

University of Auckland
Student Centre and Library

Draft Construction Traffic Management Plan

October 2026

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SUMMARY OF OUR ASSESSMENT

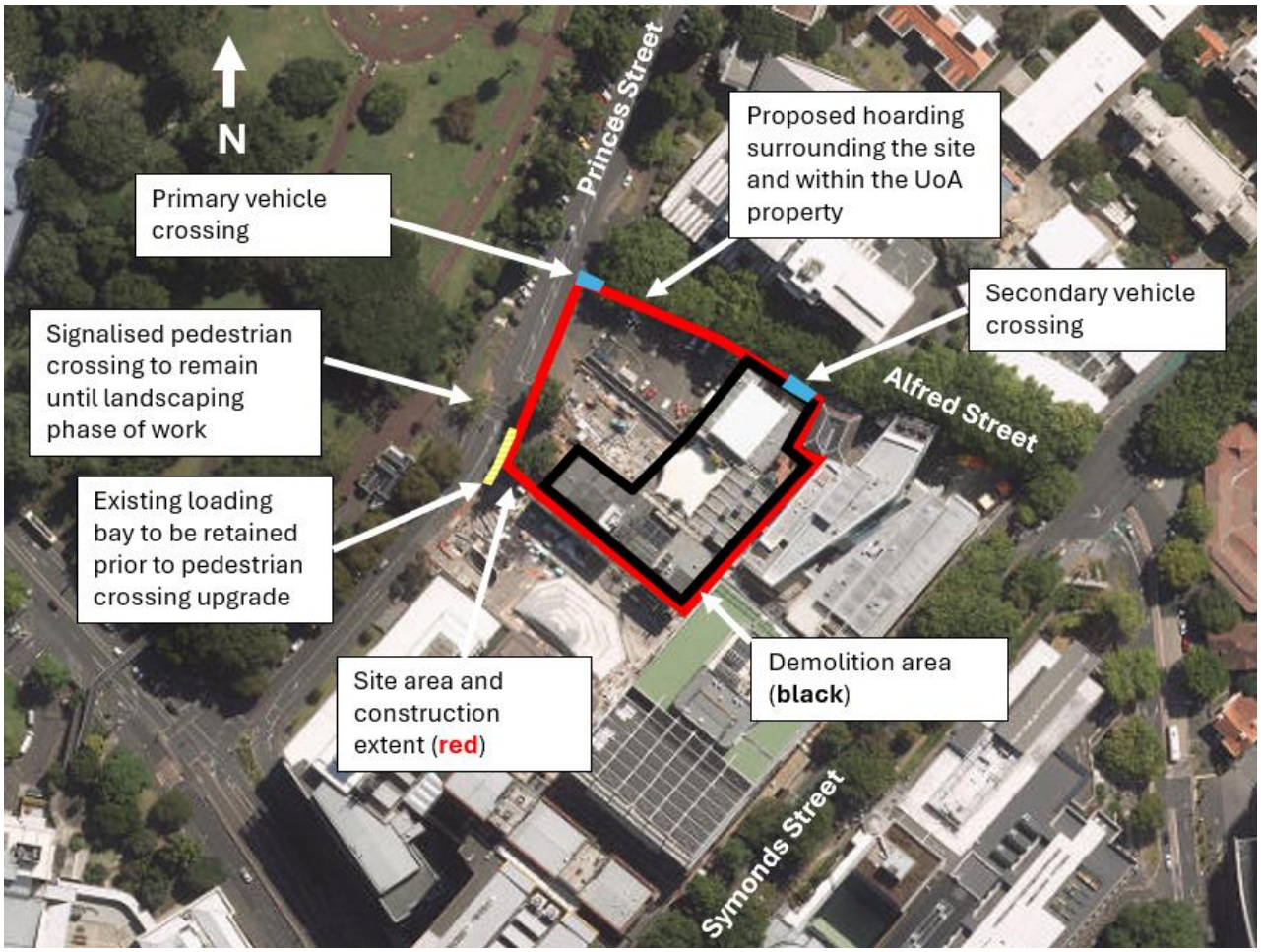
This Construction Traffic Management Plan (CTMP) covers the proposed demolition of the existing Student Union complex (B311 and B312) and the subsequent construction of a Student Centre and Library on the corner of Princes Street and Alfred Street, within the UoA city campus. It outlines how construction 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 S1.

Figure S1: Site extent of the Proposal



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.

Enabling works are expected to take place from May 2027, with demolition works from August 2027 to February 2028, with construction following 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 (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.
- 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.

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APPENDIX A VEHICLE TRACKING PLANS

1 INTRODUCTION

This Construction Traffic Management Plan (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.

The new building comprises 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, and a total floor area of 23,859 m^2. There are currently 2 buildings on the Site, which will be demolished. A portion of the Site is also unoccupied and is currently used for parking and construction equipment.

While the detailed construction programme associated with these works has yet to be developed, the scope of work, from a transport perspective, will include the following:

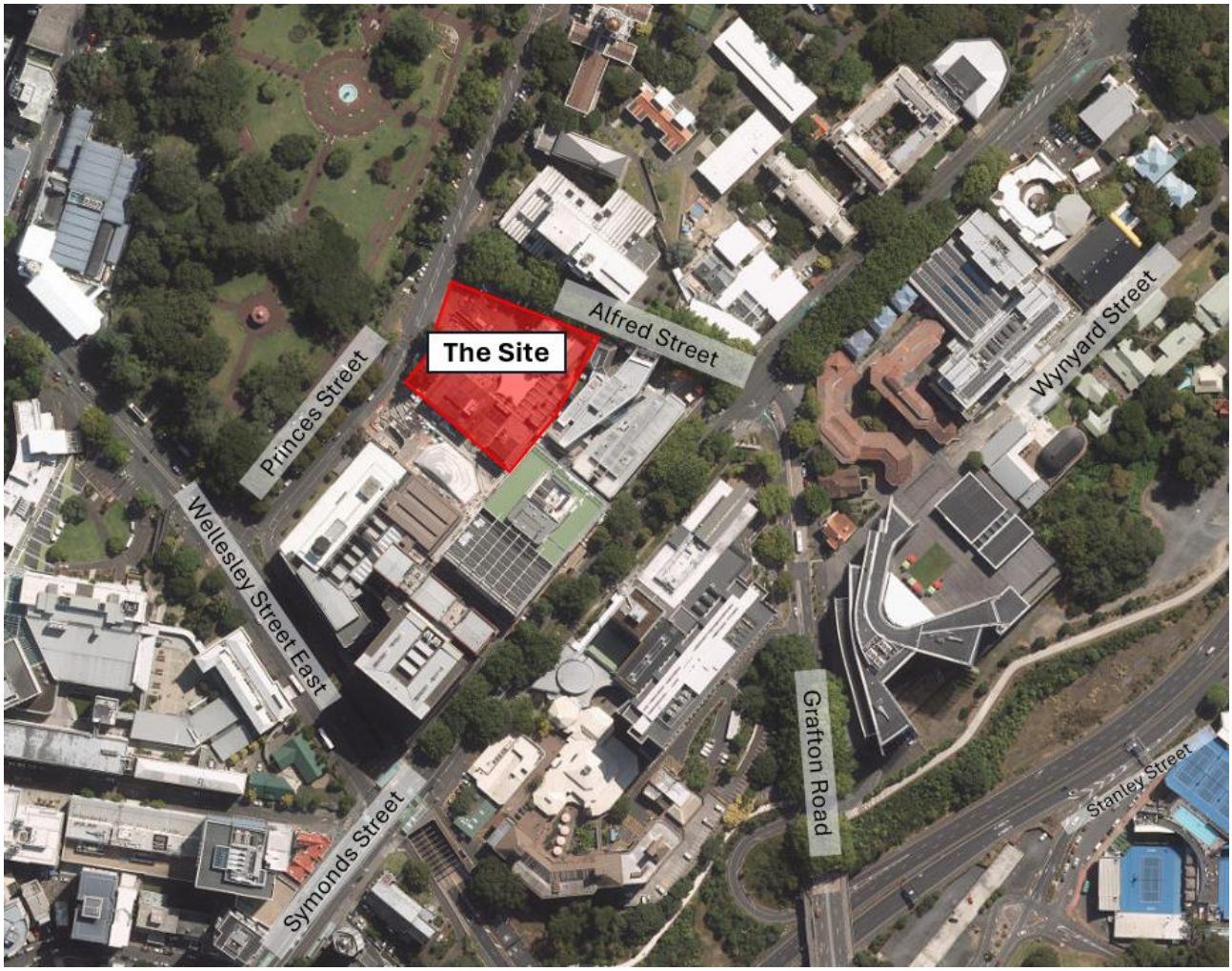
- Demolition of existing buildings
- Construction of new building.

It is intended that this CTMP will outline the overall strategy associated with the management of construction traffic during the demolition and construction process, and that this CTMP will form the basis for the development of a detailed CTMP, undertaken by the contractor once appointed.

2 SITE LOCATION AND SURROUNDING ROAD NETWORK

The Site is located in the Auckland University city campus, on the corner of Princes Street and Alfred Street, as shown in Figure 1.

Figure 1: Location of the site



2.1 Surrounding Road Network

Figure 2 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[1] and a speed limit of 30 kph. 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 a limited general through traffic.

[1] Auckland Transport traffic counts, www.mobileroad.org (May 2024).

Figure 2: Surrounding Road Network (Source: GoogleEarth)



Figure 3 depicts a cross-section of Princes Street and its characteristics as follows.

- Footpaths on both sides of Princes Street; immediately outside the Site, this footpath measures between 3 m and 4.5 m in width. Currently, cars park illegally on the footpath.
- 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
- Wide traffic lanes in both directions, which exceed 4 m in width
- A signalised midblock crossing located directly in front of the Site.

Princes Street, being the predominant vehicle access to the Site, is accessed via Waterloo Quadrant to the north and Wellesley Street to the south. The state highway network, with connections to SH1 and SH16, is located to the east of the Site, primarily accessed via Alten Road, Wellesley Street and Grafton Road.

Figure 3: Princes Street Cross Section



Alfred Street is situated immediately to the north of the proposed demolition site and is signed a 'pedestrian mall only'. This is used only by university-related service vehicles and the Outer Link bus route. It accommodates less than 1,000 vehicles per day[2] with a speed limit of 10 kph. A cross section of the street is shown in Figure 4, depicting the one-way thoroughfare and the existing street furniture.

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) with several bus services and nearby bus stops. It accommodates some 12,000 vehicles per day[3] with a speed limit of 30 kph.

[2] Auckland Transport traffic counts, www.mobileroad.org (June 2025).
[3] Auckland Transport traffic counts, www.mobileroad.org (June 2024).

Figure 4: Cross-section of Alfred Street



3 THE PROPOSED WORKS

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).

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.

3.1 Demolition

It is likely that demolition will occur in two phases

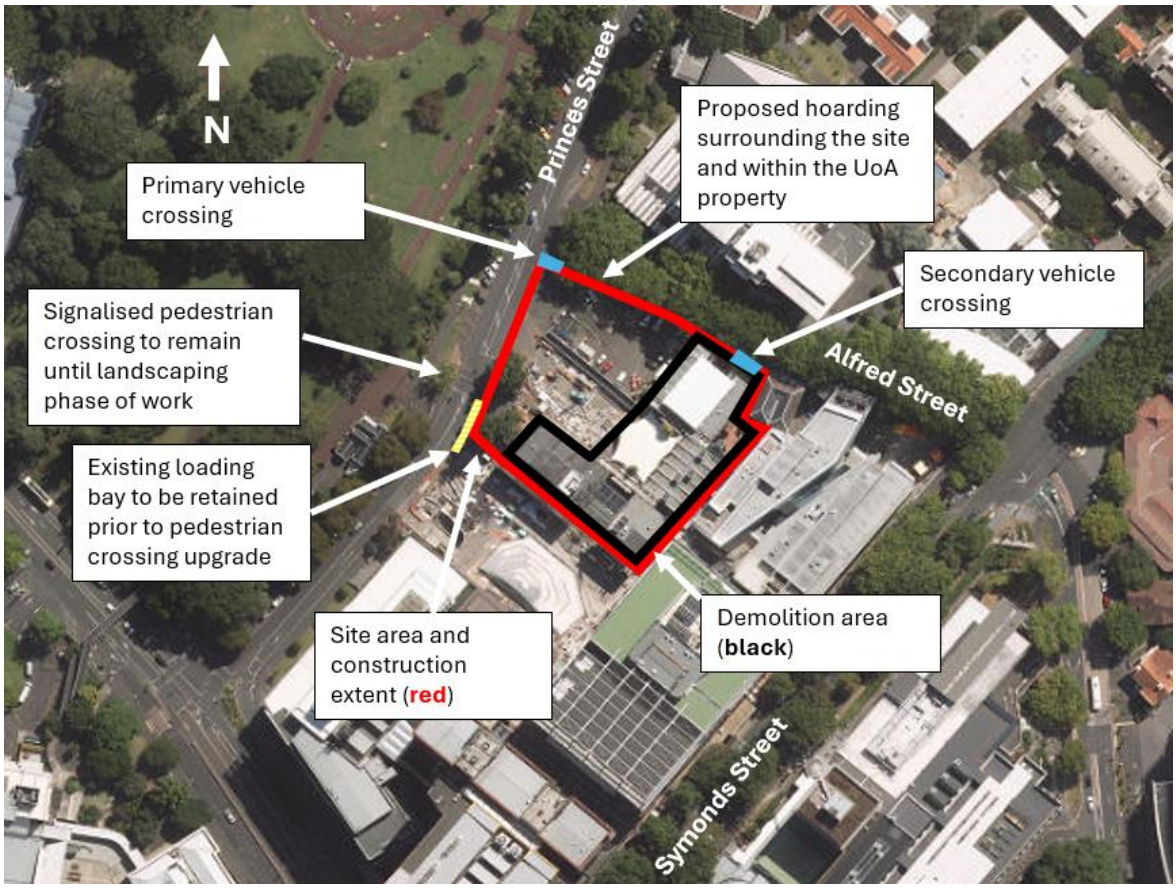
1. Initial phase of soft-demolition, with works confined to the interior of the existing buildings
2. Hard-demolition will involve the use of heavy machinery to carefully remove the structure.

It is likely that the hard-demolition phase will occur during the semester break in late 2027, when traffic and pedestrian numbers along Princes Street are lower compared to normal semester terms.

Figure 5 illustrates the proposed access to the Site and the proposed hoarding to be erected around the Site during the works.

Access to the Site will be made via both the Princes Street and the Alfred Street site access points. All demolition work, including the storage of equipment and materials, will take place within the boundaries of the University property.

Figure 5: Proposed extent of works and site hoarding



3.2 Project phases

Table 1 outlines the project phases.

Table 1: Project phases

Project Phases	Duration	Indicative start date
Enabling Works	1.5 months	May 2027
Demolition	7 months	Soft demolition August 2027
		Hard demolition November 2027
		Complete demolition February 2028
Retention, Excavation and Substructure	10 months	June 2028
Superstructure	13 months	
Envelope	12 months	
Fitout	22.5 months	
External Works and Landscaping (within the Site)	6.5 months	

The key milestones for the Project are indicated in Table 2.

Table 2: Key Milestones

Milestone	Indicative date
Commence enabling works and critical services investigation / relocation	May 2027
Commence soft demolition	August 2027
Commence hard demolition (following examinations)	November 2027
Complete demolition / clear site	February 2028
Site possession for main construction	June 2028
Commence main construction (from pile works)	July 2028
Complete retention, excavation and substructure	May 2029
Complete superstructure	March 2030
Practical Completion	March 2031
Client Onboarding Complete	July 2031

The hard demolition phase is scheduled between the end of November/December 2027 and February 2028, during the summer semester break, so the noisiest activities fall outside teaching and examination periods.

There is an interval of approximately four months between completion of demolition and site possession for the main construction works, during which the Site will be cleared, secured and largely inactive.

4 TRUCK OPERATIONS

4.1 Loading Areas

Loading and unloading activities for trucks will be concentrated within three primary loading areas. The areas are indicated in Figure 6 and are as follows:

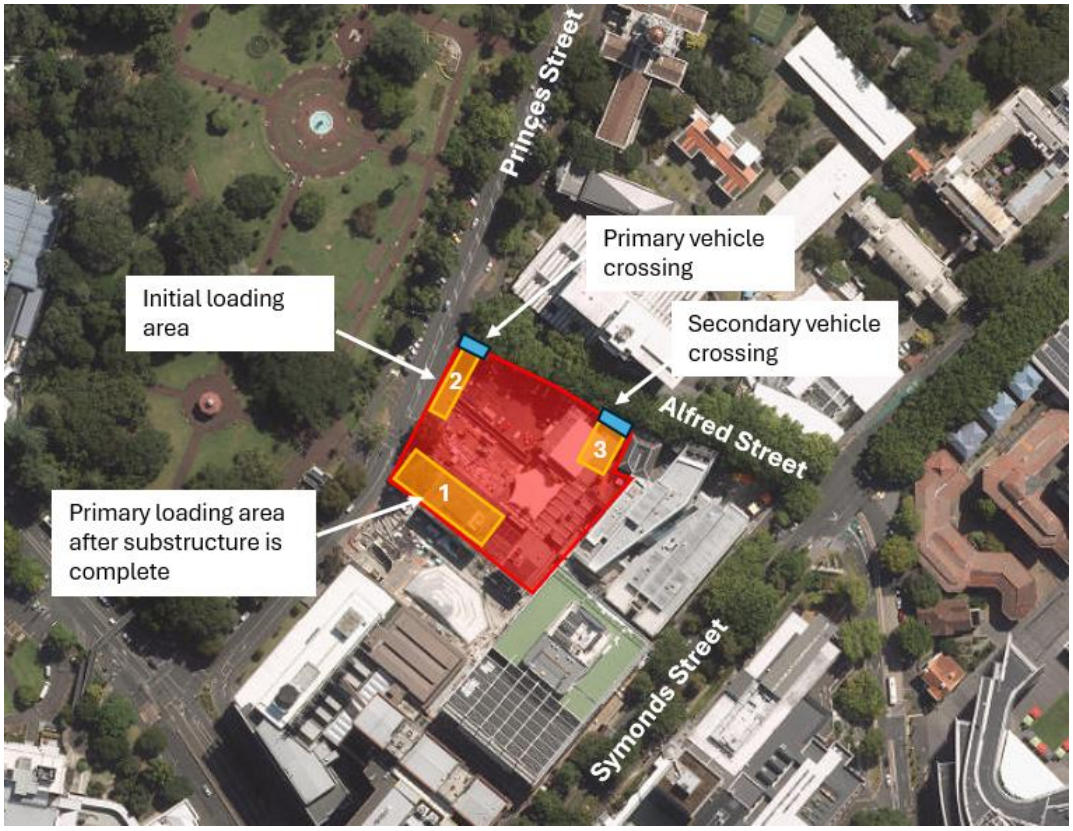
- Loading area 1: Primary loading area within the Site
- Loading area 2: Initial loading bay, prior to substructure completion
- Loading area 3: Loading area primarily during demolition

Loading area 1 will be available once the substructure is complete, allowing large trucks to turn around within the site. A similar situation was used for the HIWA Recreation Centre, which provided a large plaza area for truck deliveries and material laydown.

Prior to this, loading area 2 will be used. During this period, there will be limited space within the Site for trucks to turn around. Trucks will enter in a forward direction and reverse out, under traffic control, onto Alfred Street.

Loading area 3 is accessed via Alfred Street and will be primarily used during the demolition phase.

Figure 6: Loading Areas during construction



4.2 Site access and vehicle crossings

The following are noted with regard to vehicle access to the Site:

- Access to the Site will be made via both the Princes Street and the Alfred Street site access points.
- A maximum of two vehicle crossings are proposed.
- 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).

Appendix A presents the proposed vehicle tracking to and from the Site.

4.3 Typical heavy vehicle routes

Figure 7 demonstrates the proposed heavy vehicle routes to the Site.

- 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
- Importantly, trucks will not travel eastbound on Alfred Street through the busy Symonds Street/Alfred Street intersection
- Over-dimension (OD) vehicles will need to utilise Symonds Street, which is a permitted OD vehicle route.

Figure 7: Proposed heavy vehicle access to Site



4.4 Truck sizes

We have reviewed the proposed truck sizes for each phase of demolition and construction as shown in Table 3.

Table 3: Project phases and largest likely vehicle to access the Site

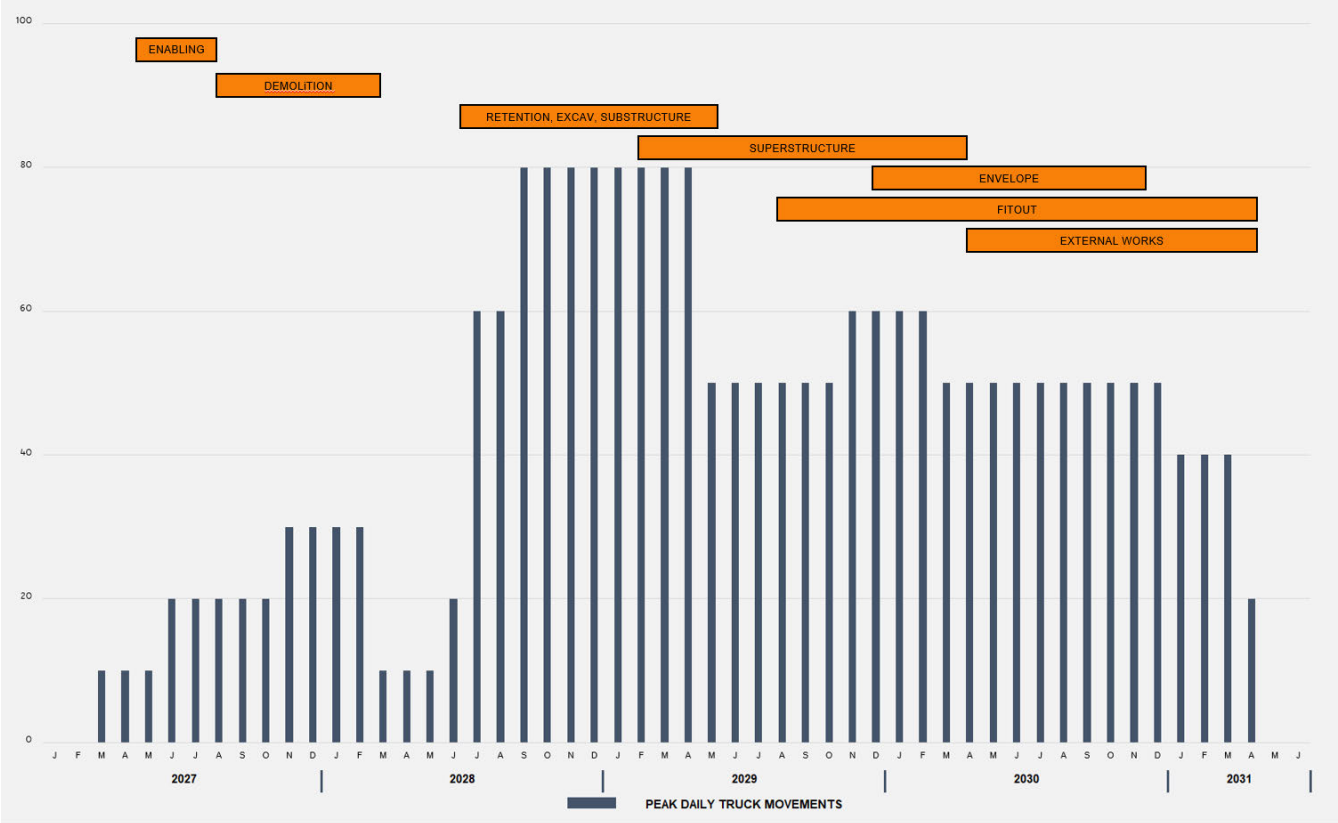
Project Phases	Largest vehicle	Vehicle type	Movement
1a	Demolition, bulk excavation and substructure	Princes Street loading bay – 12.6m rigid, concrete mixer	Reversing from site required
1b	Demolition, bulk excavation and substructure	Alfred Street – 12.6m rigid, concrete mixer	Reversing from site required. Travel northbound on Alfred Street
2a	Remainder of construction – prior to construction of the Tē Tūātea / Plaza	Princes Street loading bay – 19.45m semi trailer, concrete mixer	Reversing from site required
2b	Remainder of construction including Tē Tūātea / Plaza access	Princes Street loading bay and Tē Tūātea / Plaza – 19.45m semi trailer, concrete mixer	Entry and exit to site in a forwards direction

Appendix A presents the proposed vehicle tracking for each phase of demolition and construction.

4.5 Anticipated truck volumes

The anticipated types of trucks and estimated peak truck movements during each demolition and construction phase are indicated in Figure 8. This figure indicates the proposed daily truck movements per month over the demolition and construction period.

Figure 8: Daily truck movements during each month of demolition and construction (Source: Draft Construction Management Plan – Hawkins)



Based on this

- 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.

At this stage, the truck volumes are only a conservative estimate, as a contractor has yet to be appointed. Typical truck sizes will be predominantly medium and large rigid trucks, with some semi-trailers and oversized loads for large deliveries such as steel beams or trusses.

The above information is taken from the Draft Construction Management Plan ("CMP") prepared during Early Contractor Engagement. This same contractor also led the neighbouring HIWA Recreation Centre construction. Truck volumes during the HIWA Recreation Centre construction were broadly similar, with a peak of 45 trucks per day.

5 PEDESTRIAN MOVEMENTS

During the demolition and construction phases, existing pedestrian routes around the Site will be mostly kept in place with the exception of footpaths in front of the Site, as shown in Figure 9.

Key points with regard to pedestrian movements include the following:

- There will be no pedestrian access through the Site. Students must use the alternative routes via the HIWA Recreation Centre Plaza or Alfred Street.
- A maximum of two vehicle crossings are proposed. The pedestrian footpaths will be closed across both vehicle crossings, removing this potential interaction between pedestrians and heavy vehicles.
- Princes Street footpath will be closed between the existing signalised pedestrian crossing and Alfred Street.
- The existing signalised pedestrian crossing on Princes Street will be kept open for pedestrians until the landscaping and streetscape works occur on Princes Street.
- During the Princes Street streetscape works, the existing signalised pedestrian crossing would be closed to allow streetscape works in front of the Site and improvements at the signalised crossing, as indicated in Figure 10. As part of this phase, an alternative signalised pedestrian crossing will be provided immediately west of the current crossing.
- Alfred Street footpath will be closed on the southern side, and a controlled pedestrian crossing provided across Princes Street (on the eastern side of Alfred Street).

Figure 9: Pedestrian routes during construction

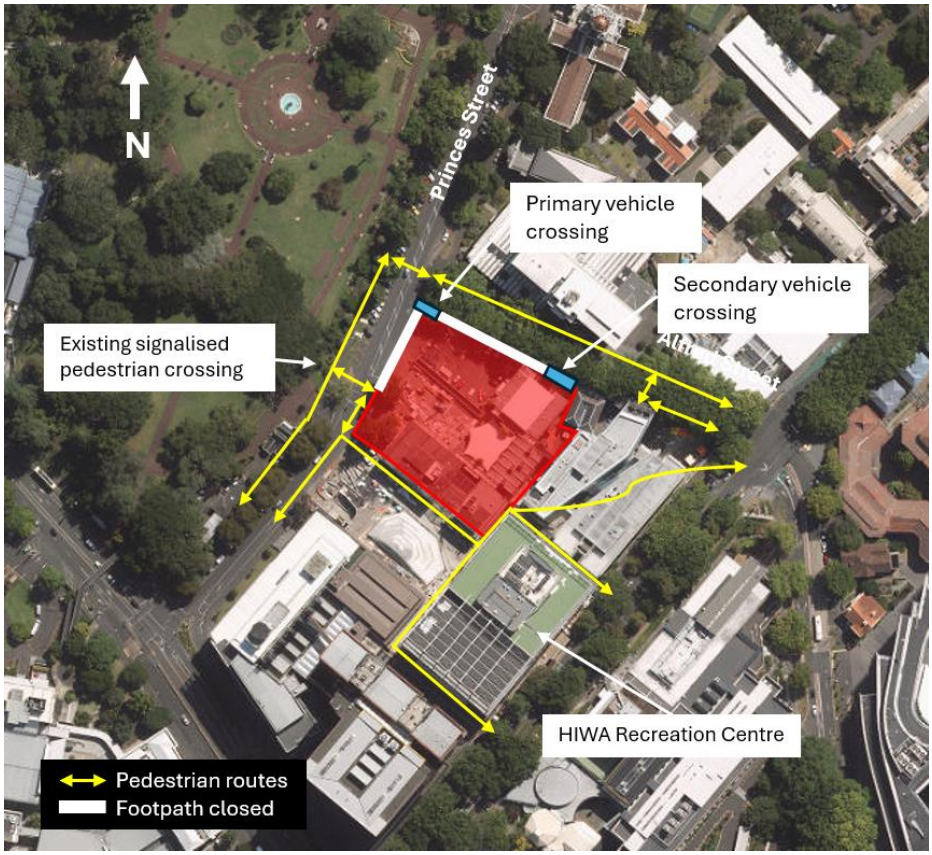
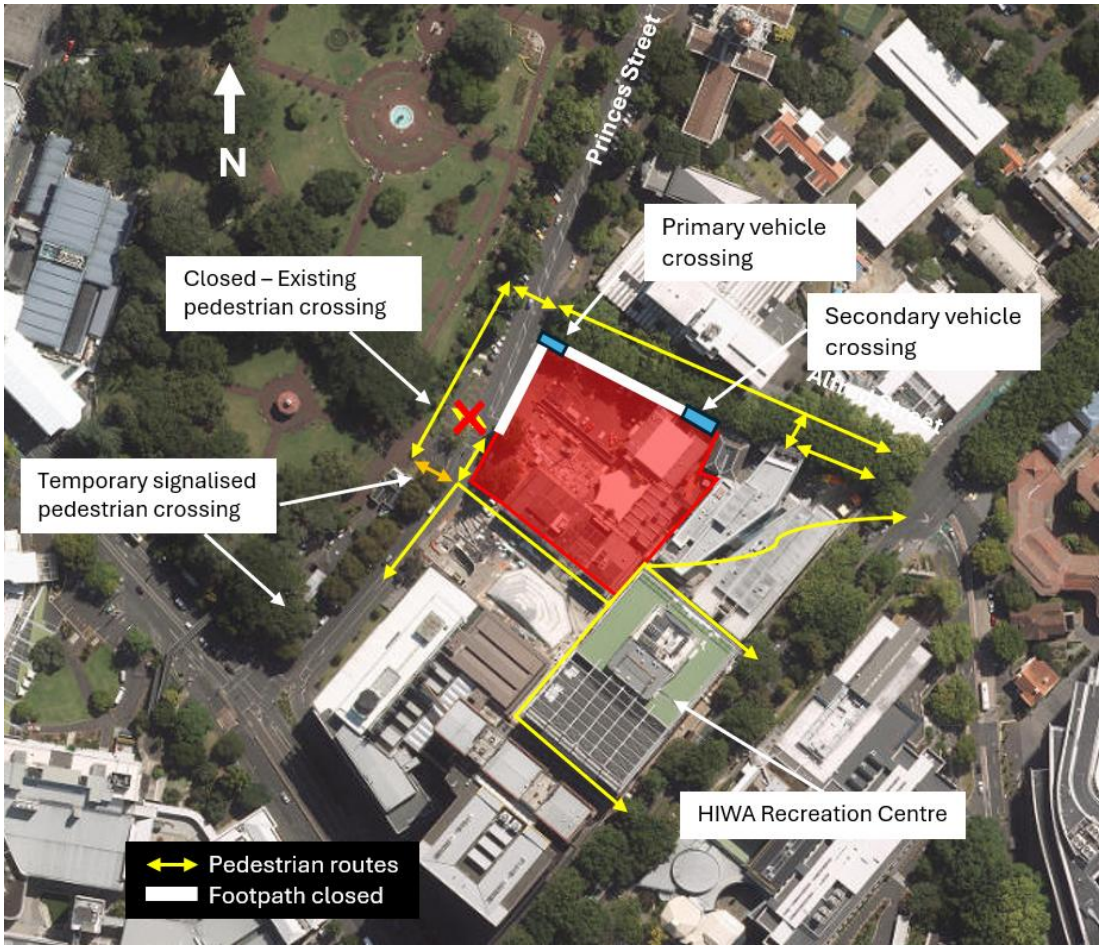


Figure 10: Pedestrian routes during construction



6 HOURS OF OPERATION

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.

Certain activities may be undertaken outside these hours where required to safely carry out the works, maintain programme, or facilitate activities that are best undertaken during periods of reduced traffic and pedestrian activity, including major concrete pours, structural steel deliveries, crane and hoist erection and dismantling, and other critical construction activities.

Any work undertaken outside standard construction hours will be managed in accordance with the approved Construction Noise and Vibration Management Plan (CNVMP), relevant consent conditions and any project-specific out-of-hours approval requirements.

7 BUS SERVICES

7.1 Auckland Transport's proposed changes to bus services

Auckland Transport is proposing to reroute buses away from Alfred Street as part of their City Centre transport plan.

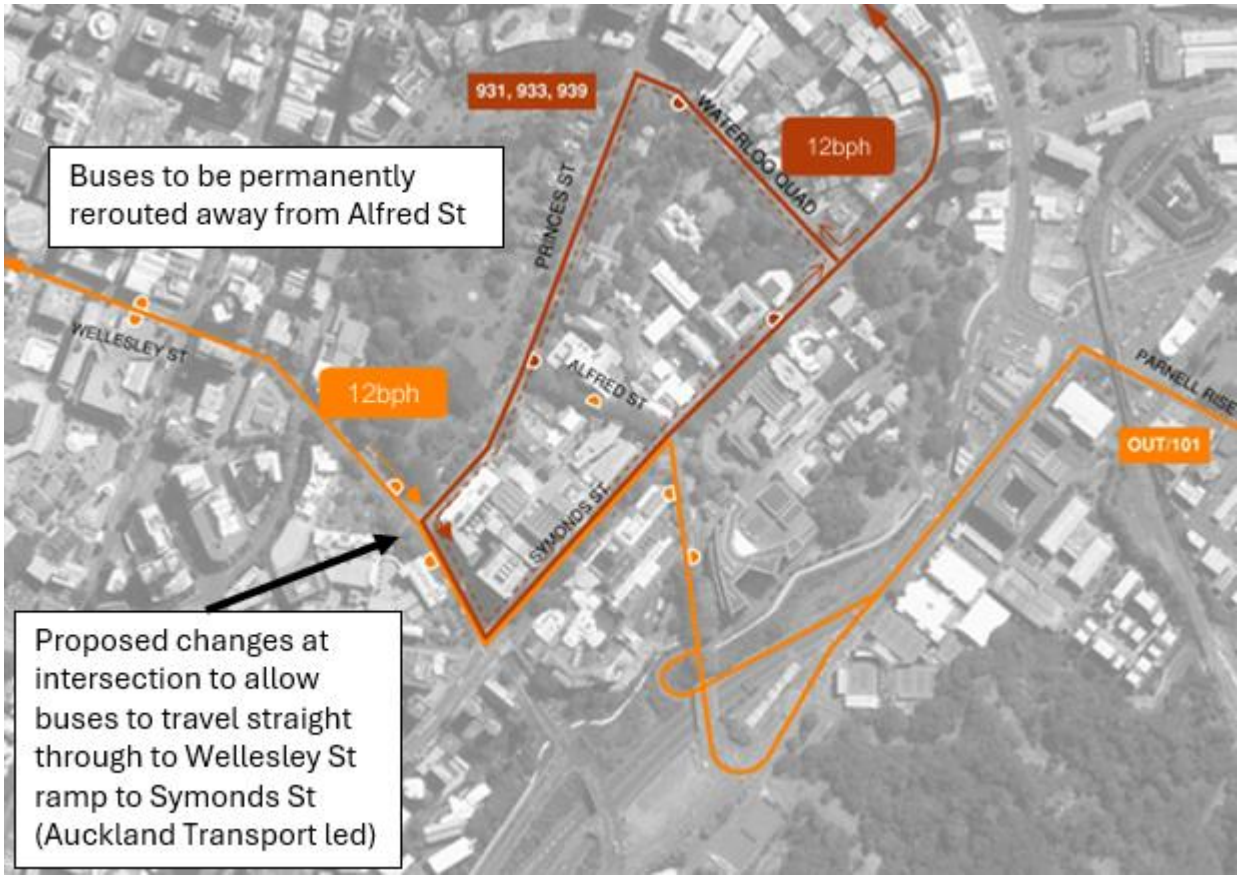
As part of this, Auckland Transport are proposing changes at the Princes Street/Wellesley Street intersection to enable a small number of buses to travel up the Wellesley Street slip lane ramp to Symonds Street and bypass Alfred Street. This will apply to all buses that currently use Alfred Street, being the Outer Link and the out-of-service 930 series.

Figure 11 and Figure 12 indicate the existing and proposed bus routes respectively.

Figure 11: Existing bus services



Figure 12: Proposed bus service changes



The proposed rerouting of buses away from Alfred Street will leave only authorised service vehicles and construction traffic using Alfred Street during construction.

7.2 Bus routes during construction – alternative option

If the proposed bus route changes are not implemented before construction starts, buses can still use Alfred Street during construction as they do now.

The contractor will operate a temporary Stop-Go or traffic signal control at the intersection of Princes Street and Alfred Street. The Traffic Controller will prioritise buses by holding trucks exiting the Site.

A similar temporary traffic operation was used on Princes Street for the construction of HIWA Recreation Centre without issues for buses.

8 PARKING

General staff parking will not be provided within the Site. This is due to limited space and will also help limit the number of vehicles using the site access.

9 TRAFFIC MANAGEMENT MEASURES

The following sections outline the indicative traffic management measures required as part of demolition and construction. 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 commencing.

9.1 Truck access

Access to the Site will be made via both the Princes Street and the Alfred Street site access points. The Alfred Street/Princes Street intersection will be under temporary traffic management during the works to help facilitate access to the Site. This will allow trucks to enter and exit the Site, and also provide a pedestrian crossing across Princes Street (immediately east of Alfred Street).

Figure 13 on the following page indicates the indicative temporary traffic arrangement.

9.1.1 Princes Street vehicle access

During the initial phases of work, trucks will enter the Site via the proposed Princes Street vehicle access and will need to reverse out.

To facilitate safe access at the Alfred Street/Princes Street intersection, an STMS will remotely turn all traffic signals red when a truck enters and exits. Signals will be turned off after the manoeuvre, to keep the traffic flowing normally on Princes Street and Alfred Street.

A similar TMP arrangement was implemented for the HIWA Recreational Centre construction on Princes Street in 2021/2022, whereby temporary traffic signals operated at the vehicle access on Princes Street. This temporarily stopped through traffic while trucks entered or exited the Site. This was agreed with Auckland Transport and led to minimal delays to traffic and the Outer Link bus route.

9.1.2 Alfred Street vehicle access

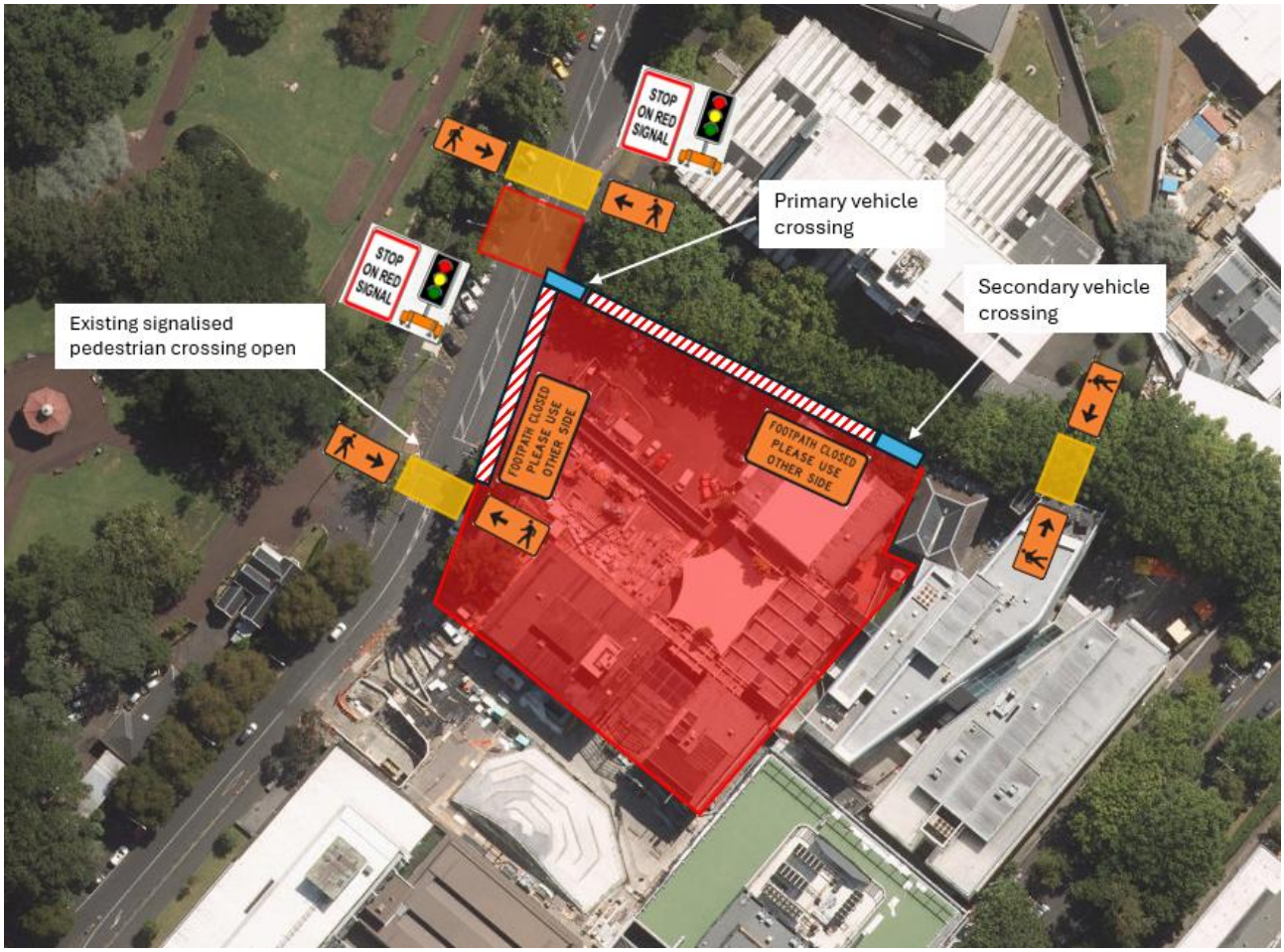
During the demolition phase, trucks will enter the Site via the proposed Alfred Street vehicle access. Trucks will enter in a forward direction but will need to reverse out of the Site and travel northbound on Alfred Street.

9.2 Temporary pedestrian crossings

Sections of the Princes Street and Alfred Street footpaths will be closed between the existing signalised pedestrian crossing and Alfred Street as outlined in Section 5. The following temporary traffic management for pedestrians will be required:

- The existing signalised pedestrian crossing will be kept open for pedestrians until the landscaping phase of the Project, with additional signage in place, as shown in Figure 13.
- The southern side of the Alfred Street footpath will be closed, and a controlled pedestrian crossing will be provided across Princes Street on the eastern side of Alfred Street.

Figure 13: Pedestrian crossing points during construction – Indicative TMP only

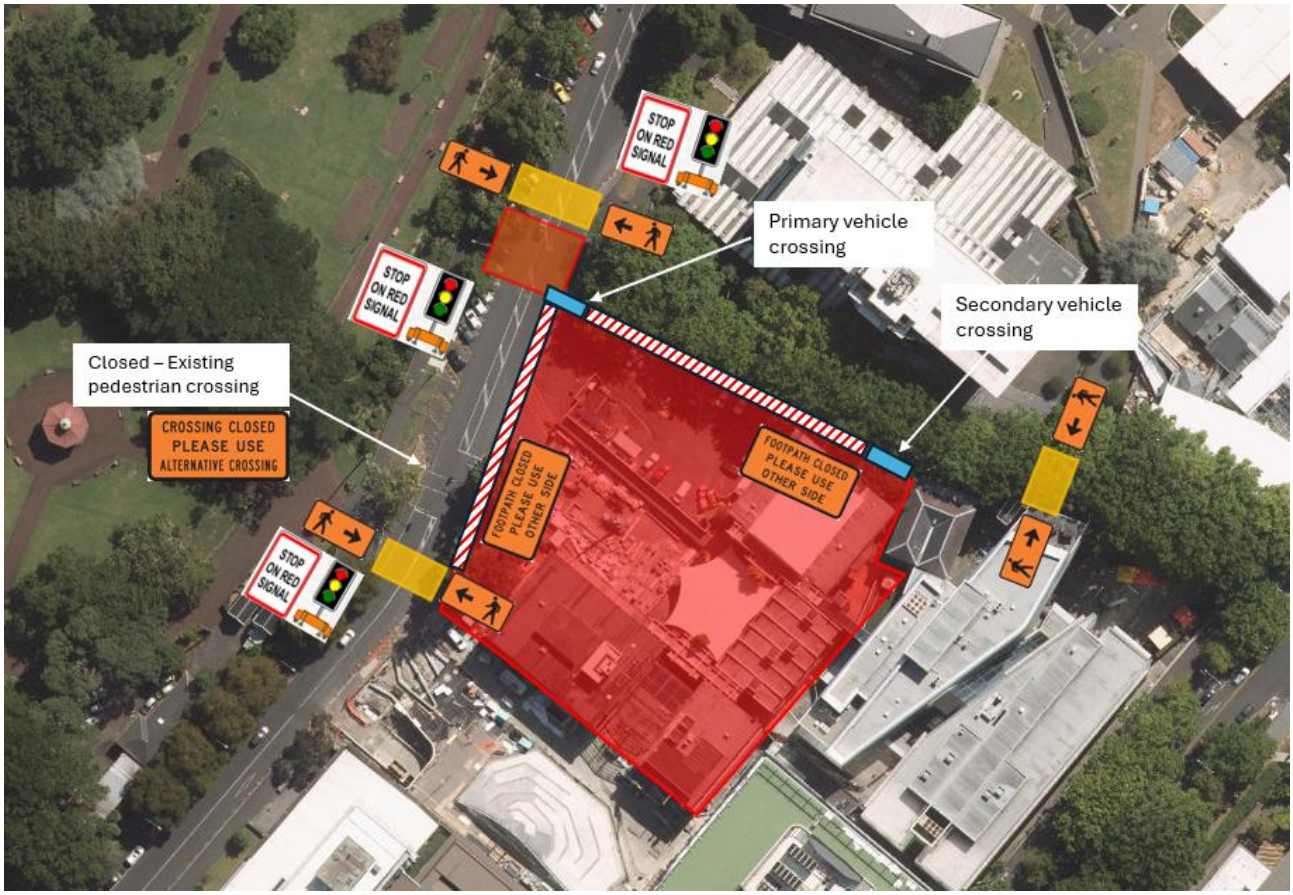


9.2.1 Temporary pedestrian crossings during landscaping and construction of new pedestrian crossing

As part of the landscaping works at the Site's road frontage, it is proposed that the existing signalised pedestrian crossing will be closed and upgraded as part of the streetscape works. During this period, an alternative signalised pedestrian crossing will be provided immediately south of the current one. This will operate in a similar fashion to the existing crossing, providing a safe crossing point between Albert Park and the campus via HIWA plaza. An alternative crossing is also proposed across Princes Street, just east of Alfred Street.

At this stage, the duration of construction for the new crossing and landscaping work at the road frontage is unknown. This phase of work will be undertaken after the main construction phases and can potentially be done during a semester break when pedestrian volumes are lower.

Figure 14: Pedestrian crossing points during landscaping phase of construction – Indicative TMP only



APPENDIX A Vehicle Tracking Plans

ALFRED STREET PEDESTRIAN MALL, ONLY AUTHORISED VEHICLES HAVE ACCESS

EXISTING SOUTHBOUND ONLY FLOW. NORTHBOUND CONTRA FLOW UNDER STOP-GO OR TRAFFIC SIGNAL ARRANGEMENT.

STOP / GO OR TRAFFIC SIGNAL CONTROL

TEMPORARY PEDESTRIAN CROSSING IN COORDINATION WITH STOP/GO OR TRAFFIC SIGNAL CONTROL

PRINCESS STREET

PLANTER BOXES TO BE REMOVED ON EAST SIDE OF ROAD. NO PARKING OR LOADING PERMITTED.



EXISTING SIGNALISED PEDESTRIAN CROSSING TO REMAIN OPERATING

PROPOSED VEHICLE ACCESS

4m MINIMUM WIDTH OF PEDESTRIAN PATHWAY

LOADING

PLAZA

INDICATIVE PEDESTRIAN ROUTE

TREES TO BE REMOVED AS PART OF SITE SETUP

EXISTING FOOTPATH TO BE CLOSED OFF

COMPLETED DURING INITIAL SUPERSTRUCTURE PHASE

INDICATIVE SITE HOARDING

ALFRED STREET

SURVEYED LOCATION OF EXISTING TREES

PROPOSED VEHICLE CROSSING LOCATION. TO BE POSITIONED BETWEEN 2 EXISTING TREES, WITH THE REMOVAL / RELOCATION OF AN EXISTING STREET LIGHT.



EXISTING BUS STOP LOCATION.

TEMPORARY PEDESTRIAN CROSSING

REV	AMENDMENT	DATE OF ISSUE
A	First Issue	14/09/2026
B	Second Issue	21/09/2026

DESIGN: KG | DRAWN: KG
CHECKED: HO | DATE: 21/09/2026
SCALE: 0 32m
1:800 @ A3

CLIENT: UNIVERSITY OF AUCKLAND (UOA)
PROJECT: UOA STUDENT LIBRARY
LOCATION: ALFRED STREET AND PRINCESS STREET

DRAFT

SHEET TITLE: CONSTRUCTION TRAFFIC MANAGEMENT SITE OVERVIEW

DRAWING NUMBER: UOAX063-AS-SK01

SHEET: 01 of 05

REV: A

flow TRANSPORTATION SPECIALISTS
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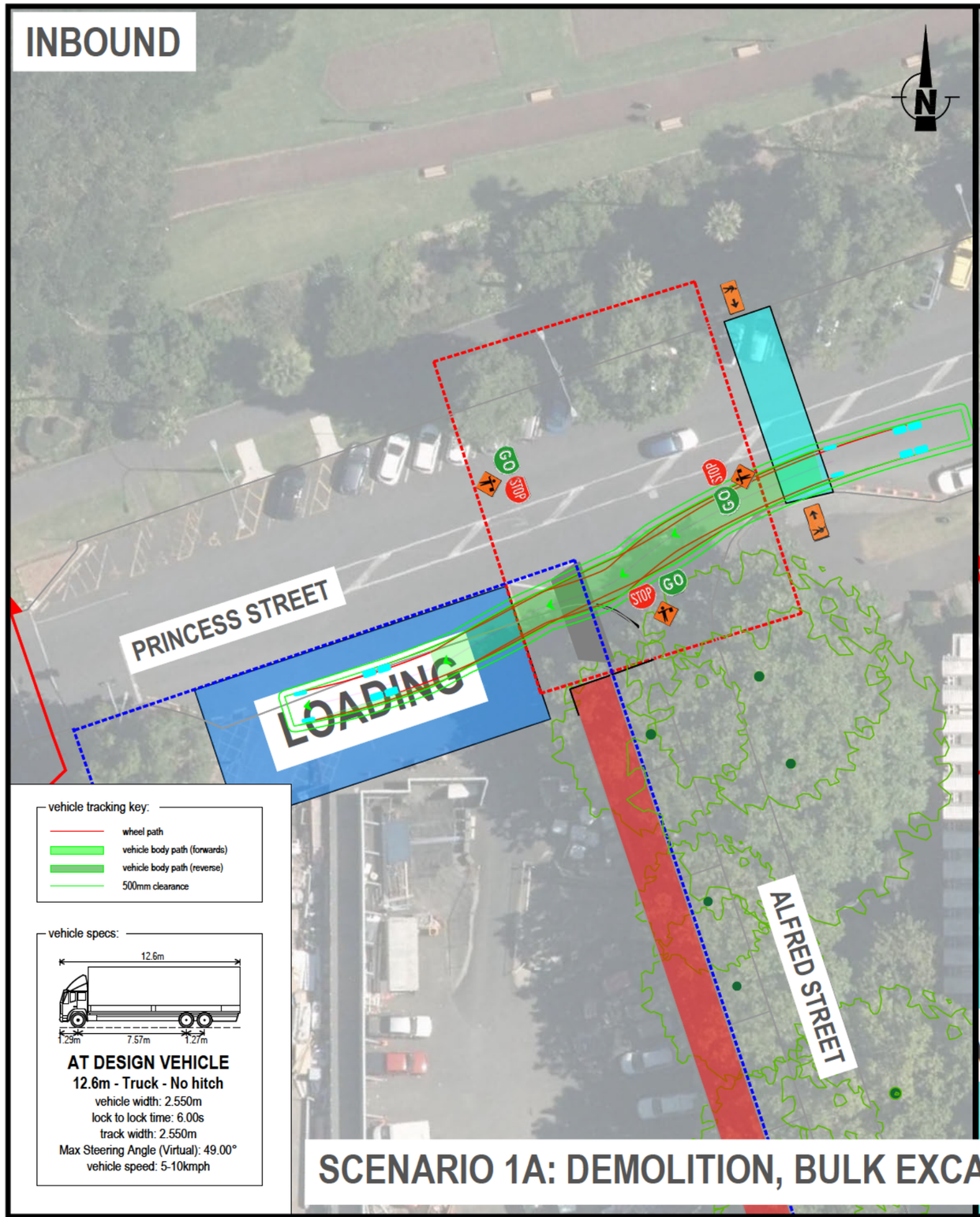

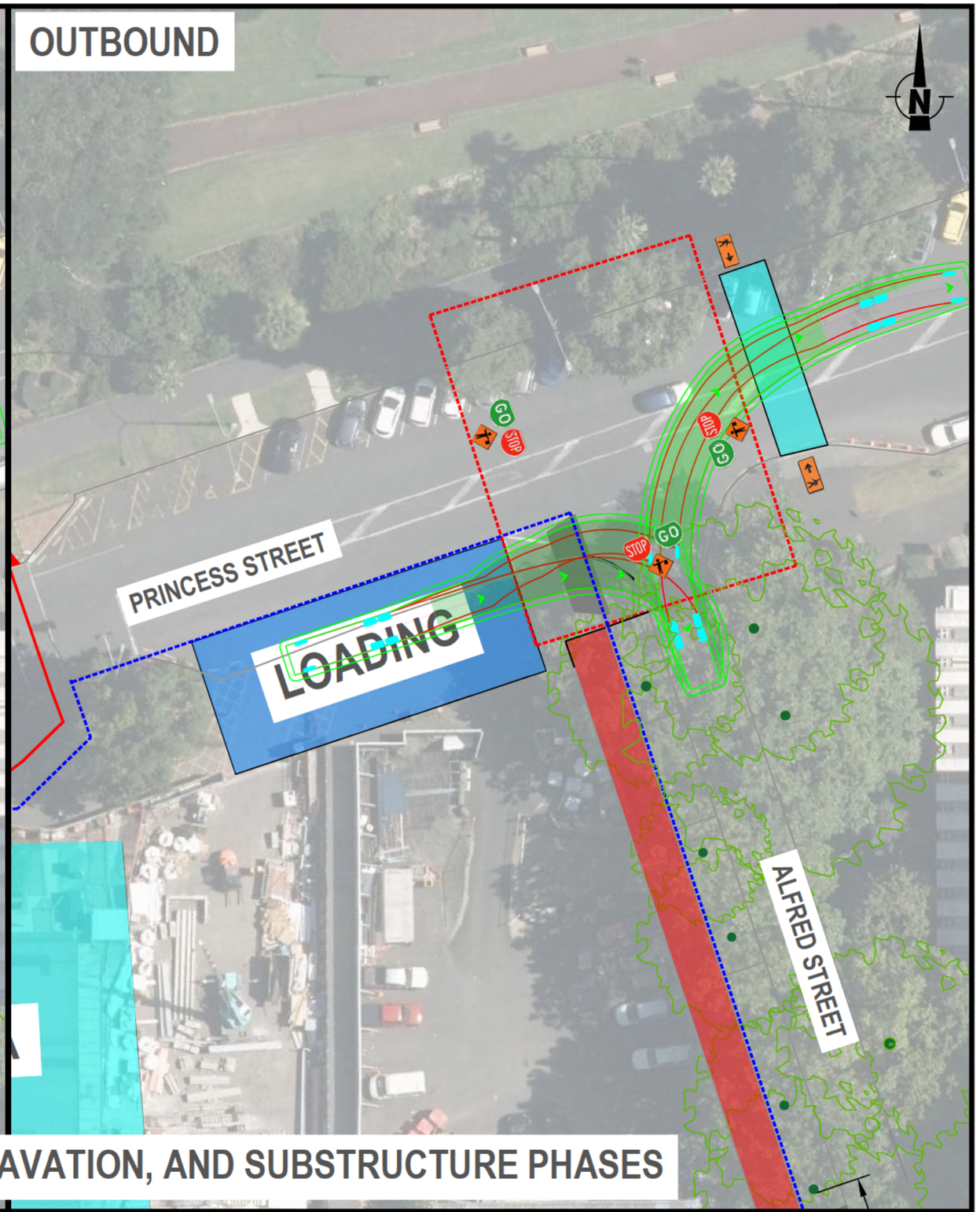

vehicle tracking key:

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

vehicle specs:

AT DESIGN VEHICLE
12.6m - Truck - No hitch
vehicle width: 2.550m
lock to lock time: 6.00s
track width: 2.550m
Max Steering Angle (Virtual): 49.00°
vehicle speed: 5-10kmph

SCENARIO 1A: DEMOLITION, BULK EXCAVATION, AND SUBSTRUCTURE PHASES

REV	AMENDMENT	DATE OF ISSUE
A	First Issue	14/09/2026
B	Second Issue	21/09/2026

DESIGN: KG | DRAWN: KG
CHECKED: HO | DATE: 21/09/2026
SCALE: 0 16m
1:400 @ A3

CLIENT: UNIVERSITY OF AUCKLAND (UOA)
PROJECT: UOA STUDENT LIBRARY
LOCATION: ALFRED STREET AND PRINCESS STREET
DRAFT

SHEET TITLE: VEHICLE TRACKING
12.6M TRUCK USING LOADING BAY

DRAWING NUMBER: UOAX063-AS-SK01

SHEET: 02 of 05
REV: A

flow
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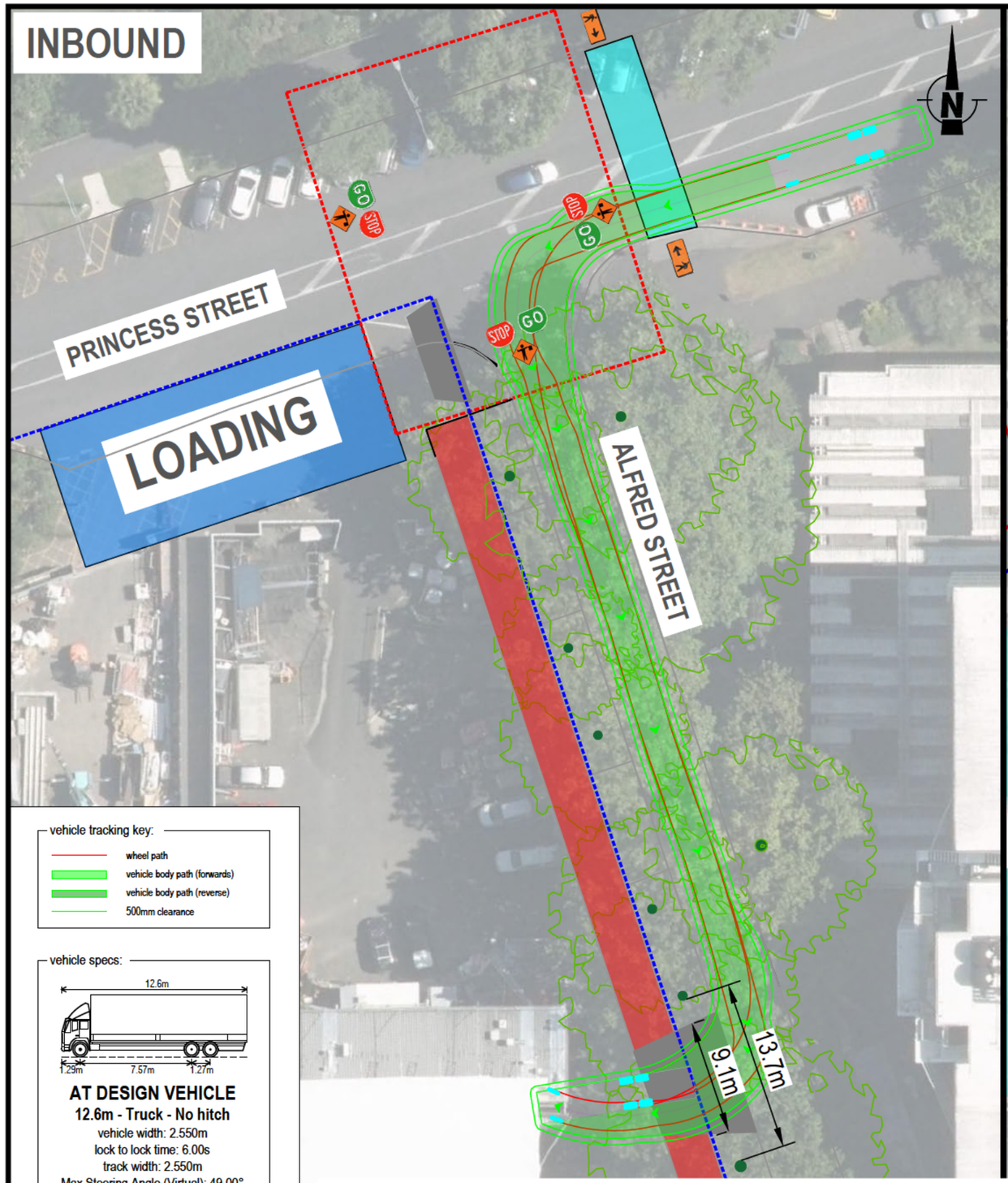

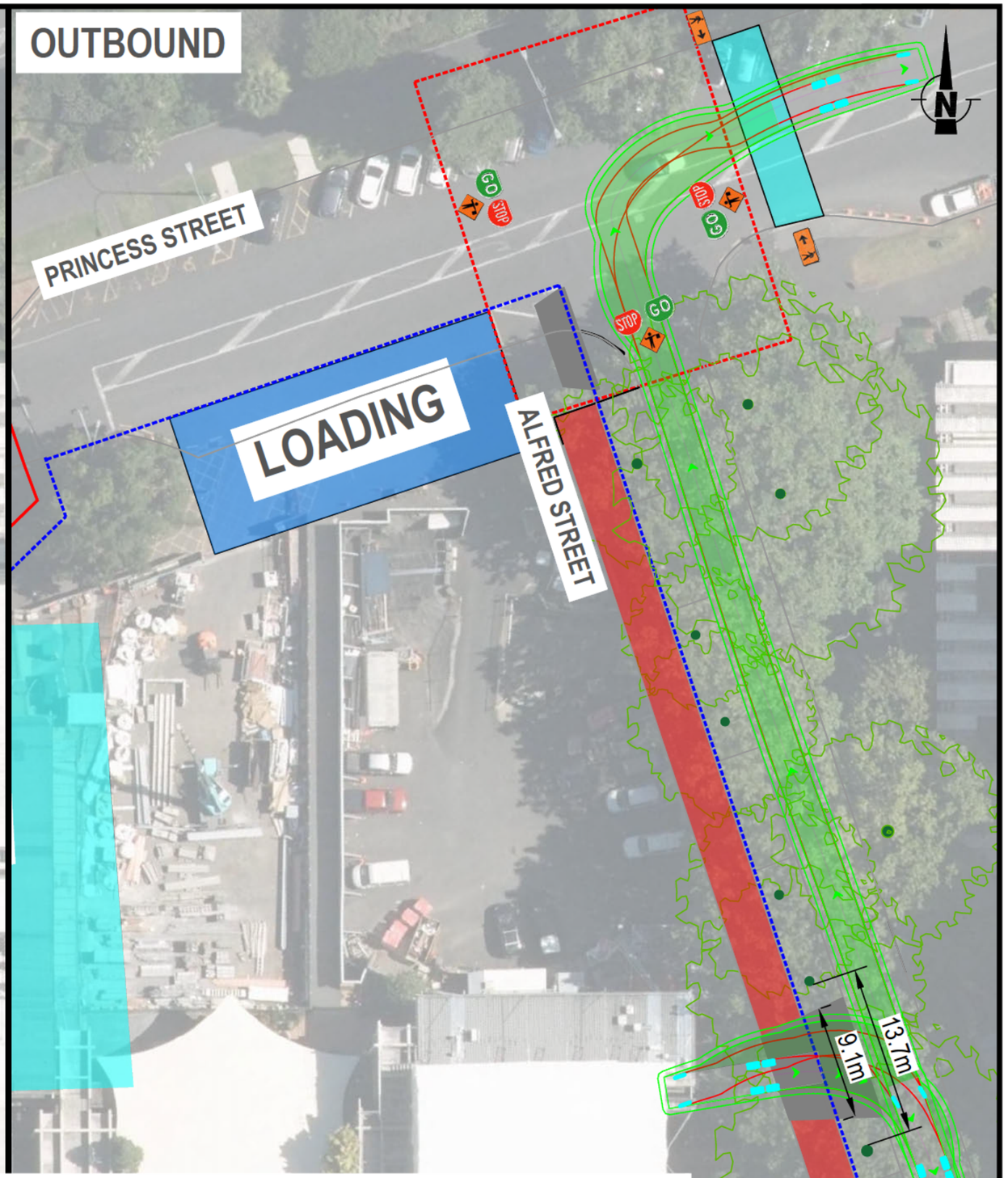

vehicle tracking key:

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

vehicle specs:

AT DESIGN VEHICLE
12.6m - Truck - No hitch
vehicle width: 2.550m
lock to lock time: 6.00s
track width: 2.550m
Max Steering Angle (Virtual): 49.00°
vehicle speed: 5-10kmph

SCENARIO 1B: DEMOLITION, BULK EXCAVATION AND SUBSTRUCTURE PHASES

REV	AMENDMENT	DATE OF ISSUE
A	First Issue	14/09/2026
B	Second Issue	21/09/2026

DESIGN: KG | DRAWN: KG
CHECKED: HO | DATE: 21/09/2026
SCALE: 0 16m
1:400 @ A3

CLIENT: UNIVERSITY OF AUCKLAND (UOA)
PROJECT: UOA STUDENT LIBRARY
LOCATION: ALFRED STREET AND PRINCESS STREET
DRAFT

SHEET TITLE: VEHICLE TRACKING
12.6M TRUCK USING ARFRED STREET ACCESS
DRAWING NUMBER: UOAX063-AS-SK01

SHEET: 03 of 05
REV: A

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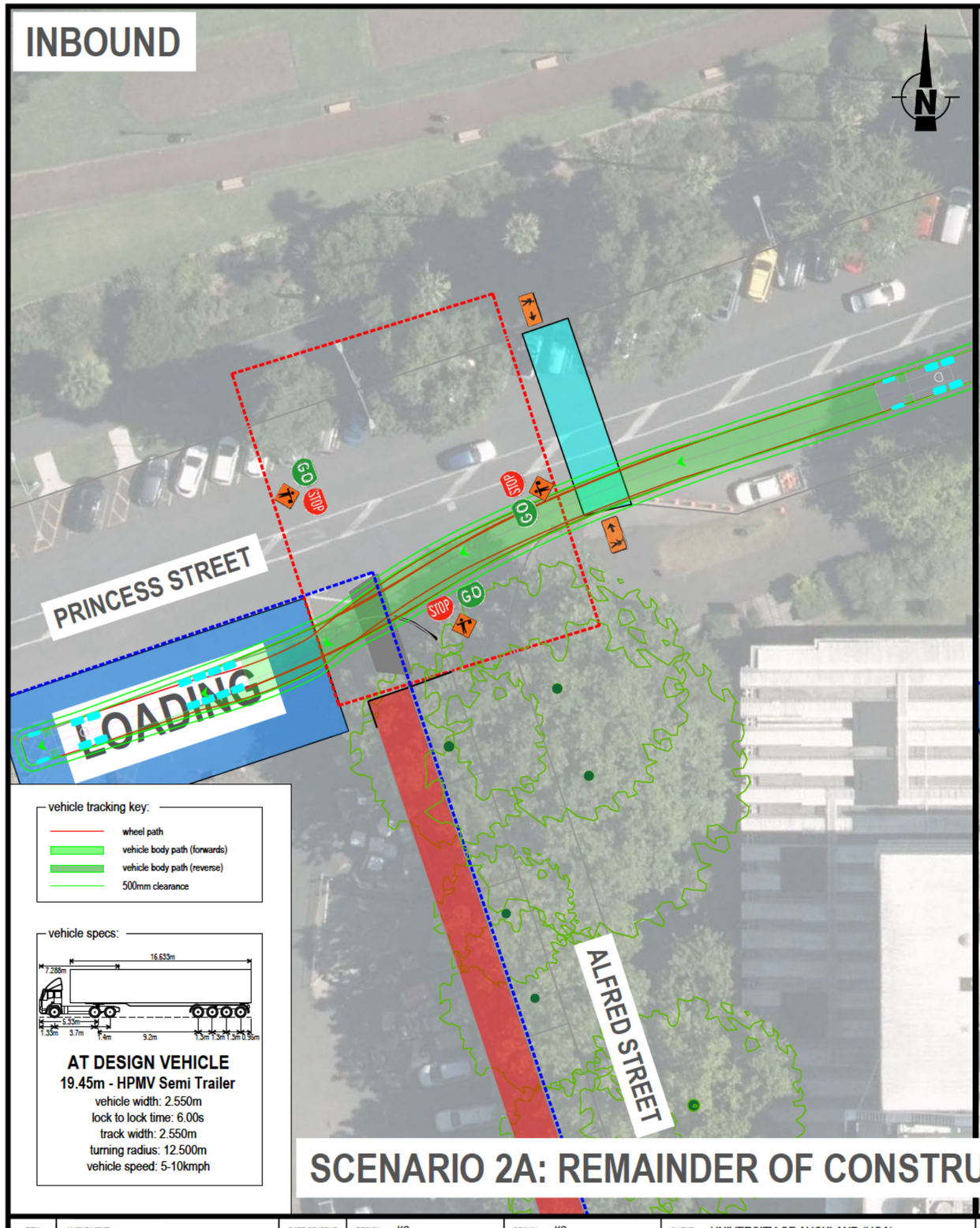

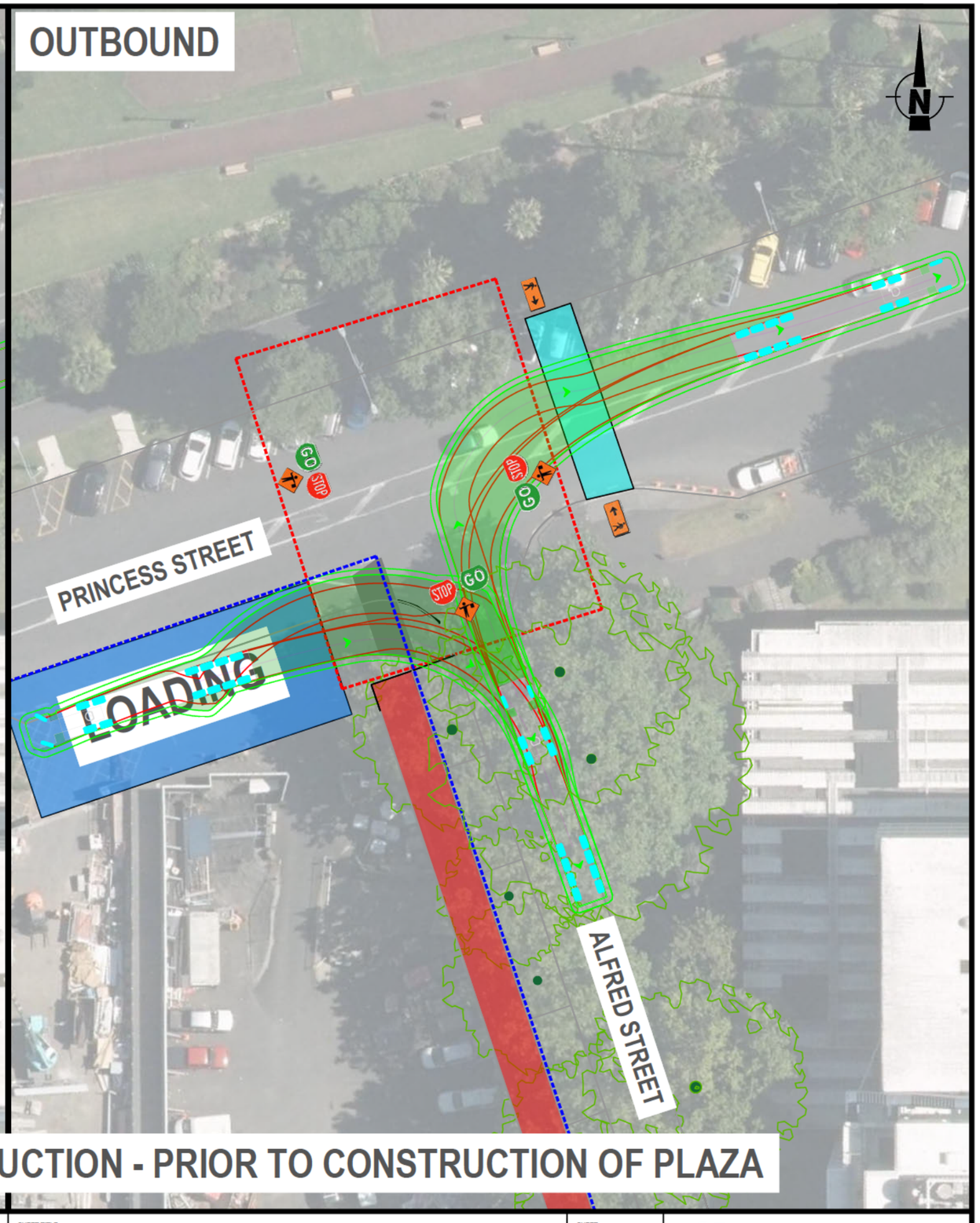

vehicle tracking key:

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

vehicle specs:

AT DESIGN VEHICLE
19.45m - HPMV Semi Trailer
vehicle width: 2.550m
lock to lock time: 6.00s
track width: 2.550m
turning radius: 12.500m
vehicle speed: 5-10kmph

SCENARIO 2A: REMAINDER OF CONSTRUCTION - PRIOR TO CONSTRUCTION OF PLAZA

REV	AMENDMENT	DATE OF ISSUE
A	First Issue	14/09/2026
B	Second Issue	21/09/2026

DESIGN: KG | DRAWN: KG
CHECKED: HO | DATE: 21/09/2026
SCALE: 0 16m
1:400 @ A3

CLIENT: UNIVERSITY OF AUCKLAND (UOA)
PROJECT: UOA STUDENT LIBRARY
LOCATION: ALFRED STREET AND PRINCESS STREET

DRAFT

SHEET TITLE: VEHICLE TRACKING
19.45M SEMI TRAILER USING LOADING BAY

DRAWING NUMBER: UOAX063-AS-SK01

SHEET: 04 of 05
REV: A

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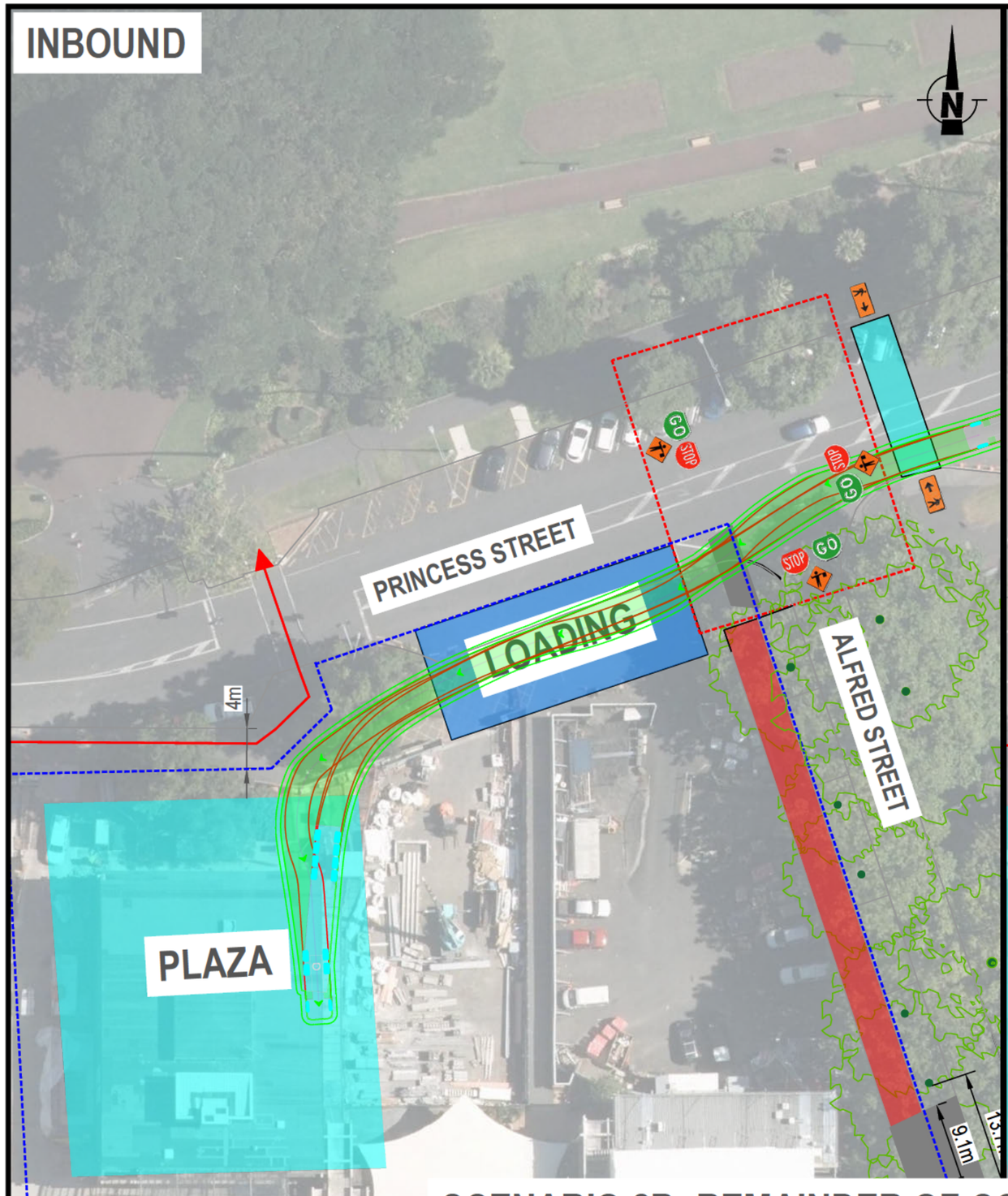

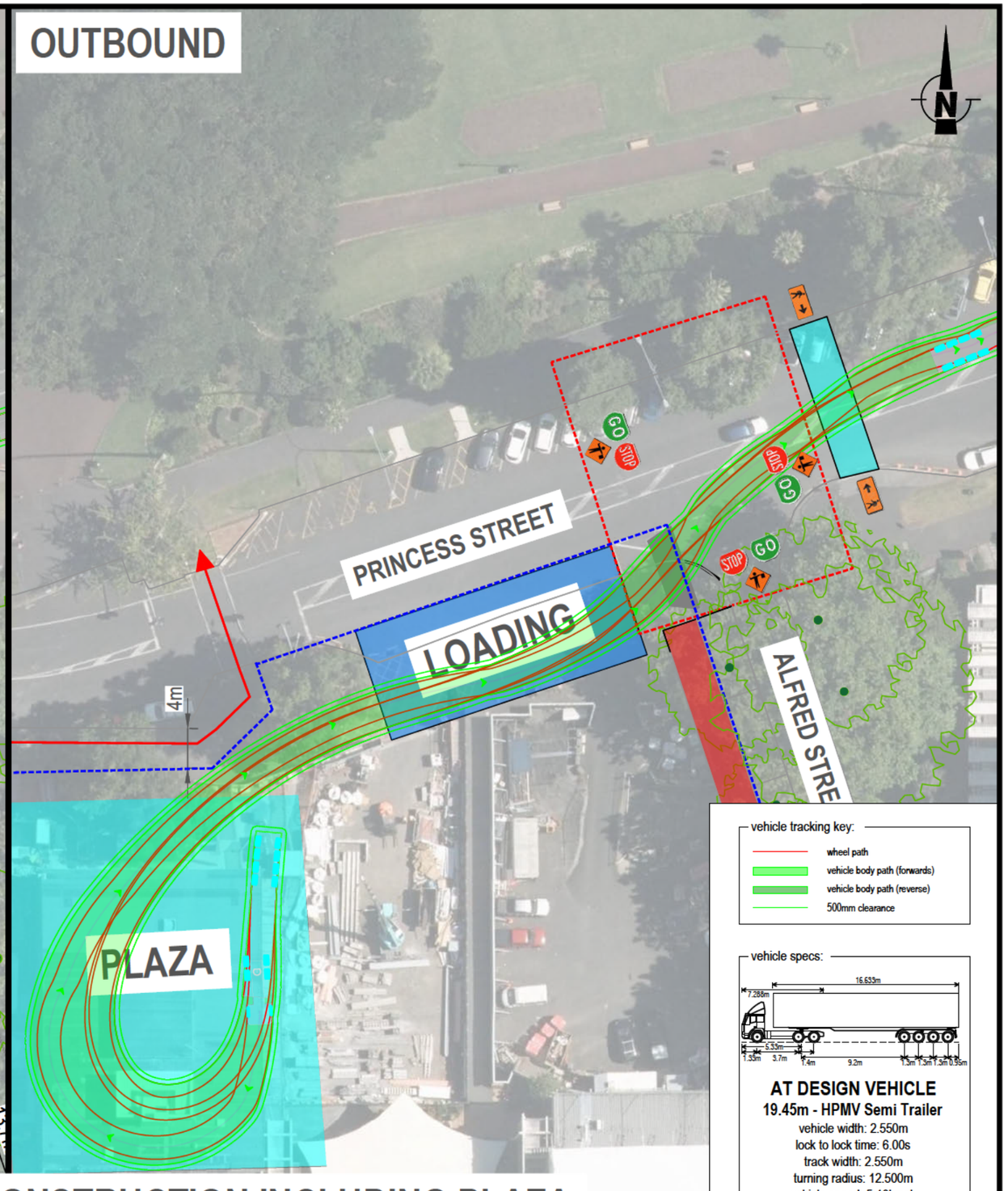

vehicle tracking key:

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

vehicle specs:

AT DESIGN VEHICLE
19.45m - HPMV Semi Trailer
vehicle width: 2.550m
lock to lock time: 6.00s
track width: 2.550m
turning radius: 12.500m
vehicle speed: 5-10kmph

SCENARIO 2B: REMAINDER OF CONSTRUCTION INCLUDING PLAZA

REV	AMENDMENT	DATE OF ISSUE
A	First Issue	14/09/2026
B	Second Issue	21/09/2026

DESIGN: KG | DRAWN: KG
CHECKED: HO | DATE: 21/09/2026
SCALE: 0 20m
1:500 @ A3

CLIENT: UNIVERSITY OF AUCKLAND (UOA)
PROJECT: UOA STUDENT LIBRARY
LOCATION: ALFRED STREET AND PRINCESS STREET

DRAFT

SHEET TITLE: VEHICLE TRACKING
19.45M SEMI TRAILER USING LOADING AT PLAZA

DRAWING NUMBER: UOAX063-AS-SK01

SHEET: 05 of 05
REV: A

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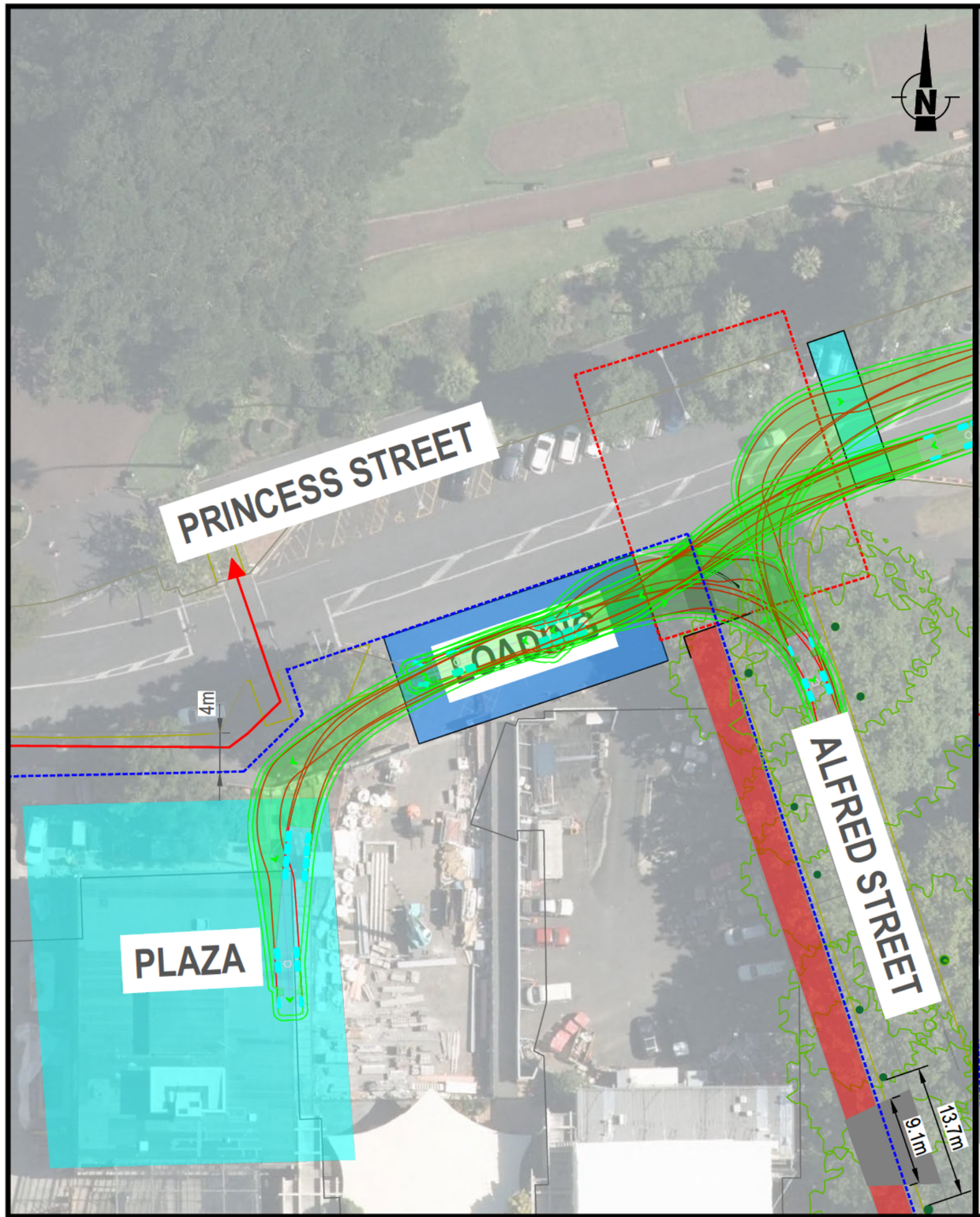

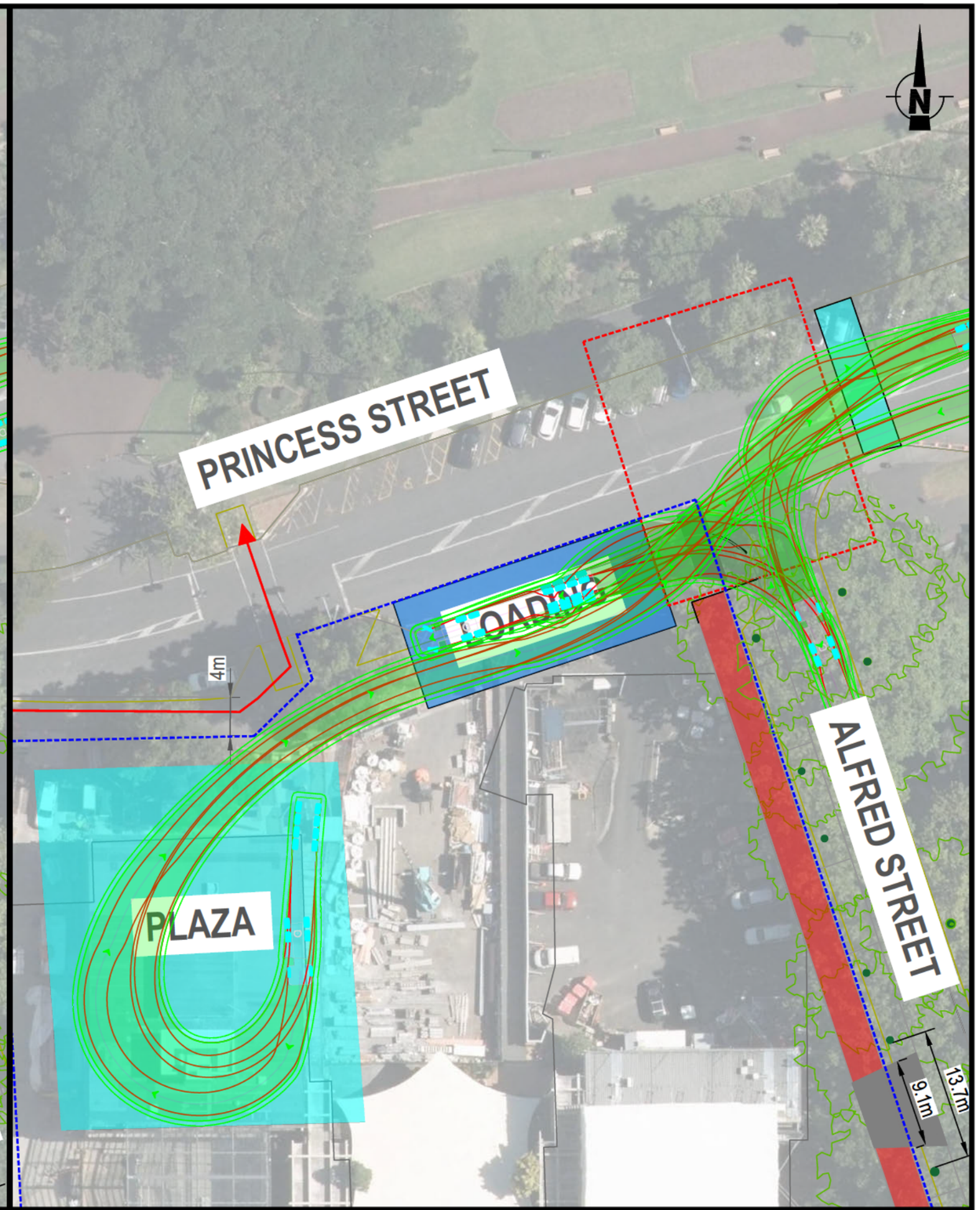

REV	AMENDMENT	DATE OF ISSUE
A	First Issue	14/09/2026
B	Second Issue	21/09/2026

DESIGN: KG | DRAWN: KG
CHECKED: HO | DATE: 21/09/2026
SCALE: 0 20m
1:500 @ A3

CLIENT: UNIVERSITY OF AUCKLAND (UOA)
PROJECT: UOA STUDENT LIBRARY
LOCATION: ALFRED STREET AND PRINCESS STREET
DRAFT

SHEET TITLE: SITE OVERVIEW
SHEET TITLE - LINE 2
DRAWING NUMBER: UOAX063-AS-SK01

SHEET: 06 of 05
REV: A

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