



## The Downtown Carpark Redevelopment – Te Pūmanawa o Tāmaki (FTAA-2512-1158)

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Subject:

[The Downtown Carpark Redevelopment – Te Pūmanawa o Tāmaki \(FTAA-2512-1158\)](#)

Comments to the proposed development.

We submit the comments listed below regarding the proposed subject development.

We are owners of apartment 519 within the Sebel Viaduct Harbour Hotel on adjacent land. We express our concerns in points below and ask the panel to give serious consideration to these as they directly impact the complex, its residence and guests. The financial impact should be another that the panel is requested to consider. The developer has a financial interest they wish to protect in the long term whereas we are the parties that will bear and suffer immediately the development commences.

### Impact during demolition and construction:

#### 1) Noise impact on building and peaceful enjoyment of the area and residences.

Prolonged loss of income due to **visual, audible and physical impact** on our building and surroundings **during** the 5.5 year **construction** period. Our guests deserve quiet enjoyment of the hotel property. The noise breaches are extreme!

The Marshall Day report (appendix 16 – original application – appendix 38 in the updated application) is clear; internal **noise levels will be well in excess of what is acceptable** INSIDE the hotel. The rules allow for up to 35dB but the report anticipates up to 50dB, which they acknowledge is high enough **that “communication would begin to be affected. This will be disturbing for people trying to sleep” (page 14).**

The reports also totally ignore the fact that the hotel guests arrive via the street and would be subjected to the full noise (70dB anticipated) when choosing the hotel as a place to stay and for residents whilst trying to access their property.

Secondly, the report erroneously presumes “*this is a hotel generally for short stays only*” and totally **ignores that the Sebel Building also has a considerable number of permanent residents in occupation**. We also have airline staff and tourists arriving during the day expecting to be able to sleep during the day. With work allowed from 6.30am till 10.30pm (Mon – Fri) and 7am to 11pm (Sat) the impact clearly is huge.

**The mitigation proposed (appendix 38) is for the Hotel to only let rooms in areas more removed from the building site!**

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**2) Vibration rules breaches**

The proposal is to breach/**exceed** vibratory sheet piling regulations **by 100%**. Again damage to the Sebel Hotel building is likely and discomfort to the Hotel occupiers inevitable.

**3) Impact due to restricted access/ traffic management**

The proposal is to close the Lower Hobson street slip lane (Southbound) and the right to turn right towards Custom Street West (for a period of 5.5 years!!!)

As a result vehicle traffic (in) to the Sebel car park/lobby area coming from the Eastern Suburbs or central city will only be possible via long, complicated diversions (not easily signposted).

**Further the development will impact revenue and profitability of the Hotel and quick access and enjoyment of the residential apartment complex when vehicle and pedestrian access is severely restricted for such an extended period of time?**

The vehicle **access** to Custom Street West coming from Quay Street must be kept operational.

**4) Dust nuisance (and resulting extra maintenance cost for BC)**

It is inevitable that there will be a lot of dust created both during the demolition process and during construction. This will obviously create problems in several areas:

- a. Guests dining outside on patios for the commercial restaurant units in the Viaduct (part of our BC) will not wish to be outside (loss of income)
- b. The building façade and access steps on both sides will become dusty much quicker than usual causing considerable cost to wash the building more frequently (extra maintenance cost for the BC)
- c. The air-conditioning units and fans etc. on the building roof will have dust ingress causing premature wear and tear (extra maintenance cost for the BC)

**5) Potential damage to our building (extra BC maintenance cost)**

It is unacceptable that there will be **breaches of the vibration limits** during demolition (up to 10 months). The result could be damage to the Sebel Hotel building (cracks etc.) and considerable loss of income to the owners/proprietors.

The breach to height limitation under the AUP and boundaries including lesser sunlight admission are unacceptable. Residents and hotel guests should not have to forgo the loss of natural light and warm of the heavenly body.

We noted comments copied below regarding these issues have rightly been made by Auckland Council.

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Whilst not considered a matter specifically relating to the completeness check, they consider it appropriate to draw the Panel's attention to the following as it may affect the listed consent matters being applied for and the associated assessments of effects:

o Auckland Unitary Plan (Operative in Part), Chapter H8: Business – City Centre  
Zone: Building height standard H8.6.2 (2)1 outlines the following:

- (1) The height of a building must not exceed the limits shown on Map H8.11.3.

(2) Where height limits shown on Map H8.11.3 and Map H8.11.4 overlap, the lowest height limit applies as the first level of control.

The Rules Assessment (Appendix 22) lodged as part of this FTAA application considers H8.6.2(1).

However H8.6.2(2) does not appear to be considered. In particular, this clause refers the reader to Map H8.11.4 which sets the lower height limit for this site by the Quay Street Harbour Edge (Height Control Plane) and also by the Sunlight Admission Control (St Patricks Square); we consider this may have implications for the assessment of effects, for example the Landscape Assessment.

The development would appear to have car parking sufficient for the office units, residents and hotel in the development.

The developer should have made provisions as an obligation and provide parking for visitors that will be clients albeit for the office units, residents and hotel guests who in most cases will travel to the complex by a vehicle. The developer is making provision for 541 car parking bays only which will not be adequate forcing overflow onto other parking facilities that in this area of the city is limited. The traffic congestion this will produce does nothing to abate this nuisance and inconvenience.

The current downtown carpark has parking for 1550 vehicles most of which are occupied during the daytime hours. A comment from a proponent of the development has cited a usage of 47 percent of the current downtown carpark. That would also take into account night time parking. Therefore the percentage quoted would appear to be understated.

The process of allowing comments to this development is appreciated and we do hope our views and comments will be given due consideration and addressed by solutions for change to the project activities and design which we have not been given the opportunity to make submission since it is now a FTAA.

We can be contacted by email as shown at the top of this page.

Regards

Unit 519

Sebel Viaduct Harbour

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