrangements having regard to: *(i) site limitations, configuration of buildings and activities, user requirements and operational requirements;* *(ii) the ability of the access to accommodate the nature and volume of traffic and vehicle types expected to use the access. This may include considering whether a wider vehicle crossing is required to:* • *comply with the tracking curve applicable to the largest vehicle anticipated to use the site regularly;*	(A) The Proposal makes use of the existing vehicle crossing. This vehicle crossing operates safely with good visibility for vehicles and no crash record, as detailed in Section 5. A pedestrian platform for vehicles is provided prior to the footpath. This will remain unchanged. Visibility between vehicles and pedestrians on the Princes Street footpath is good. (B) The existing vehicle crossing on Princes Street will remain unchanged. Landscaping improvements on the southern side of Princes Street at the site frontage are proposed within the Site. This will improve the pedestrian movement through the Site and improve the pedestrian amenity. (C) A basement loading area and an on-street loading bay are proposed to service the Proposal. The height within the loading dock area will be 3.4 m, which is less than the 3.8 m required, but adequate for all proposed trucks that will service the building. Vehicle tracking is provided in Appendix A. The location of the on-street loading bay on Princes Street, directly in front of the Site, means it can easily accommodate courier deliveries and occasional larger trucks that cannot use the loading dock.

Assessment Criteria	Comment
• *accommodate the traffic volumes anticipated to use the crossing, especially where it is desirable to separate left and right turn exit lanes;* - *the desirability of separating truck movements accessing a site from customer vehicle movements;* - *the extent to which reduced manoeuvring and parking space dimensions can be accommodated because the parking will be used by regular users familiar with the layout, rather than by casual users, including the manoeuvres required to enter and exit parking spaces;* *(iii) any use of mechanical parking installation such as car stackers or turntables does not result in queuing beyond the site boundary; or* (iv) *any stacked parking is allocated and managed in such a way that it does not compromise the operation and use of the parking area.* **(D)** The safety and functionality of emergency responder access.	The Proposal will not provide any parking as part of the development. As such, the number of vehicle movements per day that will use the existing vehicle crossing will be relatively low, as outlined in Section 7.4. (D) The access route and existing vehicle crossing from Princes Street will remain unchanged.

H8 Business – City Centre Zone

Table B6: Chapter H8

Chapter H8	Assessment
H8.7. Assessment – controlled activities	
H8.7.1. Matters of control	
The Council will reserve its control to all of the following matters when assessing a controlled activity resource consent application: (1) demolition of buildings: (a) pedestrian amenity and safety; (b) reuse of building materials; (c) site condition post-demolition; and (d) traffic generation	
H8.7.2. Assessment criteria	
The Council will consider the relevant assessment criteria below for controlled activities: (1) demolition of buildings: (a) pedestrian amenity and safety: (i) whether sites containing buildings that are proposed to be demolished have significant adverse effects on the quality and amenity of the public realm and the safety and efficiency of the surrounding transport network. In particular: • whether a high-quality and safe temporary hard or landscaped edge is provided along the site boundaries so that a defined boundary to streets and public open spaces is maintained. Including the provision and maintenance of continuous pedestrian cover within areas subject to the verandah standard; and • whether an edge treatment designed to reduce its vulnerability to graffiti and vandalism is maintained; (b) reuse of building materials:	Applicable to transport: (a), (d) We have prepared a CTMP, and this is included as a separate report with this application. The CTMP covers the proposed demolition of the existing Student Union complex (B311 and B312) and the subsequent construction of a Student Centre and Library. The proposed methodology provides hoarding around the site and safe pedestrian access where required around the site. The CTMP outlines the proposed hours of operation, the predicted truck movements to and from the site and the proposed vehicle access points.

(i) the extent to which demolished materials are reused and recycled as much as possible; (c) site condition post-demolition: (i) if the site is not developed following demolition, the extent to which the site is landscaped to provide a good standard of visual amenity and whether the site will not be used for temporary or permanent parking. (d) traffic generation: (i) with regard to the effects of building demolition on the transport network: • proposed hours of operation; • the frequency and timing of truck movements to and from the site; and • the location of vehicle access.	
H8.8. Assessment – restricted discretionary activities	
H8.8.1. Matters of discretion	
The Council will reserve its discretion to all of the following matters when assessing a restricted discretionary resource consent application: (1) new buildings and external alterations and additions to buildings not otherwise provided for: (a) building design and external appearance; (b) form and design of buildings adjoining historic heritage places; (c) design of parking, access and servicing; (d) design and layout of dwellings, visitor accommodation and boarding houses; (e) functional requirements; and (f) layout and design of through-site links	
H8.8.2. Assessment criteria	
(C) Design of parking, servicing and access: *(i) whether parking is located, in order of preference, underground, to the rear of building or separated from the street frontage by uses that activate the street;*	Applicable to transport: (iii), (v), (viii), (x) The access and servicing arrangements for the Site are outlined in Section 7.4. The Proposal will not provide any parking.

(ii) where parking is provided at lower building levels, the extent to which it is fully sleeved with active uses or activities that provide passive surveillance of the street and contribute to pedestrian interest and vitality. Above this, the extent to which car parking is fully screened on all sides of the building using design methods that present facades that are visually attractive and avoid night time light spill, noise and air quality effects on nearby sites and streets and public open spaces; *(iii) whether vehicle crossings and accessways are designed to reduce vehicle speed, be visually attractive and clearly signal to pedestrians the presence of a vehicle crossing or accessway;* *(iv) whether pedestrian access between parking areas, building entrances/lobbies and the street provide equal access for people of all ages and physical abilities, a high level of pedestrian safety and be visually attractive;* *(v) whether separate vehicle and pedestrian access are provided within parking areas. Shared pedestrian and vehicle access may be appropriate where a lane or street is proposed within a development site. The shared space should prioritise pedestrian movement* *(vi) whether ramps visible from the street are avoided, however, where necessary, whether they are minimal in length and integrated into the design of the building;* *(vii)* for commercial activities, whether suitable provision is made for onsite rubbish storage and sorting of recyclable materials that: • *is a sufficient size to accommodate the rubbish generated by the proposed activity;* • *is accessible for rubbish collection; and* • *for new buildings, is located within the building* *(viii)* where appropriate, whether a waste management plan is provided and: • *includes details of the vehicles to be used for rubbish collection to ensure any rubbish truck can satisfactorily enter and exit the site; and* • *provides clear management policies to cater for different waste management requirements of the commercial tenancy and residential activities*	(iii) The Site will be served by an existing vehicle crossing on Princes Street. No changes are proposed to the existing vehicle crossing. (v) Pedestrian and vehicle movements are designed to be separated. (viii) A Waste Management Plan is included as part of the substantive application. The loading dock can accommodate the largest vehicle (a rubbish truck 8.0 m in length and 2.8 m in height), which can enter and exit the site satisfactorily. (x) The development is adequately served by transport infrastructure.

(ix) for alterations or additions to existing buildings where it is not possible to locate the storage area within the building, whether they are located in an area not visible from the street or public open spaces; *(x)* whether the development is able to be adequately served by wastewater and transport infrastructure; and *(xi)* whether servicing elements (including venting and air-conditioning units) are located on the roof of the building or internal to the site and not on street-facing facades. Where this is not possible (e.g. alterations to a shop front), the extent to which servicing: • *forms an integrated element of the building façade; and* • *is located so that it minimises adverse effects such as noise/odour on neighbouring sites and the public realm;*	

I207 Learning Precinct

Table B6: Chapter I207

Chapter I207	Assessment
I207.6.1. Parking	
(1) The total number of parking spaces within Sub-precinct A must not exceed 2,000. (2) Where a site is located within Sub-precinct A and is accessed from either Grafton Road or Alten Road, an application for a restricted discretionary activity may be made to transfer to the recipient site the unrealised permitted parking from any other site or sites within Sub-precinct A held in the same ownership as the recipient site. Any transferred parking may be provided in addition to the amount of parking permitted on the recipient site in respect of any building or buildings erected on, or proposed for that site. (3) The unrealised permitted parking able to be transferred from the donor site, is the difference between the amount of parking permitted on the donor site and the amount actually provided, but only if the number of parking spaces provided on the donor site is less than that permitted. (4) For the purpose of monitoring the total number of parking spaces a register must be maintained by the council and the following must be recorded in it: (a) the address and legal description of the donor and recipient sites; (b) the number of parking spaces transferred to the recipient site and/or retained on the donor site; and (c) the date of the consent permitting a transfer.	There will be no additional parking as part of this Proposal. There will be a change to the HIWA parking area, with the three accessible parking spaces replaced by 4 contractor parking spaces.

APPENDIX B Princes Street Concept Plan

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LEGEND:

- EXISTING KERB
- EXISTING MARKINGS
- EXISTING TRAFFIC SIGNALS
- EXISTING PEDESTRIAN TRAFFIC SIGNALS
- EXISTING TACTILE PAVERS
- EXISTING VEHICLE CROSSING
- EXISTING TREES
- STREET LIGHT
- BOLLARDS
- BIKE RACKS

ALBERT PARK

LOCATION OF BIKE RACKS

LOCATION OF STREET LIGHT

LOCATION OF TREE

6m

TRAFFIC SIGNALS

VEHICLE CROSSING SERVING ALBERT PARK

3.1m

10.1m

PRINCES STREET

EXISTING LOADING BAY TO BE RELOCATED

PEDESTRIAN TRAFFIC SIGNALS

EXISTING POPLAR TREES

ALFRED STREET

NOTES:

NORTHERN SIDE STREET FURNITURE IS APPROXIMATE BASED ON SITE MEASUREMENTS.
SOUTHERN SIDE STREET FURNITURE AND KERB ARE BASED ON A TOPOGRAPHY SURVEY.

REV	AMENDMENT	DATE OF ISSUE
A	First Issue	16/10/2026

DESIGN: KG | DRAWN: KG
CHECKED: HO | DATE: 16/10/2026
SCALE: 0 10m
1:250 @ A3

CLIENT: UNIVERSITY OF AUCKLAND
PROJECT: STUDENT CENTRE AND LIBRARY PROJECT
LOCATION: PRINCES STREET

CONCEPT DESIGN

SHEET TITLE: PRINCES STREET SIGNALISED CROSSING EXISTING LAYOUT

DRAWING NUMBER: UOAX063-PS-SK01

SHEET: 01 of 04

REV: A

flow
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LEGEND:

- EXISTING KERB
- PROPOSED KERB
- EXISTING MARKINGS
- PROPOSED MARKINGS
- PROPOSED PEDESTRIAN TRAFFIC SIGNALS
- PROPOSED TRAFFIC SIGNALS
- PROPOSED TACTILE PAVERS
- PROPOSED VEHICLE CROSSING
- RAISED PEDESTRIAN CROSSING
- EXISTING TREES
- PROPOSED TREES
- TREES TO BE REMOVED
- STREET LIGHT
- BOLLARDS
- BIKE RACKS

ALBERT PARK

EXISTING STREET LIGHT AND BIKE RACKS TO REMAIN

EXISTING BOLLARDS

EXISTING TREE

NEW TACTILE PAVERS

PROPOSED P5 LOADING ZONE; NO SPECIFIC VEHICLE TYPE TO BE SPECIFIED

LOCATION OF PROPOSED VEHICLE ACCESS

PROPOSED KERB TO TIE INTO EXISTING KERB

EXISTING ROAD MARKINGS TO BE REMOVED

NEW ROAD MARKINGS

6.1m

6m

6m

10m

1.125m

1.125m

6m

PRINCES STREET

EXISTING POPLAR TREES TO BE REMOVED

3m

19m

ALFRED STREET

NEW PROPOSED SIGNALISED PEDESTRIAN CROSSING AND RAISED SAFETY PLATFORM (TBC AFTER BUS ROUTES FINALISED)

WIDENED CROSSING AND STREETSCAPE WORKS ARE INDICATIVE ONLY

EXTENT OF FAST-TRACK APPLICATION SITE.

REV	AMENDMENT	DATE OF ISSUE
A	First Issue	16/10/2026

DESIGN: KG | DRAWN: KG
CHECKED: HO | DATE: 16/10/2026
SCALE: 0 10m
1:250 @ A3

CLIENT: UNIVERSITY OF AUCKLAND
PROJECT: STUDENT CENTRE AND LIBRARY PROJECT
LOCATION: PRINCES STREET

CONCEPT DESIGN

SHEET TITLE: PRINCES STREET SIGNALISED CROSSING PROPOSED LAYOUT

DRAWING NUMBER: UOAX063-PS-SK01

SHEET: 02 of 04

REV: A

flow
TRANSPORTATION SPECIALISTS
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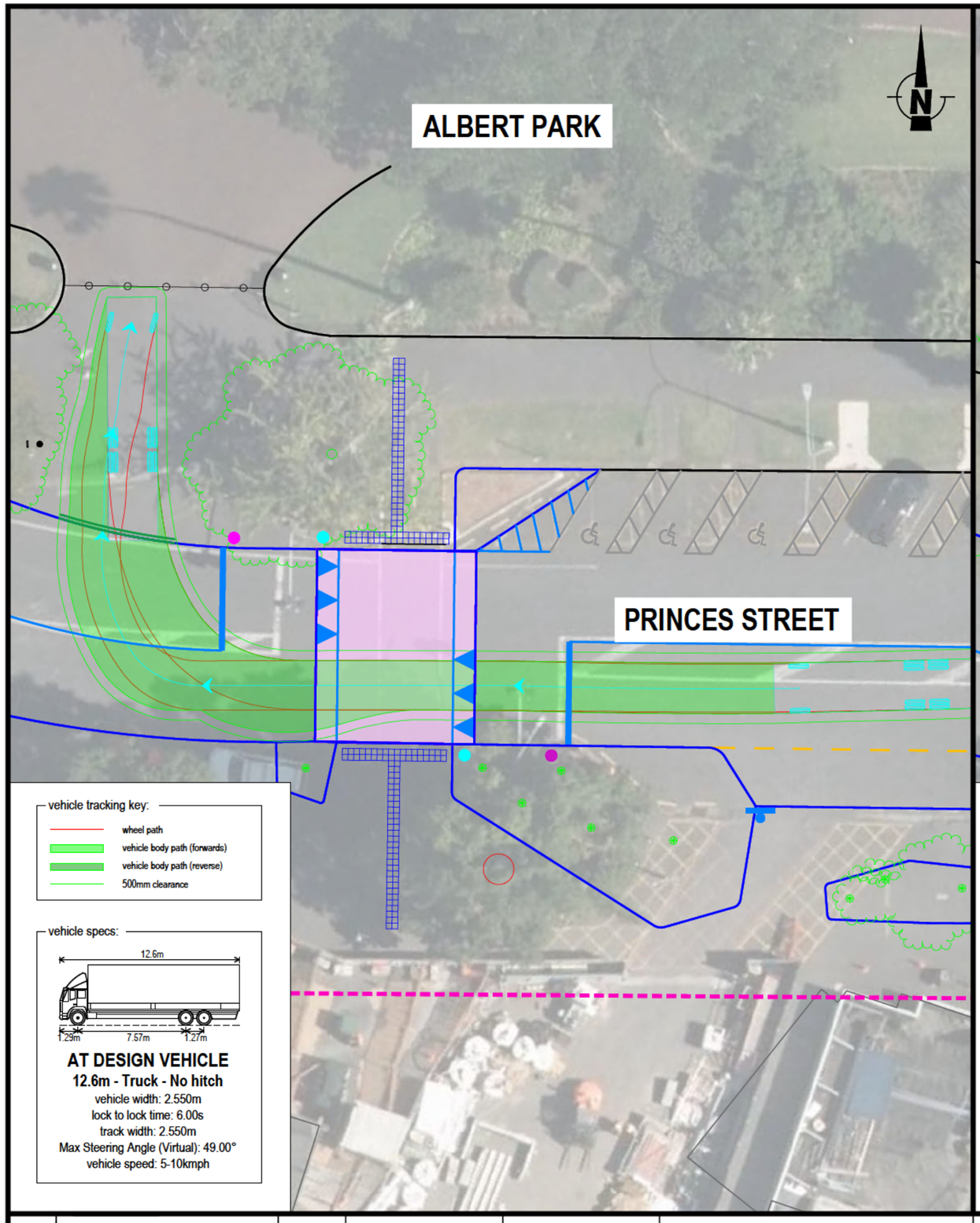

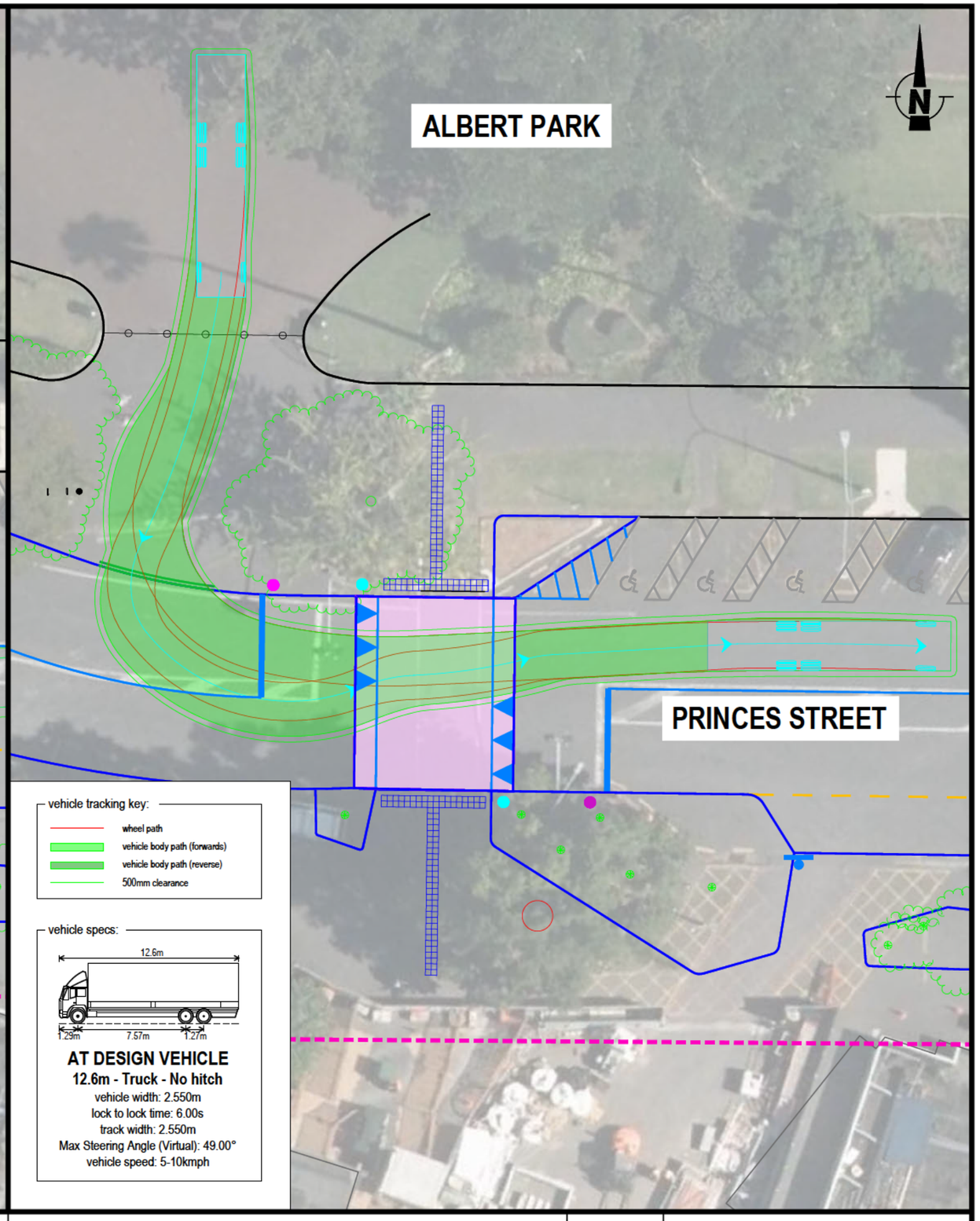

REV	AMENDMENT	DATE OF ISSUE
A	First Issue	16/10/2026

DESIGN: KG | DRAWN: KG
CHECKED: HO | DATE: 16/10/2026
SCALE: 0 10m
1:250 @ A3

CLIENT: UNIVERSITY OF AUCKLAND
PROJECT: STUDENT CENTRE AND LIBRARY PROJECT
LOCATION: PRINCES STREET

CONCEPT DESIGN

SHEET TITLE: PROPOSED VEHICLE CROSSING TRACKING 12.6m TRUCK

DRAWING NUMBER: UOAX063-PS-SK01

SHEET: 03 of 04

REV: A

flow
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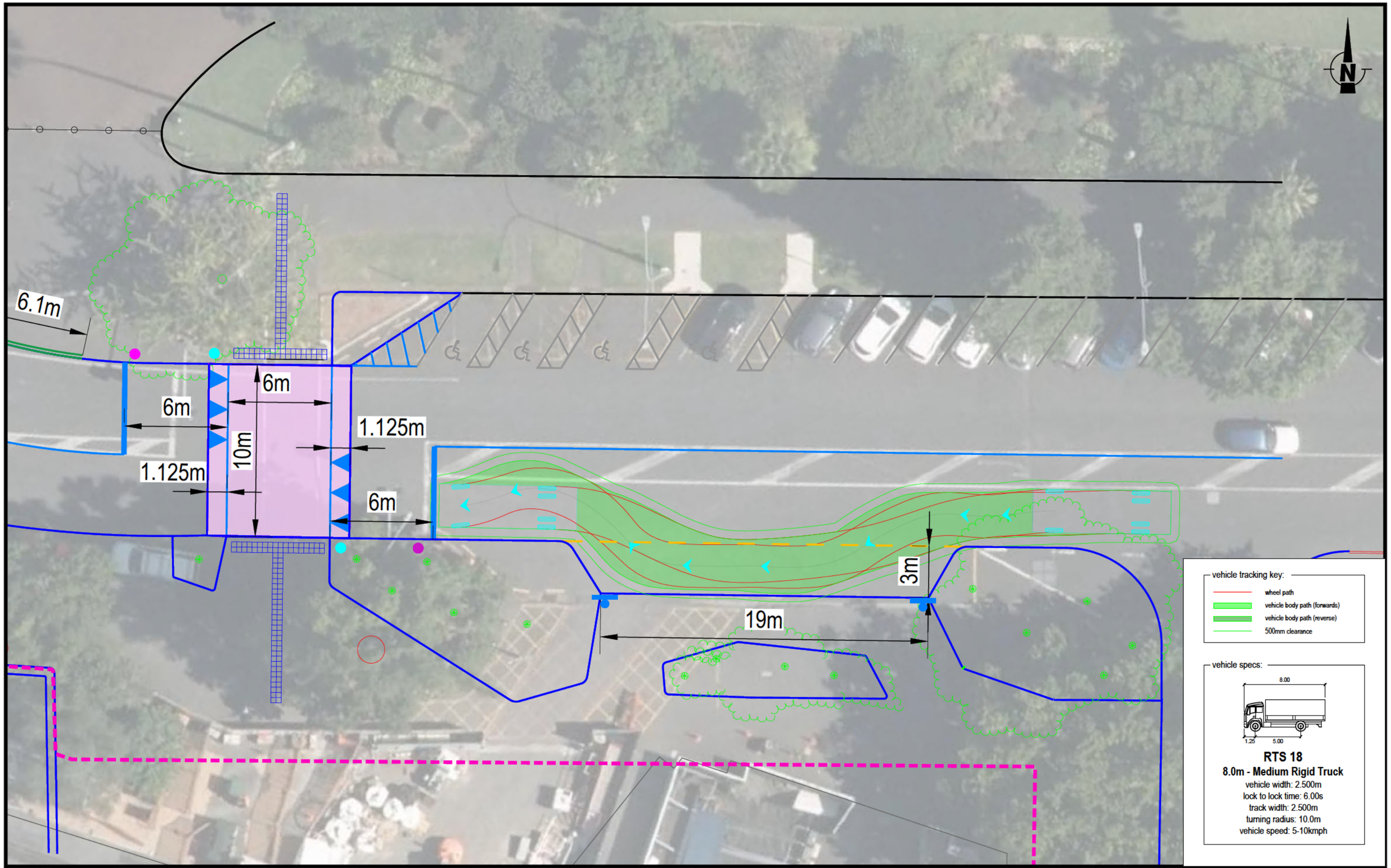
P:\uoax\063 Student Centre and Library\5.0 Drawings\5.2 Our Drawings\UOAX063-PS-SK01-A 261008 PRINCESS STREET.dwg 04 VT Charyne Sundgren 22/10/2026 6:42 pm



vehicle tracking key:

- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 500mm clearance

vehicle specs:

RTS 18
8.0m - Medium Rigid Truck
vehicle width: 2.500m
lock to lock time: 6.00s
track width: 2.500m
turning radius: 10.0m
vehicle speed: 5-10kmph

REV	AMENDMENT	DATE OF ISSUE
A	First Issue	16/10/2026

DESIGN: KG | DRAWN: KG
CHECKED: HO | DATE: 16/10/2026
SCALE: 0 8m
1:200 @ A3

CLIENT: UNIVERSITY OF AUCKLAND
PROJECT: STUDENT CENTRE AND LIBRARY PROJECT
LOCATION: PRINCES STREET

CONCEPT DESIGN

SHEET TITLE: LOADING ZONE VEHICLE TRACKING 8.0m TRUCK

DRAWING NUMBER: UOAX063-PS-SK01

SHEET: 04 of 04
REV: A

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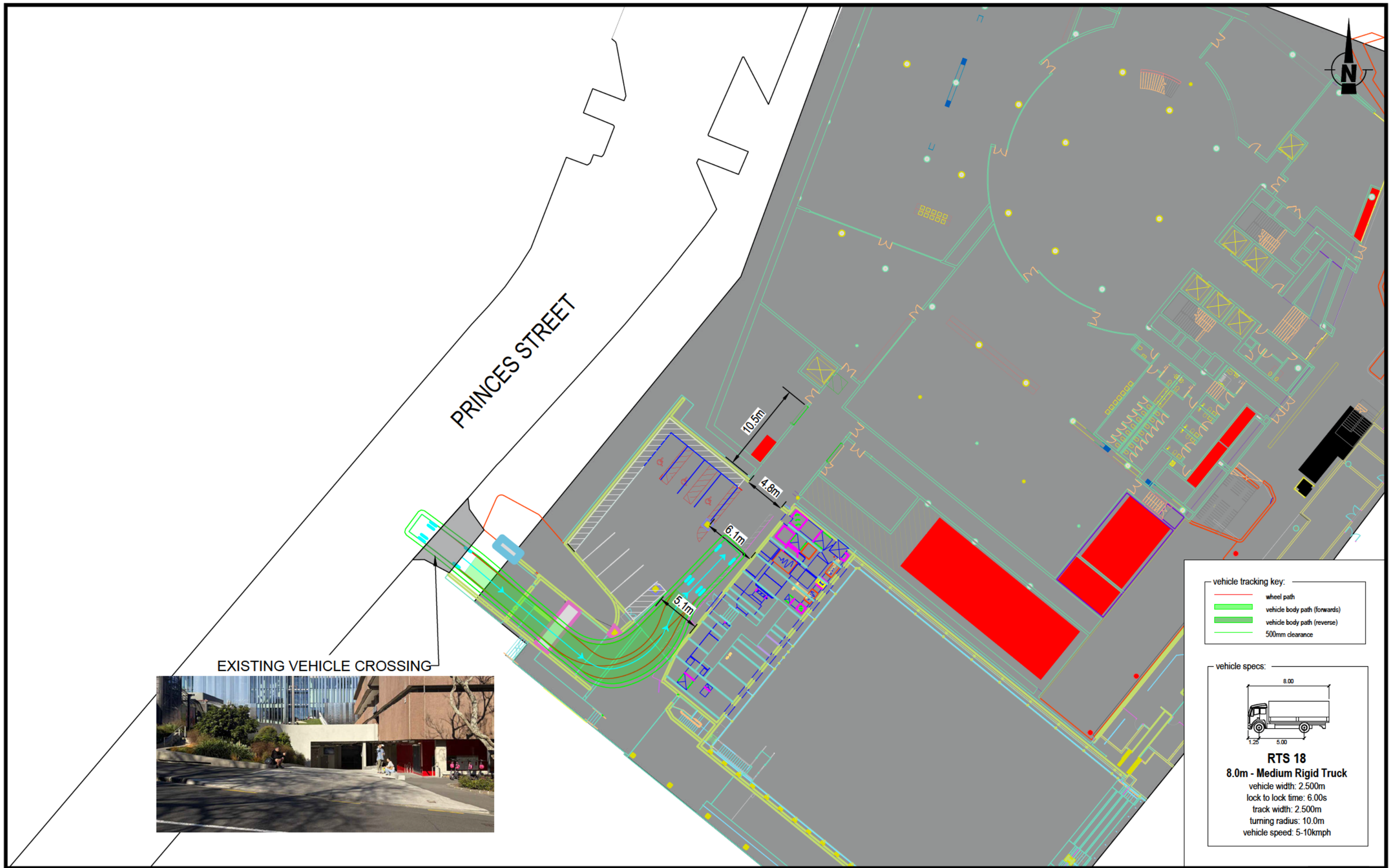
APPENDIX C Vehicle tracking



REV	AMENDMENT	DATE OF ISSUE
A	First Issue	01/09/2026
B	Second Issue	20/10/2026

DESIGN: KG | DRAWN: KG
CHECKED: HO | DATE: 20/10/2026
SCALE: 0 16m
1:400 @ A3

CLIENT: UNIVERSITY OF AUCKLAND
PROJECT: UOA STUDENT CENTRE LIBRARY
LOCATION: PRINCES STREET, AUCKLAND CBD

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING - RUBBISH TRUCK
HIWA BASEMENT LOADING DOCK IN/OUT MOVEMENTS

DRAWING NUMBER: UOAX063-SC-SK01

SHEET: 01 of 03
REV: A

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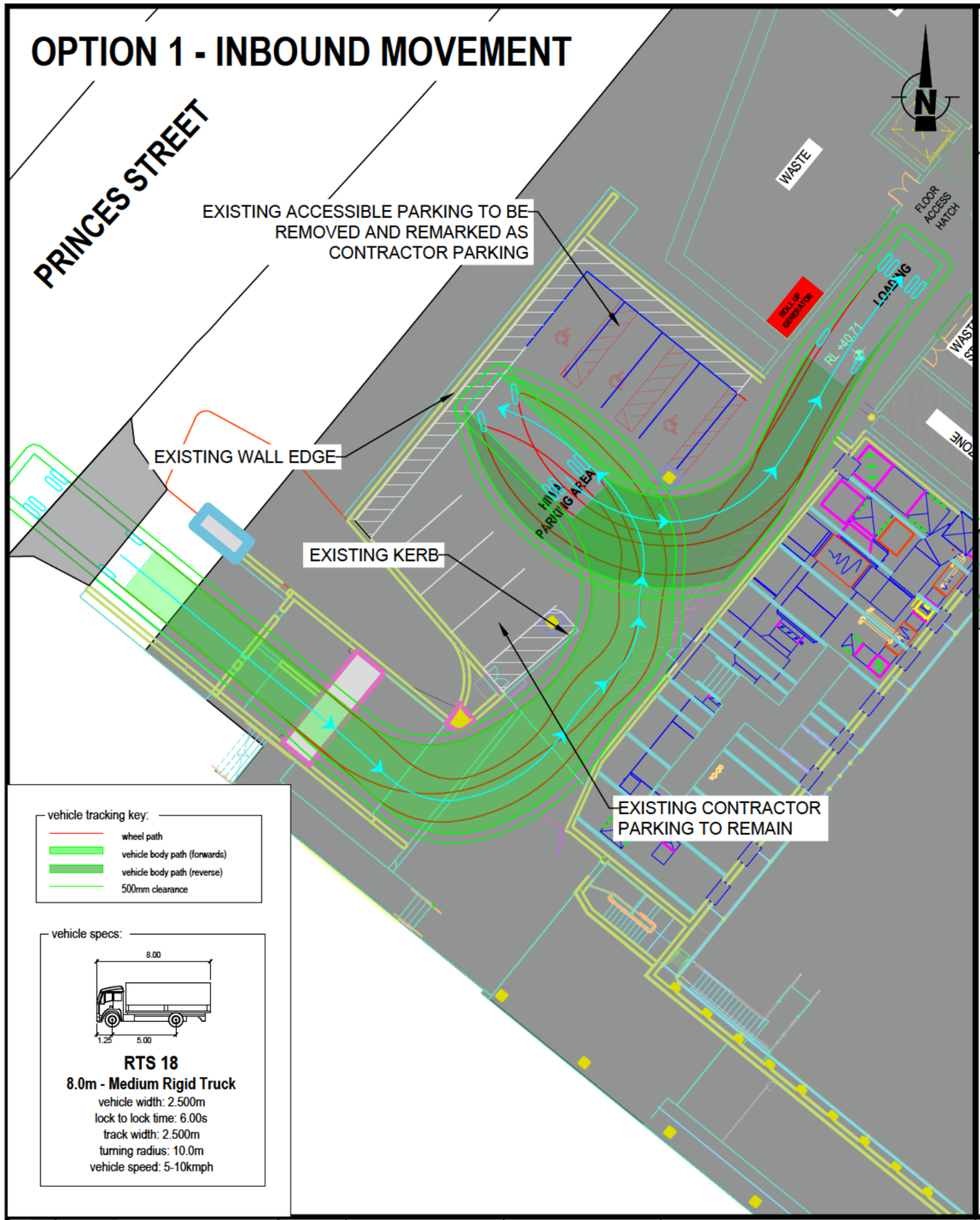
P:\uoax\063 Student Centre and Library\5.0 Drawings\5.2 Our Drawings\UOAX063-SC-SK01-A 260713 Rubbish Truck checks.dwg 02 LOADING (b) Charyne Sundgren 21/10/2026 4:59 pm

OPTION 1 - INBOUND MOVEMENT

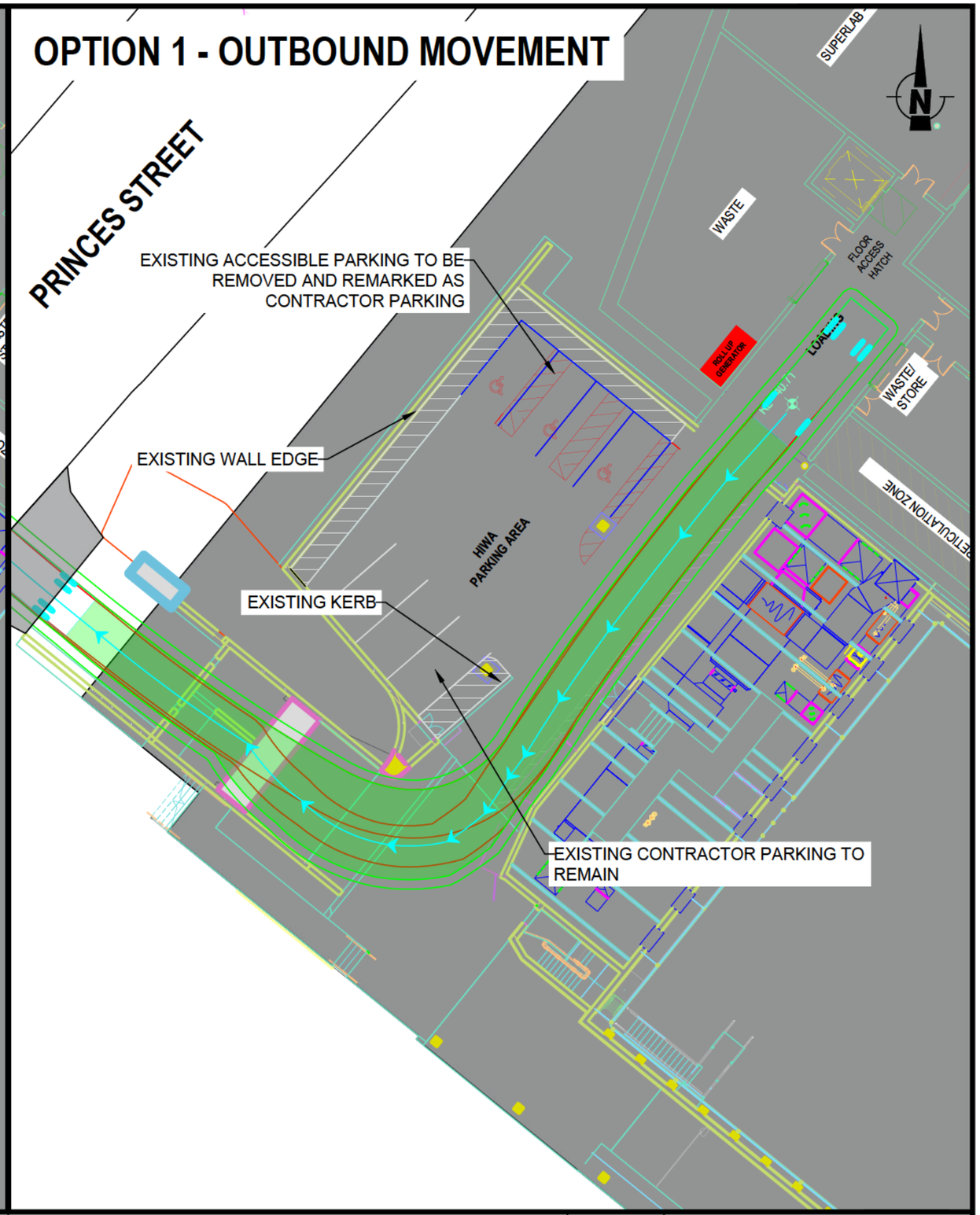


vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 500mm clearance

vehicle specs:

RTS 18
8.0m - Medium Rigid Truck
vehicle width: 2.500m
lock to lock time: 6.00s
track width: 2.500m
turning radius: 10.0m
vehicle speed: 5-10kmph

OPTION 1 - OUTBOUND MOVEMENT



REV	AMENDMENT	DATE OF ISSUE
A	First Issue	01/09/2026
B	Second Issue	20/10/2026

DESIGN: KG | DRAWN: KG
CHECKED: HO | DATE: 20/10/2026
SCALE: 0 10m
1:250 @ A3

CLIENT: UNIVERSITY OF AUCKLAND
PROJECT: UOA STUDENT CENTRE LIBRARY
LOCATION: PRINCES STREET, AUCKLAND CBD

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING - RUBBISH TRUCK
HIWA BASEMENT LOADING DOCK IN/OUT MOVEMENTS

DRAWING NUMBER: UOAX063-SC-SK01

SHEET: 02 of 03
REV: B

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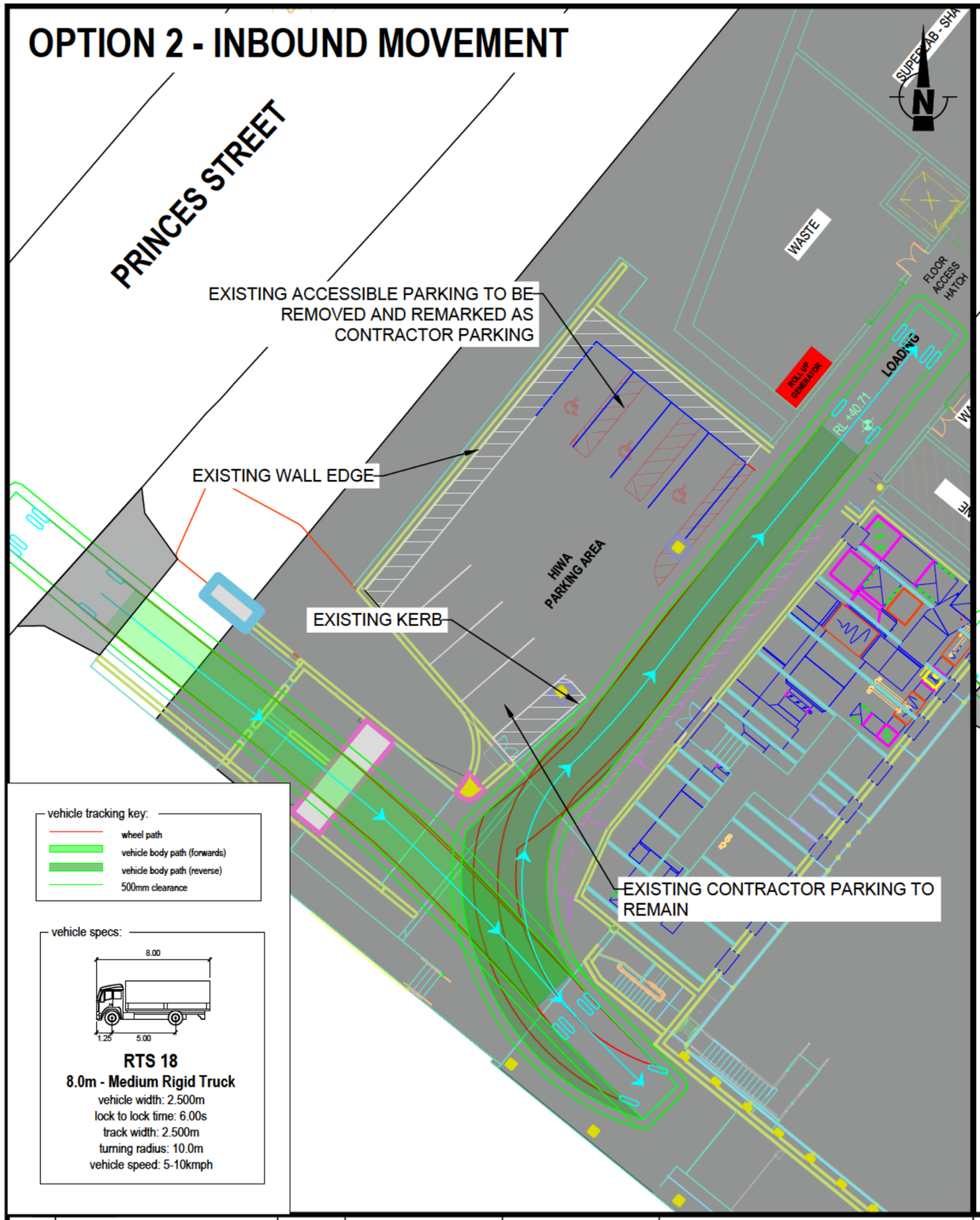
OPTION 2 - INBOUND MOVEMENT

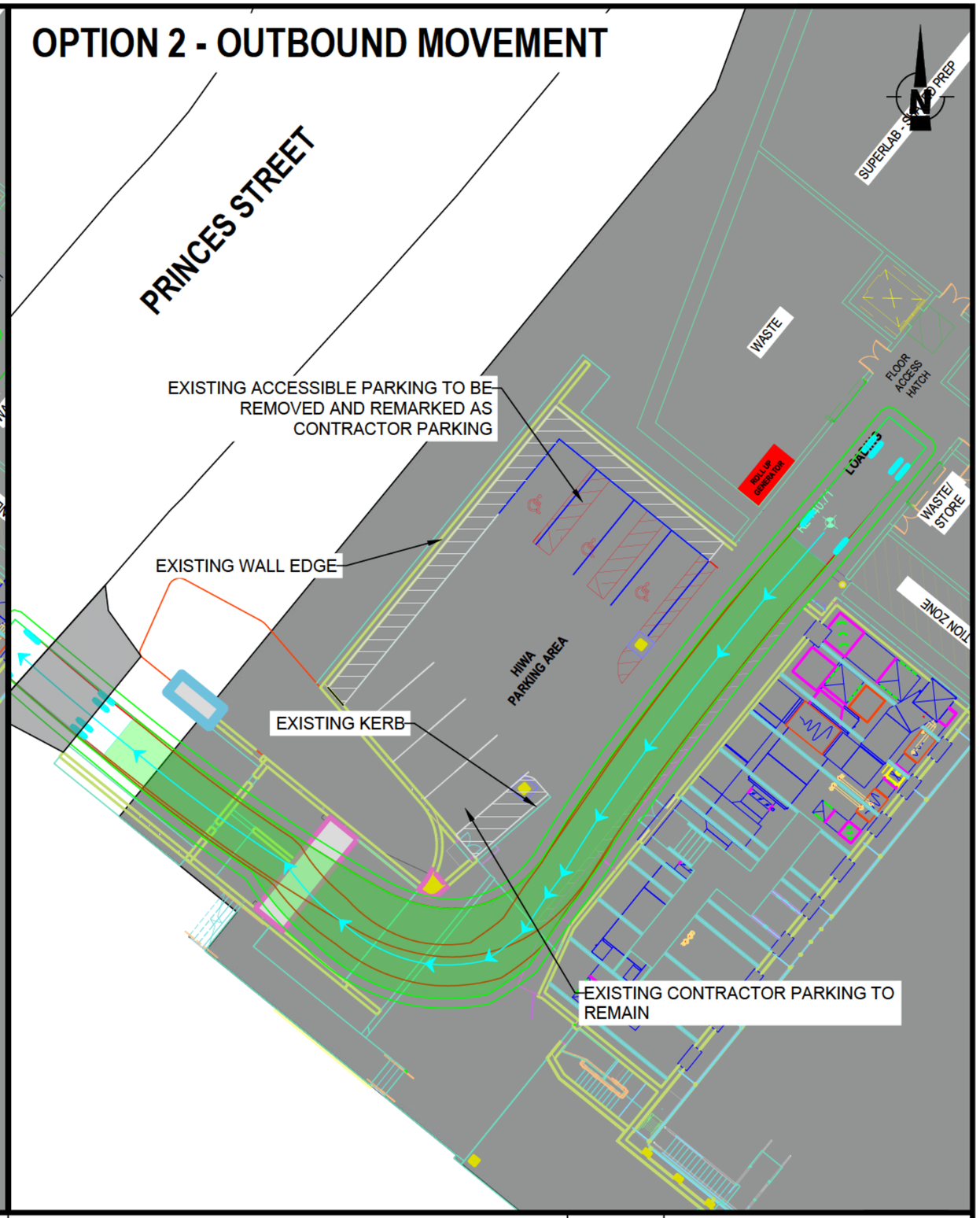


vehicle tracking key:
- wheel path
- vehicle body path (forwards)
- vehicle body path (reverse)
- 500mm clearance

vehicle specs:

RTS 18
8.0m - Medium Rigid Truck
vehicle width: 2.500m
lock to lock time: 6.00s
track width: 2.500m
turning radius: 10.0m
vehicle speed: 5-10kmph

OPTION 2 - OUTBOUND MOVEMENT



REV	AMENDMENT	DATE OF ISSUE
A	First Issue	01/09/2026
B	Second Issue	20/10/2026

DESIGN: KG | DRAWN: KG
CHECKED: HO | DATE: 20/10/2026
SCALE: 0 10m
1:250 @ A3

CLIENT: UNIVERSITY OF AUCKLAND
PROJECT: UOA STUDENT CENTRE LIBRARY
LOCATION: PRINCES STREET, AUCKLAND CBD

CONCEPT DESIGN

SHEET TITLE: VEHICLE TRACKING - RUBBISH TRUCK
HIWA BASEMENT LOADING DOCK IN/OUT MOVEMENTS

DRAWING NUMBER: UOAX063-SC-SK01

SHEET: 03 of 03
REV: B

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APPENDIX D Travel Plan

flow
TRANSPORTATION SPECIALISTS

technical note

PROJECT	**UNIVERSITY OF AUCKLAND - STUDENT CENTRE AND LIBRARY**
SUBJECT	**TRAVEL PLAN**
TO	**PROJECT TEAM - UNIVERSITY OF AUCKLAND**
DATE	16 OCTOBER 2026

1 INTRODUCTION

The University of Auckland (UoA) has an existing Travel Plan, "The Universities' Travel Plan 2007 – 2016". This travel plan was a collaborative TravelWise project developed by the University of Auckland (UoA) and the Auckland University of Technology (AUT). It targeted the "Learning Quarter" of Auckland's Central Business District (CBD) to manage peak-hour travel demand, address traffic congestion, and promote sustainable transport alternatives.

Although the Travel Plan is not recently updated, we consider that such a plan does not necessarily expire when the end of this period is reached. Instead, it is likely that the Travel Plan can and will be refreshed with updated information. The University is exploring projects to update or complement this existing Travel Plan, and the following document forms part of this.

We have prepared the following development-specific Travel Plan with the intention of it being used to shape travel choices for users of the Student Centre and Library, and to aid in the update of the UoA campus travel plan in the future.

2 TRAVEL PLAN OBJECTIVES

The Student Centre and Library travel plan has the following objectives:

- To improve the existing framework for ongoing travel demand management as a result of the Student Centre and Library development.
- To provide information on safe and sustainable travel choices for students and staff using the new building.
- To encourage the uptake of safe and sustainable travel modes (walking, cycling, use of public transport, carpooling).
- To limit the number of vehicle trips generated by the Student Centre and Library.
- To encourage walking as a main means of travel within the vicinity of the Student Centre and Library.

It is the intention that this development specific travel plan will be a live document that will be updated as required.

3 RELEVANT DOCUMENTS

3.1 Sustainability Policy

The UOA's Sustainability Policy has the purpose of providing a vision and a set of principles to guide its actions to support sustainability and improve our environmental performance.

Transport forms a key part of the Sustainability Policy and includes promoting and accommodating the use of sustainable modes of transport, including cycling, walking, public transport, and electric vehicles and bicycles.

The University identifies key performance indicators for each of the sustainability principles, and reports regularly on these indicators and other relevant achievements and activities.

3.2 Cycling Strategic Plan

The UoA has also developed a draft Cycling Strategic Plan in recent years. This looks at promoting cycling as a mode of transport, increasing the number of cycle trips made by students, staff and visitors to and between campuses and improving existing cycle related infrastructure. At this stage, the document is still a draft internal document. However, the sustainable commuting objectives are actively promoted within the UoA.

4 EXISTING AND TARGETED TRAVEL PATTERNS

4.1 Existing travel survey data

As per the existing Universities' Travel Plan[1], the students and staff of the university are high users of sustainable transport (walking, cycling and public transport). The majority of students use public transport, whilst staff have a more even split between public transport and driving. It is assumed that the existing mode share split of students and staff is similar to this previously surveyed data.

A more recent Tertiary Student Travel Survey[2] by Auckland Transport found that

- Over half of the respondents use some form of public transport as their main mode of travel to/from the campus, with higher numbers of public transport users studying at the Auckland CBD university campuses.
- Only 8% of students drove themselves or others to and from the UoA Campus
- Only 2% of respondents said they use carpooling as a mode of travel, with 89% of respondents saying they were unaware of apps or websites that provided these services.
- University of Auckland students were also noted as being more likely to walk in comparison to other tertiary institutions.
- Over a quarter of students lived close enough to walk and/or cycle to campus.

[1] ARTA (2007) *The Universities' Travel Plan 2007-2016*
[2] Auckland Transport (2018) *Tertiary Student Travel Survey 2018*

- Students mentioned that having more pedestrian crossings or overbridges, and better cycle lanes would make walking/cycling to campus easier.

It was also noted that public transport and non-car travel modes have increased compared to previous studies. Since these previous surveys, there has been an increase in student accommodation within the vicinity of the UoA, as well as an upgrade and increase of the public transport routes accessible from Symonds and Wellesley Streets. The completion of CRL and implementation of the new public transport network is also likely to lead to an increase in the number of people using public transport to access the UoA.

It is anticipated that, due to these factors, private vehicle use by staff and students will further decrease.

4.2 Travel patterns targeted by Student Centre and Library

The Student Centre and Library, and the proposed facilities, are expected to influence the travel patterns of students and staff using them. The following positive changes are expected:

- An increase in active mode travel demand and the areas surrounding it due to the facilities provided as part of the Project.
- Additional bike parking facilities and 'end of trip' (EOT) facilities.
- Additional pedestrian connections through the university campus, including the proposed direct link through the new plaza to and from Albert Park.

5 COMMUNICATION AND ENGAGEMENT PLAN

A communications and engagement plan to promote travel alternatives to students and staff will be developed and will require the following.

- At least 1 cycling marketing campaign is completed annually.
- Prepare targeted communications for new building occupants, overviewing proposed facilities within the building, immediate adjacencies and public cycling routes in the area.
- In-person activities revolving around supporting the cycling & wider micromobility events, e.g. pop-up maintenance workshops and educational events.
- Continuation of the UoA Bike User Group (and intranet-based group).
- Public information displays.
- Facilities & Security policies, procedures & plans to provide clear instructions on the management of private group transport arriving at the building.
- Staff and student surveys to measure the mode of travel to the University campuses to understand cycle mode share and trends/sentiments.

This communication strategy and the action plans included in this travel plan will be coordinated and monitored by the UoA Property Services team.

6 ACTION PLAN DEVELOPMENT AND IMPLEMENTATION

The development of an action plan has been undertaken with the intention of promoting safe and sustainable travel choices for staff and students using the Student Centre and Library, to support achieving the Travel Plan's objectives.

The following actions will be undertaken over a period of 5 years and monitored. Some of the described actions have been addressed in the design of the Student Centre and Library, or will be included in the implementation of the development.

6.1 General

- Review the proposed Travel Plan.
- Establish a communications plan.
- Establish a monitoring programme.

6.2 Public Transport

- Public transport incentives are currently available to students through Auckland Transport discounts. It is critical to promote public transport use to students as a preferred travel mode rather than private car use.
- Ensure that bus infrastructure is accessible via pedestrian links from the new building and provide clear wayfinding.
- Maintain information provided on the UoA website regarding public transport availability.

6.3 Pedestrians

- Review of signage or maps to provide clear wayfinding for pedestrians.
- Encourage more pedestrian use and pedestrian trips to and from the Student Centre and Library. The proposed landscaping and streetscape works around the building will significantly enhance the area.
- Maintain information provided on the UoA website regarding getting around campus.
- Review of the pedestrian facilities connecting to and at the Symonds Street/Alten Road intersection to ensure pedestrian desire lines are being provided for in a safe and accessible way.

6.4 Cycling

- Provision of bike parking facilities and end-of-trip facilities as part of the Student Centre and Library.
- Continue to promote and provide access to secure bike parking facilities throughout the city centre campus.
- Clear communication regarding the proposed and existing cycle parking and end-of-trip facility locations throughout the UoA campus. Information regarding bike parking is currently available on the UoA website.

- Further develop the draft Strategic Cycling Plan. At this stage, the document is still a draft internal document but may be made available to students and the public.

6.5 Private Vehicles

- There are no new car parking spaces being provided by the development, thereby not encouraging any further private car trips.
- Clear communication regarding the availability of accessible parking spaces in OGGB and accessible routes to the Student Centre and Library from the parking building.
- Maintain information provided on the UoA website regarding parking availability.

6.6 Taxi/Car Share use

- We acknowledge that there will be occasions where Ubers or taxis may pull into Princes Street to do pick-ups/drop offs. The proposed loading area on Princes Street, in front of the new building, will cater for this.

6.7 Carpooling

- The review of current parking arrangements at OGG parking building and promotion of the benefits to staff and students.

7 MONITORING PROGRAMME AND TRAVEL PLAN REVIEW

Regular monitoring of the effectiveness of the Travel Plan will be undertaken to gauge progress toward travel behaviour targets. The monitoring programme will involve the collection of the following data at yearly intervals. Once the targets have been met, monitoring can be done on a bi-annual basis. Monitoring will be undertaken at the same time each year.

Monitoring will include:

- a review of bicycle parking demand surrounding the building and within Sector 300 (bike parking occupancy),
- a travel survey of staff and students, and
- a review of the utilisation of the OGG parking building (car parking occupancy).

Following the results of the monitoring programme, the Action Plan will be reviewed to assess the success of actions undertaken and progress towards achieving the Travel Plan's objectives. The review will be an opportunity to identify where further success can be leveraged and where additional focus is needed to achieve the targeted travel behaviours. The review should also set appropriate targets for the next travel plan period.

This formal review process provides a basis for periodic structured analysis of the effectiveness of the Travel Plan and will include

- a review of the latest monitoring programme results
- a review of the Action Plan and commentary on the results of any implemented actions

- discussion of any operational issues regarding the implementation of travel plan actions and identified actions to resolve identified issues
- establishing measures and initiatives to be investigated/implemented within the following review period to achieve the improved travel mode shares and reduce peak hour traffic volumes.