

FILE NOTE

Project	9234 Downtown Car Park Redevelopment
Date	2 April 2026
Subject	Section 67 Request for Information
Prepared	<i>on behalf of</i> Warren and Mahoney Architects New Zealand Ltd
Distribution	Pamela Santos (Barker & Associates)

Arborist		
Item	Information Request	Design Team Response
23	<p>S67 Request for information</p> <p>Four 2000-litre trees on the corner of Quay Street and Lower Hobson Street. The ability to plant trees of this size in this location is dependent on if there are any underground obstructions or existing or proposed services. At present there are both stormwater and wastewater connections in the vicinity of these trees. It is not clear from the information provided if there is a conflict. The area provided also looks fairly small to establish four trees of this species. In comparison, there is an existing Pohutukawa to the north of the proposed planting location that occupies a similar space as the four trees proposed to be planted.</p> <p>I don't see anything within the information provided that addresses if these trees can actually be planted in this location and if the space allowed is sufficient for trees of this size. Please provide details of the ability to plant trees of this size in the space available identifying any below ground constraints.</p>	<p>A desktop review has been undertaken as part of the landscape concept design to consider placement of the proposed large pohutukawa trees and the associated tree pit volumes in relation to survey of existing underground services and the available 'before u dig' and council GIS information as summarised below.</p> <p>Evaluation of required area and volume for the proposed treepits has been based on achieving between 15m³ and 20m³ root volume per tree in accordance with the Auckland Code of Practice for Land Development and Subdivision, chapter 7: Landscape, table 4, Page 41. The tree pit construction is expected to consist of structural soil cells to form the root volume with root barriers and drainage as required</p> <p>1No. large Pohutukawa tree has been proposed within an existing planter where currently two small trees have been located (only one currently exists). The current tree pit root volume is unknown however should this treepit require reconstruction initial review suggests there is adequate space up to 20m³ within the area of the existing planter and extending below the current pavement and clear of the existing stormwater line that runs under the west of the planter. No loss of footpath is anticipated with a new tree pit to be constructed of rootcells where under the footpath.</p> <p>This tree pit is located within road reserve and would require approval from the Auckland Transport and the street tree asset owner.</p> <p>3No. further large Pohutukawa are proposed in the area south of the existing stairway to the pedestrian bridge (following removal) and the end of the M Social site currently planted with low vegetation and a series of stone boulders. Zones have been identified between existing identified services suitable to provide adequate treepit volume and up to 60 m³ in this area noting that these span the property boundary between the road reserve and M Social and extend under the footpath to achieve 20m³ per tree Should construction of the treepits be required to occur only within the M Social property then it is estimate that 15 m³ per tree could still be achieved</p>

	<p>It is noted in this area that should it be required due to high services not yet identified; the volume could also be provided in an above ground planter without reduction in footpath space. This may include a raised seating edge with soil volume mounded behind and similar to the adjacent seating along quay street.</p> <p>The attached plan arrangements and details have been developed in conjunction with the project arborist to allow some flexibility in accommodating the proposed trees around existing services including the option to raise the ground level (shown as a mound) and bridge over any conflicting services to provide adequate soil volume.</p> <p><u>Refer to attached drawings</u> L30.101 rev C L30.102 rev C L20.201 rev C L50.307 rev C</p>
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Universal Design		
Item	Information Request	Design Team Response
29	<p>S67 Further information requests: To better understand the variety of dwellings offered in the multi-level residential component of the development, please respond how the project aims to successfully accomplish the following policy H8.3(16) – ‘Enable a significant and diverse residential population to be established and maintained within a range of living environments and housing sizes’,</p> <p>a. Are any dwellings proposed to be accessible units with interior design to suit universal design parameters given the spatial requirement of an accessible unit is slightly above average with specific toilet designs required?</p>	<p>The project provides a range of housing sizes with 1, 2, and 3 bedroom homes ranging from 45sqm to 321sqm NIA (Nett Internal Area). The residential offer is further stratified vertically into distinct ‘cohorts’ with differing levels of specification and amenity (balconies/wintergardens etc). This diversified approach enables a broader range of price points to be achieved overall.</p> <p>All homes, amenity areas, carparking, and lobby are accessed from shared set of lifts via accessible circulation routes.</p> <p>a) Although there are no homes that are currently designed as accessible it is worth noting that a majority of apartments are of a scale that does not preclude an amended design at either the time of purchase off the plans, or through renovation at a later stage to meet the living environment needs of a diverse range of the population.</p> <p>To finalise the accessibility requirements of Homestar, the intent is to engage an accessible consultant in the next design phase who will provide an assessment and recommendations to the project team.</p>
30	<p>Design amendments requested Lower Hobson Street / P2:</p> <p>The clear accessible path of travel in front of the accessible stair connections from Lower Hobson leading at ground level of P2 remains compromised due to heavy movement anticipated along that path with access to the residential lobby, office lobby and the hotel lobby, all situated along the length. Pinch points are created at the edges of the stairs with rounded off projections giving minimal relief in terms of visibility and blind spots created. Two egresses, one from the office lobby and one from the residential lobby further add to the challenges of</p>	<p>The multiple building entry points are a highly positive urban design inclusion – offering high levels of activity within the streetscape and providing passive surveillance.</p> <p>Residential, Hotel, and Commercial uses each have differing peak access requirements – effectively distributing peak pedestrian requirements across the day.</p> <p>We note that two of the uses – Residential & Hotel - have additional ‘internal’ entrances off the urban room or internal laneway network which will balance pedestrian flows at peak times and offer users choice.</p> <p>Minimum clearances exceed the width of the egress requirements in an infrequent building egress scenario – acknowledging that the majority of pedestrians will be able to quickly egress away from</p>

	<p>pedestrian safety, particularly for the disabled people in an event of emergency evacuation, as the clear accessible path of travel will be flooded with people descending down the stairwell and subsequent movement across.</p> <p>a. It is recommended the applicant design team revisits the accessible steps configuration and design on Lower Hobson</p>	<p>the building line and toward the footpath using the accessible stairs.</p> <p>We are open to design refinement which can address any remaining concerns.</p>
<p>31</p>	<p>Appendix 11_Urban Design Assessment p 119 refers to separate vehicle and pedestrian access within parking areas. Does that refer to the service lane, along the North south axis connecting Quay Street to Customs Street West? Comments on the footpath being grade separated or the possibility of a shared space is mentioned.</p> <p>Further information to review pedestrian safety and access in this area is requested as below:</p> <ul style="list-style-type: none"> a) Reasons for not co-locating the accessible lift with the main circulation area/ central stairs b) Operating hours of the accessible public lift c) Demonstrate sufficiency of the provision, i.e, one accessible lift catering to the expected pedestrian traffic through the site d) Alternative vertical movement paths for the elderly, caregivers and wheelchair users in case of lift breakdown 	<p>Comments within the UDA refer to pedestrian access requirements within basement carparking areas – which will be designed to applicable standards. Public pedestrian access to the service lane is prohibited.</p> <p>Further responses:</p> <ul style="list-style-type: none"> a) The public lift has been designed in an integrated manner and is incorporated within an adjacent building form rather than a standalone element. This approach enables the lift to be enclosed within a glazed lobby and offers a higher quality experience with improved safety and surveillance. Clear sightlines are available from both the top and the bottom of the public stair. b) Accessible lift operating hours are 24/7 in alignment with the requirement to provide for 24/7 public access east-West across the site. c) As the level change is only 1 level, we anticipate the majority of users will utilise the stair provision with the lift providing accessible access only. Additional public routes including lifts and escalators are available during weekday office hours via the P1 Commercial Lobby. <p>Alternative access is available via the P1 Commercial Lobby during weekday office hours. Scheduled lift maintenance requirements can be programmed to occur within timeframes of low demand and when alternative routes are available.</p>
<p>32</p>	<p>Any consideration to accommodate an Adult Changing Facility (ACF) ground floor level from any of 'on grade' entry points with a 24x7 access to the facility, given the strategic location of the site and the landmark status of the project?</p>	<p>The provision of an ACF is not anticipated within the project brief and is not an AUP requirement.</p>

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Revisions
 A 15/08/25 FOR COSTING
 B 27/11/25 100% PRELIMINARY DESIGN
 C 02/04/26 FTAA ISSUE

Notes
 REFER TO ARCHITECTS DRAWING FOR T2 AND P2 EXCLUSION ZONES

Consultants
 RCP
 Project Manager
 HOLMES
 Structural Engineer
 MOTT MAC DONALD
 Mechanical Engineer
 JENSEN HUGHES
 Fire Engineer
 MOTT MAC DONALD
 Electrical Engineer
Client
 PRECINCT PROPERTIES

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Project Title
 DOWNTOWN WEST
 LANDSCAPE

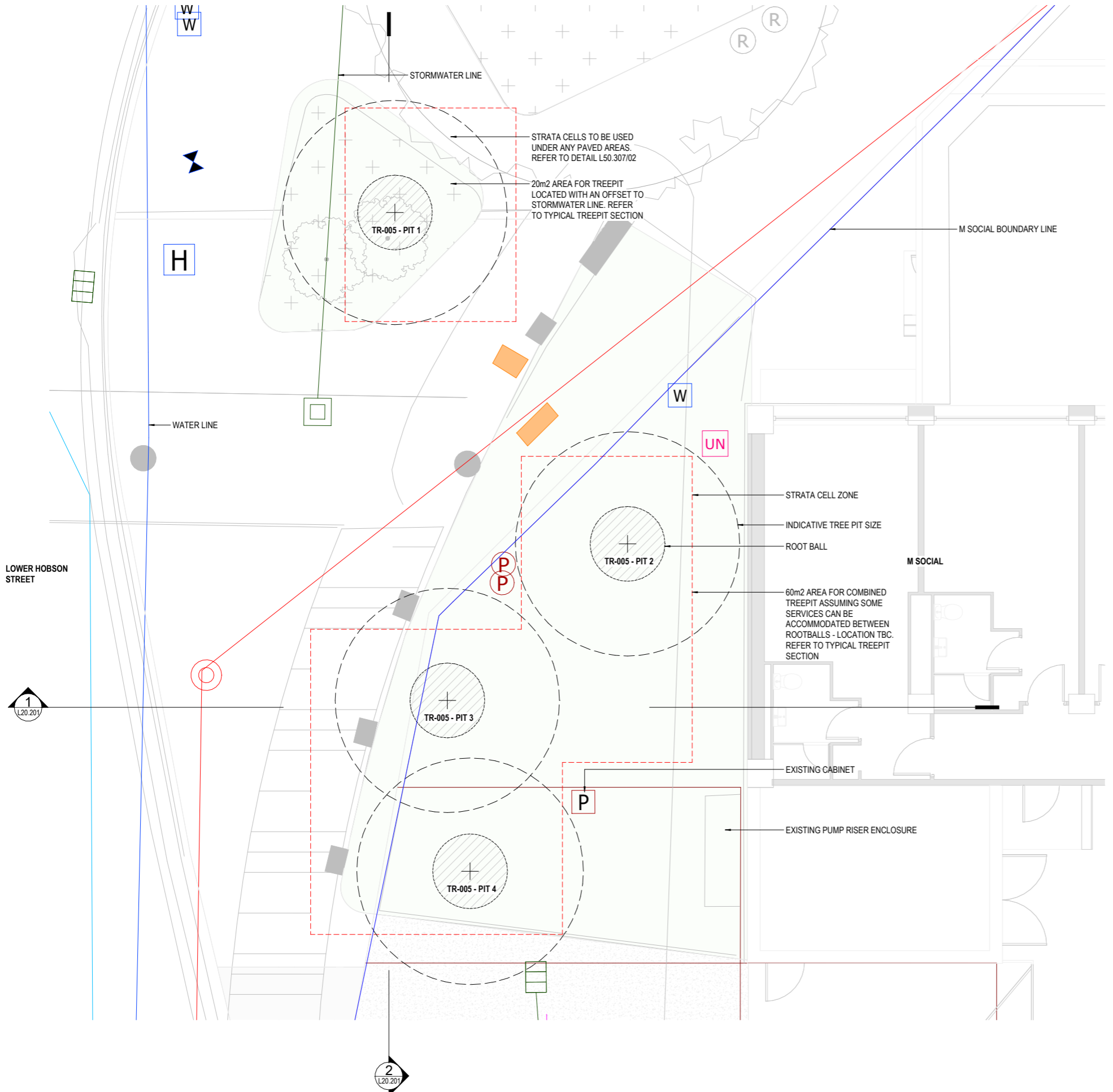
Drawing Title
 PLAN - TR-005 TREE
 PIT LOCATIONS

Drawing Status
 FTAA ISSUE
Drawing Details
 Scale 1 : 50@ A1
 Date 02/04/26
 Job No 9234
 Drawn IF
 Checked MH

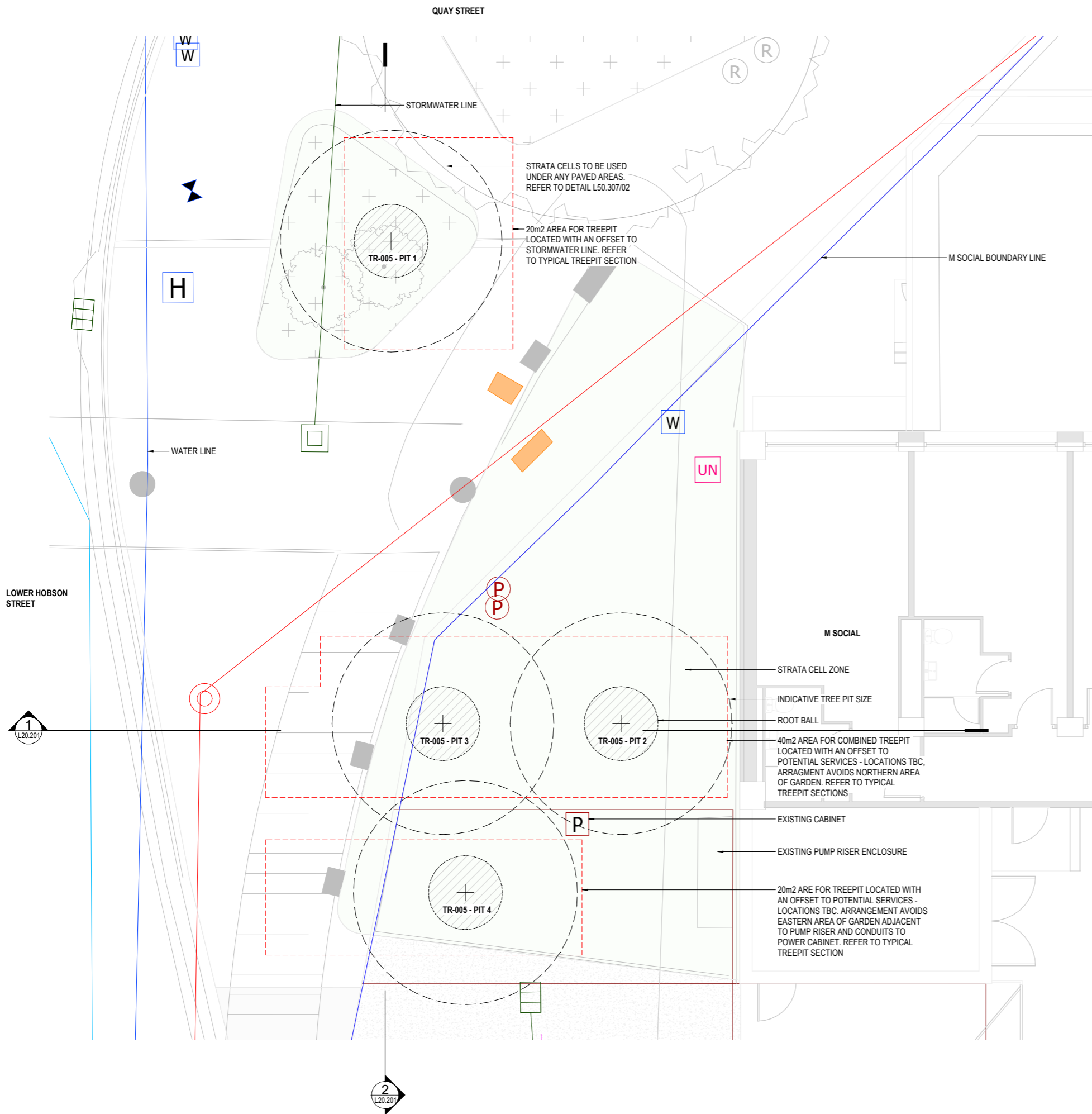
Drawing No L30.101
Revision C

QUAY STREET

LOWER HOBSON STREET



1 PLAN - TR-005 TREE PIT LOCATIONS OPTION 01
 L10.101 1:50



1 PLAN - TR-005 TREE PIT LOCATIONS OPTION 02
L10.101 1:50

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Notes

- REFER TO ARCHITECTS DRAWING FOR T2 AND P2 EXCLUSION ZONES

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Project Title

DOWNTOWN WEST LANDSCAPE

Drawing Title

PLAN - TR-005 TREE PIT LOCATIONS

Drawing Status

FTAA ISSUE

Drawing Details

Scale	1 : 50@ A1
Date	02/04/26
Job No	9234
Drawn	IF
Checked	MH

Drawing No

L30.102

Revision

C

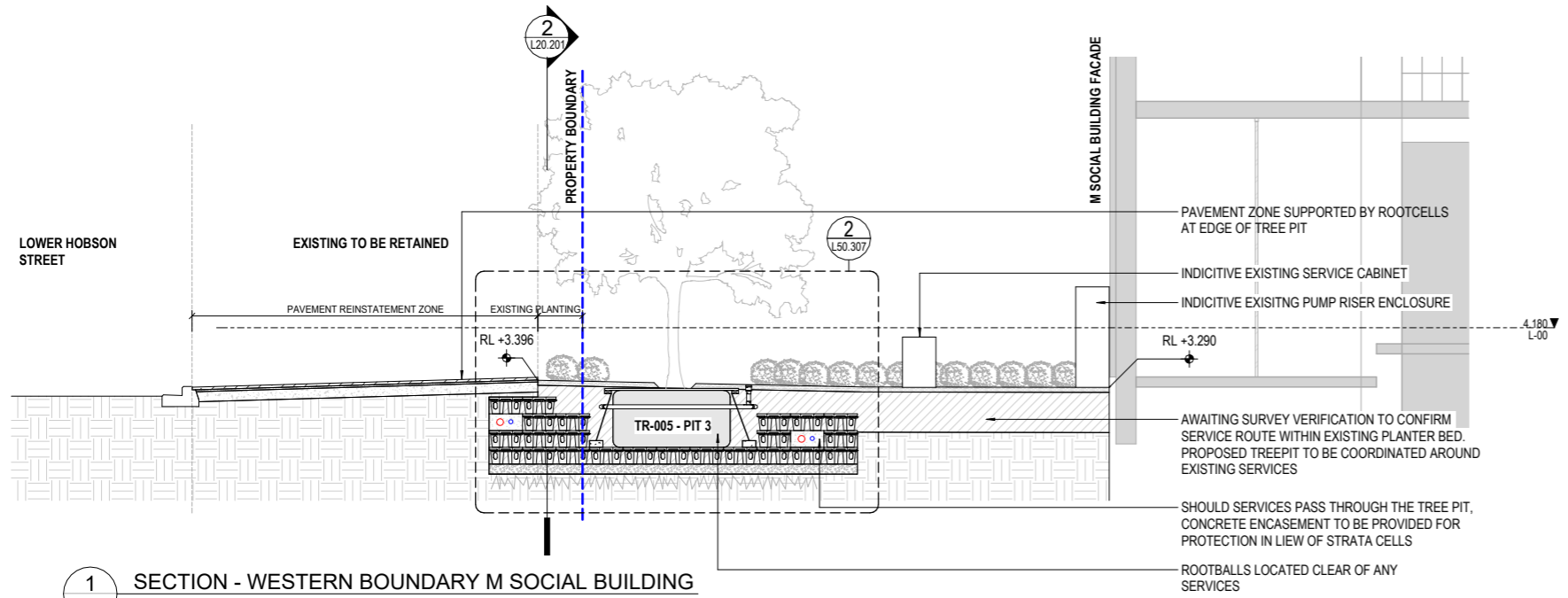
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Revisions

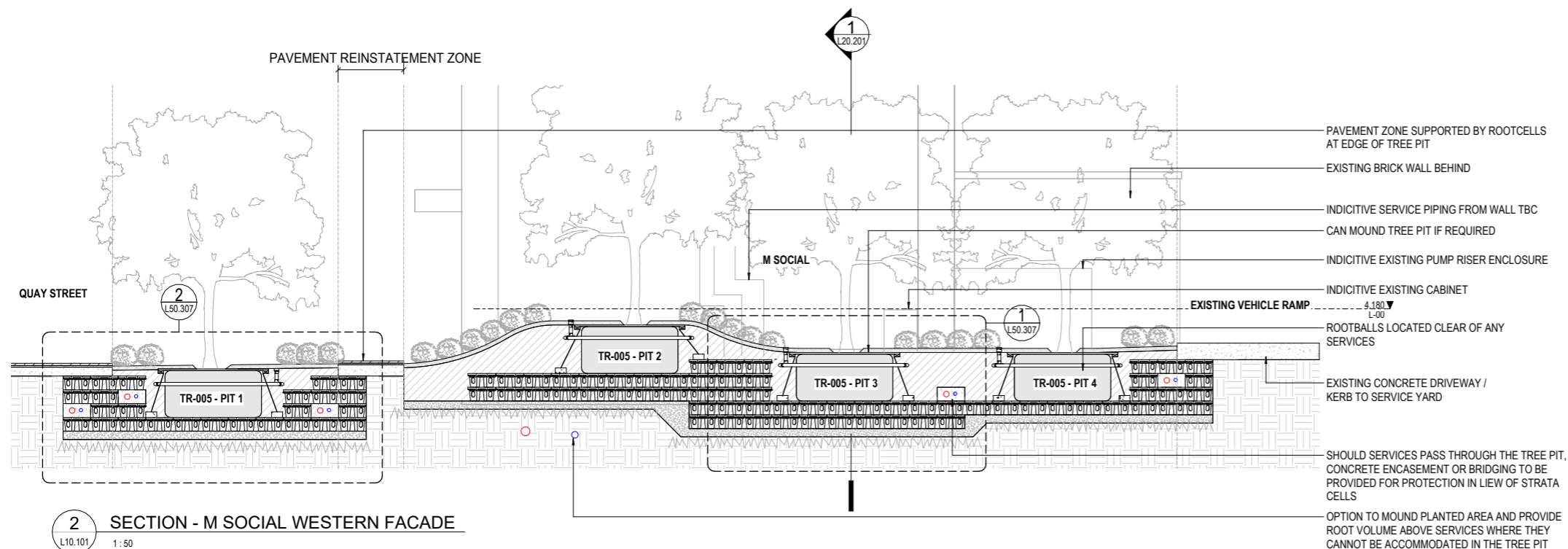
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B	27/11/25	100% PRELIMINARY DESIGN
C	02/04/26	FTAA ISSUE

Notes

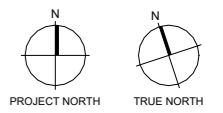
REFER TO ARCHITECTS DRAWING FOR T2 AND P2 EXCLUSION ZONES



1 SECTION - WESTERN BOUNDARY M SOCIAL BUILDING
L10.101 1:50



2 SECTION - M SOCIAL WESTERN FACADE
L10.101 1:50



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Project Title

DOWNTOWN WEST LANDSCAPE

Drawing Title

SITE SECTION - M SOCIAL

Drawing Status

FTAA ISSUE

Drawing Details

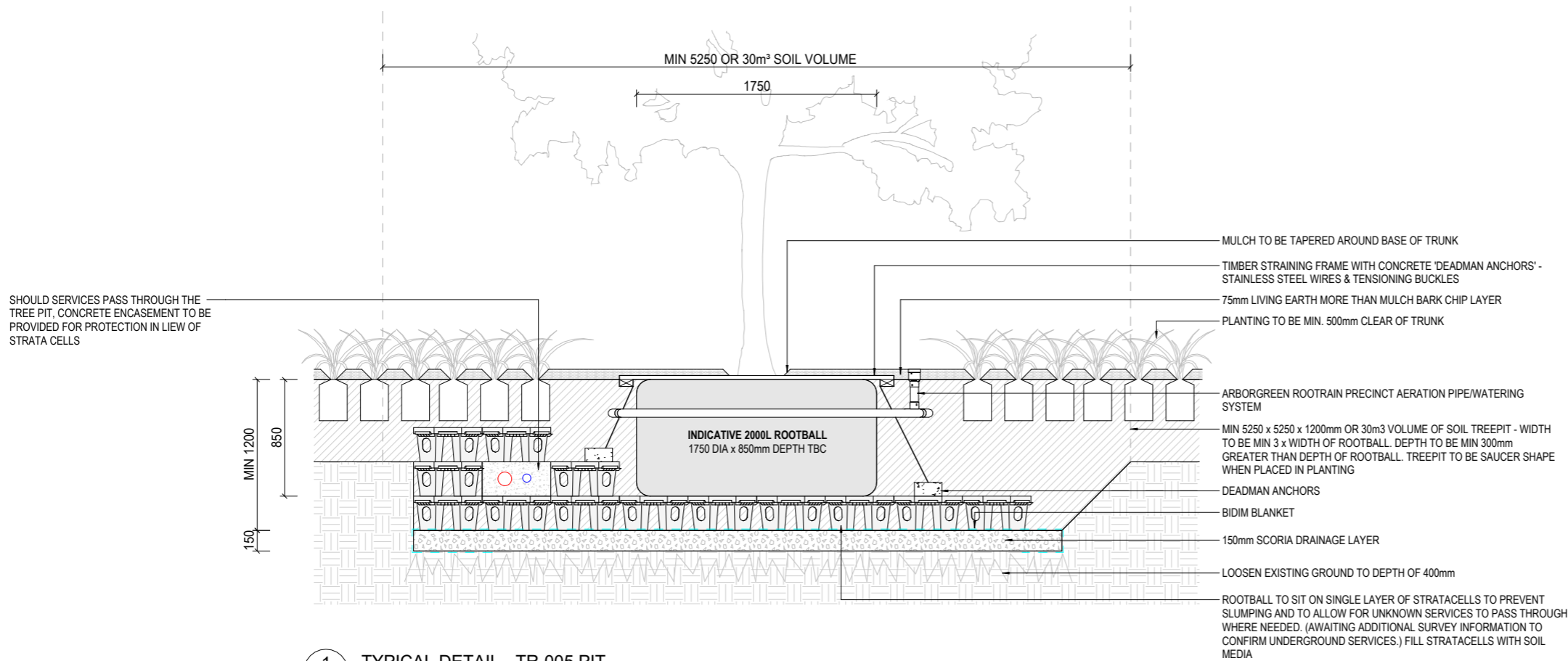
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Job No	9234
Drawn	IF
Checked	MH

Drawing No

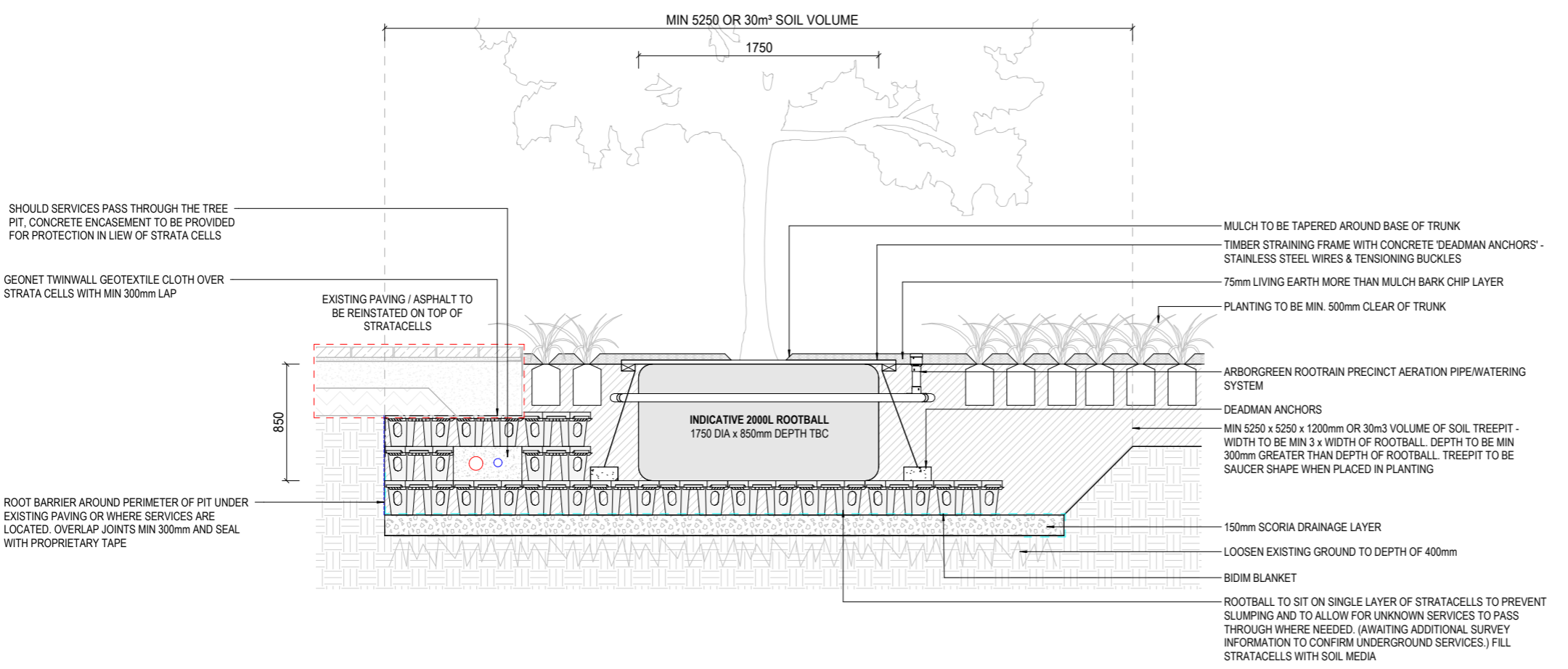
L20.201

Revision

C



1 TYPICAL DETAIL - TR-005 PIT
 L20.201 1:20



2 TYPICAL DETAIL - TR-005 PIT UNDER EXISTING PAVING
 L20.201 1:20

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Project Title
 DOWNTOWN WEST
 LANDSCAPE

Drawing Title
 TYPICAL DETAILS -
 TR-005 TREES

Drawing Status
 FTAA ISSUE

Drawing Details
 Scale 1:20@A1
 Date 02/04/26
 Job No 9234
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Drawing No L50.307
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