

Technical Memorandum



To:	Nicholas Simpson, Planning Consultant, Elevate Planning Ltd
From:	Martin Peake, Director, Progressive Transport Solutions Ltd
LUC Number	BUN60460864
Project:	FTAA-2512-1158 Downtown Carpark Site Development
Subject:	Traffic Review
Date:	29 April 2026

1. Introduction

1.1 A Fast Track Application has been received for a resource consent for the redevelopment of the Downtown Car Park at 2 Lower Hobson Street, Auckland Central. The application is comprised of the demolition, construction and operation of the development. The development is for a mixed-use precinct providing for commercial, residential, retail, hotel, food and beverage and civic uses. The application has been reviewed with regards to the traffic effects, and the reviewer and Auckland Transport has engaged with the Applicant through a series of meetings and Requests for Further Information.

1.2 The assessment has considered the following information in relation to traffic and transportation:

- Assessment of Environmental Effects, Barkers, 18 December 2025;
- Appendix 13 – Operational Integrated Transport Assessment, Flow, November 2025;
- Appendix 14 – Draft Construction Management Plan, RCP, 9 October 2025;
- Appendix 19 – Infrastructure Concept Design Report;
- Appendix 23 – Flood Hazard Risk Assessment;
- Appendix 24 – Proposed Consent Conditions;
- Appendix 26 – Draft Construction Traffic Management Plan, Flow, November 2025;
- Appendix 29 – Draft Servicing and Loading Management Plan, Flow, 6 November 2025;
- Appendix 28 – Environmental Winds Report, Holmes Consulting, 29th October 2025;
- Appendix 30 – Draft Hotel Pick Up and Drop Off Management Plan, Flow, 6 November 2025;
- Appendix 31 – Draft Managed Access Service Arrangement, Flow, 3 November 2025;
- Appendix 40 – Demolition and Construction Transport Assessment, Flow, November 2025; &
- Appendix 41 – THSA Hotel Advisors Report
- Addendum Report – Appendix 1 – Planning Addendum, 7 April 2026
- Addendum Report – Appendix 5 – Transport Response, 7 April 2026

1.3 In preparing this technical note, the inputs of relevant Auckland Transport Subject Matter Experts have been sought and taken into account. An outline of Auckland Transport's respective teams that have been engaged as part of the processing of this application is detailed in Auckland Transport's Consultant Planner, Mr Nicholas Simpson, in his supporting memorandum. This document summarises the key matters in relation to the assessment of the traffic effects. The assessment has been structured to consider the following matters:

- a) Demolition and Construction Effects;

- b) Demolition and Construction Management Plans;
- c) Water Infrastructure Construction;
- d) Operational Effects; and
- e) Operational Management Plans.

1.4 The assessment is in relation to the traffic and transportation effects as they relate to the operation of the transport network surrounding the site. On site traffic effects are dealt with by Auckland Council's traffic engineer.

Qualifications and Experience

- 1.5 I hold the qualification of a Masters in Civil Engineering with Management from the University of Birmingham in the UK (1993). I am a Chartered Engineer (UK) and a member of the Institution of Civil Engineers, and a member of the Chartered Institution of Highways and Transportation.
- 1.6 I have over 30 years' experience as a traffic engineer. I have worked for several major consultant engineering firms, and as a Team Leader of one of Auckland Transport's Traffic Operations Teams. I have owned and operated my own traffic engineering consultancy since 2014. In these roles, I have worked in a variety of areas of transportation including traffic engineering, traffic modelling and temporary traffic management. I have provided expert traffic and transportation advice on a range of resource consents and plan changes across the Auckland region, and I have provided evidence at hearings. My relevant experience is included in Attachment A.

Involvement with BUN60460684/ EPA: FTAA-2512-1158 – Downtown Carpark Redevelopment

- 1.7 I was engaged by Auckland Transport in March 2023 to provide traffic engineering input into previously lodged resources consent applications for the redevelopment of the Downtown Car Park site by the Applicant for the demolition and construction of the Downtown Car Park and the operation of a mixed-use development of the site (including residential, office and commercial uses). I have continued to provide advice to Auckland Transport through the processing of these applications that were withdrawn in June 2025 and through the pre-application and lodgement of the Fast Track Application for the current proposals for the site.
- 1.8 I have had attended various meetings with the Applicant and have provided input into Section 67 Requests for Further Information.
- 1.9 I have the visited the site on a number of occasions with the latest being 4 March 2026.

Expert Witness Code of Conduct

- 1.10 I have read the Code of Conduct for Expert Witnesses, contained in the Environment Court Consolidated Practice Note (2023) and I agree to comply with it. I can confirm that the issues addressed in this Memo are within my area of expertise and that in preparing this Memo I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

2. Overall Summary of Assessment and Recommendations

- 2.1 This section provides an overall summary of the assessment of the effects of the proposed development. It addresses the demolition and construction, and the site operation separately. The assessment is based on the existing receiving environment, but it is highlighted that there is scope for this to change with a resource consent application currently being progressed on behalf of Auckland Transport for a retaining wall relocation between Customs Street West and Fanshawe Street to facilitate changes to the transport network to facilitate the future City Centre Bus Network. This is briefly described in Section 3 and is discussed in the memorandum of Mr Simpson on behalf of Auckland Transport. Comment has been made on the possible future receiving environment in relation to the demolition and construction phases of the project (Section 5) should the retaining wall resource consent be granted and form part of the receiving environment.

Demolition and Construction

- 2.2 The redevelopment of the Downtown Car Park will take place within a highly constrained and strategically important part of Auckland's transport network. The surrounding streets accommodate large numbers of buses and pedestrians, meaning any disruption has the potential to affect thousands of passengers and the reliability of key services. Because of this sensitivity, the demolition and construction phases require controls, clear staging, and certainty in how vehicle movements and road space are managed.
- 2.3 Heavy vehicle access presents the most significant risk to the transport network during demolition and construction. Trucks are proposed to enter the site via a bus lane under the Lower Hobson Street flyover, and unmanaged arrivals coupled with constraints within the Lower Hobson Street works area to receive trucks entering the works site could impede buses, delay services, and compromise reliability.
- 2.4 The traffic modelling provided by the Applicant does not and cannot fully capture the operational complexities of the site access and operation of the Lower Hobson Street construction area including the interaction between trucks entering and leaving the site and the relocated pedestrian crossings. The ability to operate the site access under the Lower Hobson Street flyover without vehicles blocking back into the Sturdee Street bus lane and affecting bus movements, and minimising effects on pedestrian movements on the pedestrian crossing within the site access area, will be highly dependent on the effectiveness of the management of vehicles entering and exiting the site, and how trucks are parked within the site.
- 2.5 The number of heavy vehicles accessing the site under the flyover should be restricted with a cap on the number of truck numbers to no more than 24 trucks per hour (the highest number of trucks forecast by the Applicant during demolition and construction), as the effects beyond that number has not been assessed. Even with this cap, there is uncertainty as to whether there is the ability to manage either this number or a lower number of truck movements within the confines of the site and not affecting the operation of the adjacent road network, particularly during periods of the demolition and construction when there is no truck access to the site itself.
- 2.6 In the event of the Customs Street West retaining wall works proceeding in parallel with the demolition and construction of the Downtown Car Park, there are stages of work when no

trucks should be permitted when only one eastbound lane on Customs Street West would be available and no eastbound Fanshawe Street lane.

- 2.7 Active management of trucks travelling to and from the site access is required to ensure that only one truck arrives at a time and that all loading and unloading occurs within the site. This is necessary to avoid a second or third truck queuing within the Sturdee Street bus lane to allow another truck to enter or manoeuvre within the site.
- 2.8 Space within the Lower Hobson Street area to accommodate heavy construction vehicles is limited. During some stages of demolition and construction there will either be no or limited access to the Downtown Car Park site resulting in all or most heavy vehicles having to be contained within Lower Hobson Street. Up to 24 vehicles per hour are anticipated to access the site. It has not been demonstrated that this number (or even a lower number of trucks) can be effectively managed within the confined area of Lower Hobson Street without affecting the adjacent road network. I consider that a further assessment would not provide further detail on the ability to manage the number of heavy vehicles from what has already been provided. However, it is considered that a monitoring condition would assist in identifying the ability for the contractor to manage trucks within Lower Hobson Street which would practically confirm the Applicant's assumptions that up to 24 heavy construction vehicles per hour can be managed within Lower Hobson Street without affecting the adjacent road network. If as a result of the monitoring it is identified that a lower number of trucks than 24 per hour can be effectively managed, then a lower number of trucks may increase the duration of the demolition and construction beyond that which has been assessed or warrant further consideration around extended hours of construction.
- 2.9 Light construction vehicles, including trades vehicles, have the potential to add additional, unquantified traffic to the Lower Hobson Street site access. Additional non-heavy vehicle movements will add to the complexities of managing the access to the Lower Hobson Street construction area and would be more difficult to control and manage. This increases the risk of vehicles blocking back into the bus lane approaching the Lower Hobson Street / Customs Street West / Sturdee Street intersection thereby impacting on bus operations and affecting pedestrian movements along Customs Street West. Light construction or trades vehicles should instead access the site via other means such as through the service lane and supported by clear protocols to prevent illegal stopping or loading on Customs Street West or other frontages.
- 2.10 A revised configuration of the access to Lower Hobson Street under the Lower Hobson Street flyover has been provided by the Applicant. Whilst in principle, this layout is supported as it would reduce the conflicts with the Customs Street West pedestrian crossing for trucks directly entering Lower Hobson Street. Further assessment is required of the full implications for the amendments as to how heavy construction vehicles would be managed, including the effects of the removal of the proposed loading bay on Customs Street West in the location of the relocated crossing, and how semi-trailers and other large trucks would be managed so that they are able to reverse into Lower Hobson Street so that they can then exit back out in a forward direction when there is no mechanism to turn trucks around within Lower Hobson Street or within the site itself.

- 2.11 The long-term closure of the southbound section of Lower Hobson Street will affect local access for several years. While the wider network can absorb these changes, approximately 1,000 vehicles per day will be diverted by the closure.
- 2.12 The Construction Traffic Management Plan (**CTMP**) and/or Consent Conditions do not fully incorporate the identified measures in the Applicant's assessment to manage the effects of construction. To provide certainty of the identified measures to be implemented (including measures identified in this memorandum), the CTMP or relevant Consent Conditions should be strengthened to clearly set out the measures that have been identified to manage the traffic demolition and construction traffic effects. These should include limits on truck numbers or restrictions, prohibitions on heavy vehicles using Quay Street, requirements to maintain bus lane operation, and measures to ensure and maintain safe pedestrian access. Notwithstanding, even with these measures incorporated into the CTMP or Consent Conditions, there is still concern that the proposed loading and unloading area on Lower Hobson Street can be managed so as to avoid trucks affecting the operation of the adjacent road network in the vicinity of the site access.
- 2.13 The retaining wall works on Customs Street West and Fanshawe Street will form part of the receiving environment if consent is granted before the Fast Track decision. These works will reduce eastbound capacity for up to a year, at times to a single lane. During periods when only one eastbound lane is available, heavy construction vehicles associated with the Downtown Car Park redevelopment should not operate, as their slow acceleration and size would impact the efficient operation of Customs Street West including bus operations.
- 2.14 Demolition works for the removal of the Lower Hobson Street footbridge, and the removal of the Downtown Car Park exit ramp over Customs Street West, will require the closure of Lower Hobson Street and Customs Street West, respectively. These works are proposed to be undertaken over a single weekend (footbridge removal), or over two weekends (car park ramp removal). Whilst these will impact on traffic, bus and pedestrian movements, these are for short duration and, subject to appropriate management measures, it is considered that the traffic effects can be managed.

Water Infrastructure

- 2.15 New wastewater and stormwater connections will require construction works within the road reserve, including trenching and pipe installation. These activities have not been assessed in the Demolition and Construction Transport Assessment, meaning the potential effects on buses, pedestrians, and construction vehicle access remain unknown. Wastewater options have the potential to affect heavily trafficked corridors, including bus operations, and pedestrian movements; they could affect the structural integrity of recently upgraded road corridors. The location of stormwater infrastructure has not clearly been identified. Depending on its alignment, this could require closure of the Customs Street West bus lane, footpaths, or the Lower Hobson Street area which is relied upon for heavy construction vehicles. Assessment is required of the effects of the location and construction of this infrastructure to determine the scale of effect on the traffic network. Based on the information provided, from a transport perspective, I consider that Option 3 for on-site storage and off-peak pumping is the preferred option.

Management Plans – Demolition and Construction Phase

- 2.16 The M Social Managed Access Service Arrangement Plan (MASAP) is generally acceptable, and M Social's peer reviewer has not raised fundamental concerns. However, several operational issues remain unresolved. These include difficult truck manoeuvres that risks damaging the median island, the potential for general traffic to mistakenly enter the closed Lower Hobson Street slip lane, and the need for clear queuing space so trucks do not obstruct the flyover lanes. The MASAP requires stronger, directive wording and should incorporate practical measures such as intercom access, avoiding simultaneous truck arrivals, maintaining access during overlapping construction stages, and ensuring hoardings do not impede vehicle movements.
- 2.17 The Construction Traffic Management Plan (CTMP) requires refinement to better reflect the assessment that has been undertaken and the recommendations of both the Applicant's assessment and of this assessment, and to set out the constraints or parameters that the CTMP must abide with.

Operation – Post Construction

- 2.18 The assessment considers the operational traffic effects of the proposed development, including trip generation, network modelling, local intersection performance, service lane operations, active mode connectivity, pedestrian links, and the hotel pick up/drop off (PUDO) facility.
- 2.19 Trip generation for residential and office components is based on trips per parking space, using accepted industry standard guidelines and surveys from Commercial Bay. This approach is considered appropriate given the CBD context and the limiting effect of allocated parking on vehicle trips. The assumption that residential servicing demand mirrors hotel servicing is not supported. With 160 apartments, courier and delivery activity is likely to exceed the single peak hour movement assumed. However, this underestimation is not expected to materially affect the overall modelling outcomes.
- 2.20 Network modelling using the AFC SATURN model (2031 forecast year) shows only minor changes in traffic volumes and delays across the wider network. The removal of the Downtown Car Park redistributes existing trips rather than eliminating them. Individual intersection models (SIDRA) indicates that the development has minimal impact on most intersections, with only modest increases in delay or queuing. Bus journey times are largely unchanged, with some minor increases (up to 10 seconds) on Customs Street East due to redistributed traffic, largely associated with the closure of the Downtown Car park. The assessment of the traffic modelling of the operation of the development of the wider transport network is considered reasonable.
- 2.21 In relation to the vehicle access operation, the Quay Street service lane access is forecast to experience increased queuing (up to 10 vehicles in the AM peak), although queues remain contained within the site. The modelling does not account for real world constraints such as high pedestrian volumes, restricted visibility, and taxi activity, all of which will reduce operational performance.
- 2.22 The existing Quay Street service lane access and M Social access operate as an ambiguous shared space, creating safety risks for pedestrians. The revised layout proposed by the

- Applicant provides clearer delineation and is supported in principle by Auckland Transport, subject to further design detail at the next stage of the design.
- 2.23 Auckland Transport considers that right turn movements out of the service lane should ideally be prohibited, but physical constraints prevent installation of a median island. Signage and operational measures should therefore be explored to encourage eastbound vehicles to use the Customs Street West exit instead.
 - 2.24 A booking system for deliveries (similar to Commercial Bay) is supported and could help reduce peak period servicing activity. It should be used to prevent over height vehicles from attempting to access the Quay Street or Customs Street West accesses.
 - 2.25 The removal of the existing footbridge reduces grade separated pedestrian connectivity. However, longer term plans associated with the flyover removal are expected to provide an at grade crossing that improves connectivity to the Viaduct Harbour.
 - 2.26 The proposal does not comply with the I205 - Downtown West Precinct Standard I205.6.2(3) which requires a north-south pedestrian link aligned with Federal Street connecting Customs Street West to Quay Street. However, given the constraints of the existing service lane, and the buildings on the Quay Street frontage, the connection through the proposed atrium within the development connection is considered a suitable alternative providing a connection between Customs Street West and the northwestern corner of the site near Quay Street.
 - 2.27 The proposed hotel Pick-up and Drop-off (**PUDO**) is highly constrained, providing only two spaces and requiring active management at all times. Its location on an arterial road with high pedestrian volumes raises safety and operational concerns, particularly regarding the western entry crossing, which is poorly aligned for approaching motorists. The PUDO's vehicle crossings exceed permitted widths and are angled, increasing conflict risk with pedestrians. The constrained geometry also makes parking manoeuvres difficult, increasing the likelihood of vehicles encroaching onto the footpath or blocking the internal passing lane.
 - 2.28 The PUDO is significantly smaller than comparable facilities at other Auckland five-star hotels. Its size increases the risk of queuing, footpath obstruction, and operational issues. Effective management will be essential but may not fully mitigate these risks.
 - 2.29 While the PUDO reduces the width of existing vehicle crossing that serves the Downtown Car Park and reduces the number of vehicle conflicts with pedestrians on the Customs Street West footpath, it is located on Customs Street West, an important pedestrian corridor, and remains a concern. Alternatives using the service lane or Lower Hobson Street should be reconsidered.
 - 2.30 The above summary and recommendations are based on the existing receiving environment. As is noted in this review, it is anticipated that the layout of the roading network is likely to change with the proposed removal of the Lower Hobson Street flyover as part of the City Centre Master Plan (**CCMP**). At the time of this assessment that future layout has yet to be confirmed and there is no certainty as to when changes may occur. Therefore, the effects of the development on that future environment have not been assessed and are unknown at this time. Of particular relevance is the operation of the Hotel Pick-up and Drop-off and the operation of the service lane accesses onto Quay Street and Customs Street West.

3. Receiving Environment

- 3.1 Mr Simpson provides a detailed commentary on the receiving environment with regards to the future infrastructure upgrades and the implications for the Downtown Car Park redevelopment as proposed and assessed in this memorandum.
- 3.2 The assessment of traffic and transport effects for the Downtown Car Park Redevelopment is based on the existing road network and any committed changes expected to be in place following the opening of the City Rail Link.
- 3.3 Under the City Centre Bus Plan, several bus routes, including the NX1, are proposed to shift from Customs Street West to Fanshawe Street. To accommodate this, Fanshawe Street requires additional carriageway width to provide two eastbound and two westbound lanes (currently all lanes operate westbound). Achieving this requires realignment and reconstruction of the retaining wall between Customs Street West and Fanshawe Street, shifting it northward.
- 3.4 Auckland Transport lodged Resource Consent BUN60462925 in March 2026 to enable the retaining wall works. If granted, works are anticipated to begin in October 2026 and take approximately one year.
- 3.5 Planning for the retaining wall works identifies three main road layout stages:
 - a) Stage 1 – Retaining Wall Construction
 - i. Customs Street West would be reduced from two eastbound lanes to one, with a new eastbound lane provided on Fanshawe Street, maintaining two eastbound lanes overall.
 - ii. For part of the construction period, the Fanshawe Street eastbound lane cannot be provided until the retaining wall is relocated.
 - b) Stage 2 – Interim Layout
 - i. Two eastbound lanes would be reinstated on Customs Street West by widening its northern side at Lower Albert Street. Fanshawe Street would revert to westbound-only operation.
 - ii. This interim layout would operate with similar capacity to the existing network.
 - c) Stage 3 – Permanent Layout
 - i. Fanshawe Street would ultimately provide two eastbound and two westbound lanes. Customs Street West is envisaged to become two-way west of the service lane, with the section east of the service lane retained as a single eastbound lane for buses and authorised vehicles only.
 - ii. This layout is subject to confirmation and depends on removal of the Lower Hobson Street flyover.
- 3.6 Stage 3 relies on wider network upgrades, and both its timing and final configuration remain uncertain. However, it will significantly alter Customs Street West and Lower Hobson Street adjacent to the site, potentially affecting access to the service lane and the hotel pick-up/drop-off area.

- 3.7 If approved, demolition of the Downtown Car Park is likely to overlap with Stage 1 of the retaining wall works.
- 3.8 As a decision on the retaining wall consent is expected before a decision on this Fast Track Application, the retaining wall construction and associated road layouts form part of the receiving environment. A hybrid assessment is therefore required, considering both the existing environment and a future environment where BUN60462925 works proceed concurrently. Further commentary is provided in Section 5.
- 3.9 Regarding the Stage 3 permanent layout, although future changes to the road network are anticipated, the final layout and timing remain unconfirmed. Stage 3 is therefore not part of the receiving environment. Nonetheless, the Downtown Car Park Redevelopment should remain cognisant of likely future changes and potential implications for site access and operation.

4. Demolition and Construction

- 4.1 This section provides an assessment of the demolition and construction effects on the traffic network for the existing receiving environment.

Summary of Demolition and Construction Phases

- 4.2 The demolition comprises of three main elements:
 - a) Removal of the Lower Hobson Street pedestrian overbridge;
 - b) Primary demolition phase; and
 - c) Removal of the Downtown Car Park ramp over Customs Street West.
- 4.3 This work is detailed in the Demolition and Construction Transport Assessment Section 6.
- 4.4 The removal of the Lower Hobson Street pedestrian bridge is anticipated to take 48 hours and will require the closure of Lower Hobson Street.
- 4.5 The removal of the Downtown Car Park ramp over Customs Street West is proposed to be undertaken over two weekends. This will require the closure of Customs Street West during the period of the works.
- 4.6 The primary demolition phase is anticipated to take up to 10 months.
- 4.7 The construction phase will involve three main elements as outlined in Section 7 of the Demolition and Construction Transport Assessment. These are:
 - a) Retention and excavation;
 - b) Basement structure; and
 - c) Main construction.
- 4.8 The construction phase is anticipated to take up to 51 months.
- 4.9 Overall, including time for establishing works, demolition and construction is anticipated to take 56 to 64 months.
- 4.10 During the primary demolition phase and construction phase, it is proposed that the southbound lower section of Lower Hobson Street between Quay Street and Customs Street West is closed to traffic and would be utilised by heavy construction vehicles for the removal

of material from the site and for the delivery of goods. This area will be accessed from a modified Sturdee Street / Lower Hobson Street / Customs Street West intersection under the flyover. The modification will require physical modifications to kerblines to allow heavy vehicles to turn from Sturdee Street into the closed section of Lower Hobson Street. These changes include amending traffic signal phasing at the intersection.

- 4.11 A Construction Traffic Management Plan (CTMP) condition and draft Construction Traffic Management Plan has been proffered by the Applicant that sets out conditions for the management of the works.
- 4.12 There are currently 121 car parks associated with the M Social hotel that are located with the Downtown Car Park which are provided as part of the consent for the hotel. These car parks are proposed to be temporarily relocated during the demolition and construction works to other nearby car parking buildings. At this stage, it is understood that these car parks would be located to parking areas in the AON and HSBC towers.

Assessment of Demolition and Construction Traffic Effects

- 4.13 The following summarises the assessment of the traffic effects of the demolition and construction phases.
- 4.14 In evaluating the proposals, the effects of the demolition methodology on the transport network have taken into account the principles of the City Centre Temporary Traffic Management Guidelines 2022-2025. This document, which is a set of non-statutory guidelines developed by Auckland Transport, sets out Auckland Transport's expectations for temporary traffic management within the city centre to ensure that construction activities can be enabled in a way that ensures suitable protection for the function of the surrounding transport network.
- 4.15 The assessment of effects of the demolition (and construction) is based on the known transport network at the completion of the Central Rail Link (CRL). Whilst there are proposals for the removal of the flyover this is subject to different workstreams, and the timing is not currently known. As set out in the memorandum prepared by Mr Simpson, it is understood that the flyover removal would likely require separate resource consent(s) approval. Therefore, this will not form part of the receiving environment until the application is granted.
- 4.16 In addition, there are proposed changes to the bus network post CRL which includes the change in routeing of in-service buses away from Sturdee Street and Customs Street West (out of service buses would still remain on these routes). At the time of writing Auckland Transport has lodged a resource consent application to enable the relocation of the retaining wall between Customs Street West and Fanshawe Street as the first step towards the revised network layout. If this application is granted prior to a decision on this Fast Track Application, then the revised layout as a result of the relocation of the retaining wall would form part of the receiving environment. The implications for the revised layout are set out in Section 5. The following assessment relates to the existing receiving environment.

Heavy Vehicle Routes and Heavy Vehicle Construction Access

- 4.17 The access routes for Heavy Vehicles have been developed such that truck access to the site will be from the west via Sturdee Street and for trucks to exit to the east along Customs Street

- West through to Customs Street East and across the Queen Street valley. Truck access via Sturdee Street is facilitated under the Lower Hobson Street flyover to access the southbound Lower Hobson Street carriageway.
- 4.18 The City Centre Temporary Traffic Management Guidelines specifies that vehicle movements crossing the Queen Street Valley should be avoided. The proposed heavy vehicle routes partially reflect this requirement as it avoids the use of Quay Street. However, Auckland Transport has accepted a compromise for heavy vehicles to exit the site across the Queen Street Valley along Customs Street West and East.
- 4.19 Due to the constrained network in the vicinity of the site in relation to the operation of the existing roads, the heavy vehicle routing has been accepted by Auckland Transport as this avoids use of Quay Street and uses appropriate routes for vehicles travelling to the site. The use of Customs Street West and East and travelling across the Queen Street valley to exit the site is unavoidable without significant changes to the road network in the vicinity of the site. This is a compromise Auckland Transport has accepted. This is on the basis that all heavy construction vehicles will enter and exit the southbound Lower Hobson Street at its southern end entering via Sturdee Street under the Lower Hobson Street flyover and exiting onto Customs Street West in a forward direction.
- 4.20 The Appendix 5 - Transport Addendum Report , includes a revised layout of the arrangement of the proposed access under the Lower Hobson Street flyover. The amended layout was developed following feedback from Auckland Transport on concerns over how the original alignment of the pedestrian crossing would impact the efficient entry of trucks into the Lower Hobson Street area.
- 4.21 The revised layout amends the pedestrian facilities at the southern end of Lower Hobson Street from that presented and assessed in the Demolition and Construction Transport Assessment. Figure 1 illustrates the amended crossing location with the existing crossing moved from the location marked A to the location marked B.

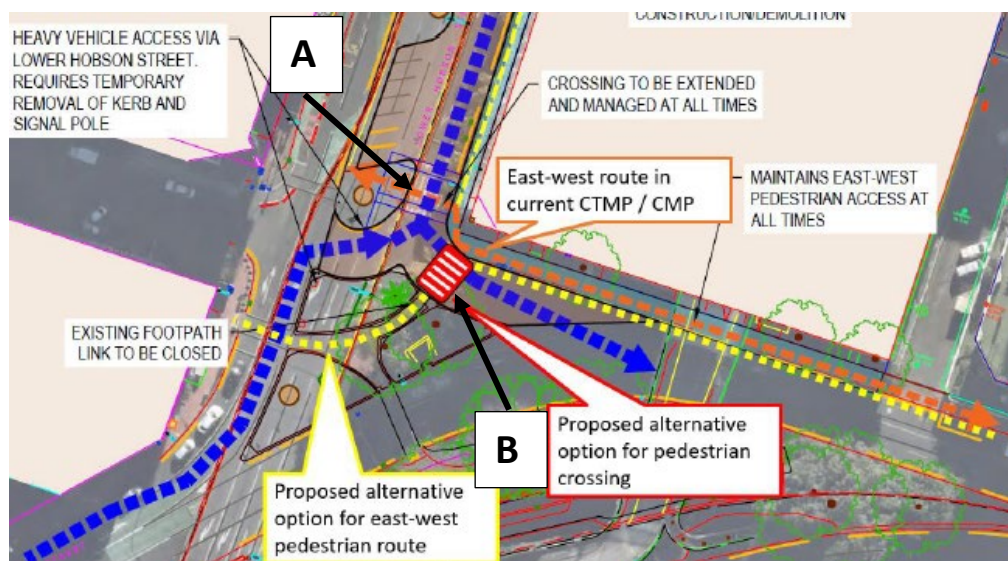


Figure 1 - Revised Pedestrian Crossing Arrangement on Lower Hobson Street¹

¹ Extract of Figure 1 from the FTAA Addendum Transport Report, 7 April 2026

- 4.22 The intent of the amendment is to reduce the risk of heavy vehicles queuing back onto Sturdee Street should there be pedestrians on the crossing. It is agreed that the amendment would likely reduce the constraint of the crossing on heavy vehicles entering the site directly into Lower Hobson Street, and I consider that the revised arrangement would potentially provide a better facility for pedestrians.
- 4.23 The Demolition and Construction Transport Assessment assessed how trucks such as semi-trailers could access the southbound Lower Hobson Street area for the previously proposed layout. This involved semi-trailers turning from Sturdee Street under the flyover into eastbound Customs Street West into the area marked B in Figure 1 and then reversing back into Lower Hobson Street. In addition, a loading bay was proposed on the northern side of Customs Street West at location B. The revised layout would impact on this proposed method of operation. Therefore, an updated assessment is required of the revised configuration to demonstrate how these semi-trailers would access the site and/or trucks will be able to exit the site forwards.
- 4.24 The constraint of the pedestrian crossing would still exist, but potentially at a lower frequency at times when trucks have the ability to turn around within the site as trucks would directly access Lower Hobson Street without conflicting with the crossing. The updated assessment is necessary when there is no access to the Downtown Car Park site from the Lower Hobson Street frontage as trucks and semi-trailers would not be able to turn around within Lower Hobson Street without first turning onto the pedestrian crossing and reversing into the site. When there is no ability to turn around trucks within the site, the revised pedestrian crossing location would require a greater level of coordination with truck arrivals and the operation of the pedestrian crossing, to ensure the crossing is clear of pedestrians to enable trucks to turn in from Sturdee Street and be clear of the Sturdee Street / Lower Hobson Street / Customs Street West intersection. This increases the risk that trucks could impact buses in the Lower Hobson Street bus lane, and there is likely to be greater impact on pedestrians due to the need to more closely coordinate and manage the pedestrian crossing operation with truck movements.

Heavy Vehicle Traffic

- 4.25 Section 12.1 of the Demolition and Construction Transport Assessment presents details of the forecast peak hourly truck movements at different stages of demolition and construction. This ranges from a peak hourly flow of 12 trucks per hour (24 movements) during the enabling works and demolition, to up to 24 trucks per hour (48 truck movements) during the construction of Tower 1, Tower 2 and podium.
- 4.26 It is acknowledged that these are the peak hourly truck movements and these will vary during the day and from day to day.
- 4.27 The assessment has assumed that the hours of work for demolition and construction would normally be 7am-6pm Monday to Friday and 8am to 5pm Saturdays, with some specific works being allowed for extended periods of time, which include: works required over full weekends, including Sundays and overnight for the demolition of the pedestrian bridge over Lower Hobson Street and the removal of the Downtown Car Park ramp over Customs Street West; large concrete pours to commence at 3am; and sheet piling where within 40m of the Aon building up to 10.30pm Monday – Friday

- 4.28 As outlined above heavy truck movements will be restricted to accessing the site via Sturdee Street and under the Lower Hobson Street flyover and exit the site via Customs Street West and through to Customs Street East.

Significance of the Road Network in the Vicinity of the Site for Bus Operations

- 4.29 The road network along Sturdee Street, Customs Street West and Lower Hobson Street is a critical part of the network for bus operations.
- 4.30 To put some context around the significance of the bus routes in this location, during the AM Peak period (7am-9am) there are 40 buses using the bus lane on the approach to the Lower Hobson Street / Customs Street West intersection at the location of the site access; these include frequent services Western Express (WX1) and Route 18.
- 4.31 The buses on the approach to the intersection are out of service but are travelling to the start of their route on Lower Albert Street. The bus lane provides priority for these services to start their route on time. It is important that the out of service buses are able to reach the start of the bus route on Lower Albert Street on time, as a delay at the start of their route impacts on the whole of the bus journey thereafter and all bus passengers along the route; poor reliability and buses not running to timetable can effect patronage.
- 4.32 In addition to the out of service buses, there are 119 in-service buses that use Sturdee Street and Customs Street West during this period. These include the Northern Express (NX1) which carries around 57,000 people per month in the AM peak period, or around 2,000 passengers in each AM weekday peak period.
- 4.33 In contrast, in the PM peak (4pm-6pm) there are 65 out of service buses that use the bus lane on the approach to Lower Hobson Street/ Customs Street West intersection and 59 in-service buses travelling to Customs Street West. The out of service buses in the PM peak serve an average of over 18,000 passengers per month from the bus stops on Lower Albert Street alone; passengers at all other bus stops along the routes of these buses will be affected if these buses are unable to start their route on time. The in-service buses along Customs Street West carry around 13,000 people per month in the PM peak.
- 4.34 From the above data, it can be seen that it is very important to maintain bus operations through this section of the network due to the potential impact on the many thousands of people using these buses.

Traffic Modelling

- 4.35 Traffic modelling of the effects of the construction has been undertaken utilising the City Centre SATURN model that has been supplied to the applicant by the Auckland Forecasting Centre (AFC). The model is for the weekday AM and PM peaks and for the future year 2031. This model has assumed that the City Rail Link (CRL) is complete, and the associated traffic management and road works removed. The model includes committed and funded projects. Unfunded projects or uncertain projects (such as the removal of the Lower Hobson Street fly over or changes for the City Centre Bus Plan) are not included in the model. The model includes the modified bus network that is proposed once CRL is open.
- 4.36 In terms of the elements related to the demolition that have been included in the model, this includes the closure of the Downtown Car Park and reassignment of trips to other car parks in the CBD using a methodology developed by the AFC, closure of Lower Hobson Street

southbound between Quay Street and Customs Street West, addition of truck movements to the site, addition of light construction vehicles accessing the site via the service lane to the east of the site, and re-assigning trips associated with the M Social hotel to the service lane to access car parks at the HSBC/AON buildings.

- 4.37 The general assumptions used in the model are accepted and considered reasonable.
- 4.38 The modelling for the primary demolition phase and the construction stage has assumed the highest forecast number of heavy trucks travelling to and from the site (24 truck movements in and 24 truck movements out). Separate network modelling has been undertaken for the demolition phases of the Lower Hobson Street footbridge and the Downtown Car Park ramp over Customs Street West.

Cycling and Walking

- 4.39 In relation to cycling, only the demolition of the Lower Hobson Street footbridge impacts on cycling infrastructure due to the closure of Lower Hobson Street. During this stage, the bi-directional cycle facility on the western side of Lower Hobson Street would be closed. Cyclists would be required to use alternative routes which may include either alternative on-road routes or dismounting and walking through the Viaduct area. Given the short duration of the works (48 hours), it is considered that this effect is not significant on these users.
- 4.40 Pedestrian routes will generally be maintained throughout demolition and construction. The pedestrian route along Customs Street West will be retained by the provision of Class B hoardings which would protect pedestrians from construction works on the site and overhead. This route is to be retained throughout demolition and construction with the exception of the removal of the Downtown Car Park ramp over Customs Street West.
- 4.41 The eastern footpath on Lower Hobson Street is to be retained, wherever possible, during demolition and construction. This link is not as critical as the Customs Street West route, with the latter route being an important east-west connection between the CBD and the Viaduct and Wynyard Quarter areas. There is an alternative footpath on the western side of Lower Hobson Street that can be utilised in the event the eastern footpath needs to be closed.
- 4.42 There would be no pedestrian access along Lower Hobson Street during the removal of the Lower Hobson Street footbridge and along Customs Street West during the removal of the Downtown Car Park ramp across Customs Street West. These activities are anticipated to be of a short duration, 48 hours for the footbridge, and two weekend closures (48 hours or so each) for the car park ramp. These are of short duration and therefore the effects of these closures on pedestrians and cyclists are considered acceptable given there is no alternative to the closures. Signed diversion routes will be required during these works along routes identified by the Applicant.
- 4.43 Diversion routes are discussed below.

Footpaths closed on both sides of Lower Hobson Street – Removal of Lower Hobson Street Footbridge

- 4.44 The closure of the Lower Hobson Street footpaths is required for a 48-hour period. Alternative routes are available. During this stage, it is considered that the footpath along Customs Street West should be kept open to minimise the diversion route for pedestrians, particularly those who have mobility impairments, use wheelchairs or mobility scooters or those with prams and push chairs as some of the alternative routes to the south require the use of stairs.

Footpath closed on Customs Street West – Removal of Downtown Car Park Ramp

- 4.45 The closure of the Customs Street West footpath is required for safety due to the demolition of the car park exit ramp to Fanshawe Street and therefore the closure cannot be avoided. This stage of work is anticipated to occur over two weekends.
- 4.46 Some of the diversion routes are significant and the route to the south via Fanshawe Street and the stairwell on Sturdee Street is not an accessible route due to the presence of stairs. Care would need to be taken to ensure that the alternative routes are clearly sign posted and that less mobile pedestrians are not directed along the route that is not accessible.
- 4.47 The works should be coordinated to occur during school holidays or over a public holiday weekend. Doing so would reduce the number of people affected by the closure and the adverse effects on diverting pedestrians.
- 4.48 Overall, it is considered that the closures of Lower Hobson Street and Customs Street West are for only a short duration and therefore the effects on active mode users would not be significant. Pedestrian and cycle routes are to be retained at other times during demolition and construction.

Effects of Demolition and Construction on Public Transport and Traffic

- 4.49 The following traffic modelling has been undertaken by the Applicant to assess the various demolition and construction phases:
- a) SATURN Network Modelling for:
 - i. Scenario A – Removal of Lower Hobson Street footbridge.
 - ii. Scenario B – Removal of Downtown Car Park ramp over Customs Street West.
 - iii. Scenario C – Primary demolition / construction.
 - b) SIDRA Network Modelling for:
 - i. Scenario C – Primary demolition / construction

- 4.50 I discuss below the effects on the operation of the network and buses for each of these scenarios.

Scenario A – Removal of Lower Hobson Street footbridge

- 4.51 The SATURN model is for the weekday peak hours, whereas this stage is proposed to be undertaken over a weekend. Therefore, the effects of Stage 1 are likely to be overstated in

the modelling, and commuters would not be affected. The modelling assesses the full closure of Lower Hobson Street.

- 4.52 The modelling indicates that there are localised shifts in traffic flows due to the closure of Lower Hobson Street and access along Quay Street being restricted west of Tangihua Street. However, changes in delay are moderate and localised around the immediate area along Quay Street and Customs Street West. Increased delays of up to 90 seconds are forecast in the vicinity of the closure, but these are based on weekday flows rather than weekend conditions. Across the remainder of the CBD there is little change in delay with the exception of along SH16 around Stanley Street which is likely due to motorists using this route as an alternative to travelling through the city. As the modelling is based on weekdays whereas the closure would be a weekend, it is considered the increase in delay forecast at SH16 would be overestimated. The SH16 Stanley Street route for traffic travelling to and from the east is a suitable alternative to using Lower Hobson Street and Quay Street.
- 4.53 Advanced warning to motorists of the closure would assist in encouraging motorists to avoid the area in the vicinity of the closure.
- 4.54 The modelling forecasts that, overall, there would be a 10 to 19 second per vehicle increase in travel time across the city centre network.
- 4.55 With respect to the effects on buses, the modelling forecasts an increase in travel time of 3 minutes and 5 minutes per bus for the AM and PM peaks respectively for inbound services which include Frequent Services such as the Western Express (WX1) and Route 18.
- 4.56 For outbound services, whilst there is a reduction in travel time for about five bus services of around 30 to 50 seconds, up to 18 bus services have increased travel times of between 45 seconds and 2 minutes per bus. Where buses experience a reduced travel time, this is considered to be due to the temporary relocation of the bus stop at the start of the route from Quay Street to Customs Street West. However, this travel time reduction does not take into account the potential increase in journey time required to reposition the buses from the end of the inbound route to the start of the outbound route. The additional travel distance is around 850m and would affect 5 different services. The additional travel time could impact on the ability to operate the routes to timetable.
- 4.57 Section 9.2 of the Demolition and Construction Transport Assessment provided an assessment of the additional journey required to re-route out of service buses due to the need to relocate Bus Stop E from Quay Street due to the closure of Lower Hobson Street in this stage of works.
- 4.58 The assessment forecast that it would take some 5 to 6 minutes (306 to 375 seconds) to reach the revised bus stop.
- 4.59 The assessment utilises a weekday traffic model, whilst the works would be undertaken over a weekend. Therefore, it is expected that traffic volumes would be lower and thus delays experienced at intersections would be somewhat reduced from that forecast. Having said that, much of the additional travel time for buses to reach the start of the route is due to the increased travel distance rather than congestion on the network.
- 4.60 Whilst there would be increased times involved in repositioning buses, the closure of Bus Stop E cannot be avoided, and this stage is only for a short duration (one weekend).

Therefore, the change in routeing would need to be taken into account by the bus operators and planned into buses starting their routes from the revised bus stop location.

- 4.61 Some additional buses may be required to offset the additional travel times for inbound buses and time taken to reposition out of service buses for the start of the next service. Measures would need to be put in place to provide advanced warning to the public of the works and possible disruption to bus services.
- 4.62 It is noted that Princes Wharf is used by cruise ships, and therefore during the cruise ship season the Quay Street / Lower Hobson Street / Princes Wharf intersection is well utilised by cruise tours and by passengers boarding and alighting ships. The closure of Lower Hobson Street would impact on the routeing of traffic travelling to the wharf. I consider it would be prudent that the scheduling of the footbridge removal should take into account when cruise ships would be using the wharf; cruise timetables are published at least a year in advance which would assist with scheduling of the works.
- 4.63 In summary, the closure of Lower Hobson Street to remove the footbridge is unavoidable and the works are anticipated to be for only 48 hours, and on a weekend; thus, of short duration. Weekend working avoids impacting commuters and minimises the effects of the works on the operation of the network. To mitigate the effects of the closure, advanced warning will be required to the public, and the works should avoid weekends when there are cruise ships using Princes Wharf. Given the short duration of the works, physical mitigation measures to provide priority for buses affected are not considered to be practical or necessary in this instance.

Scenario B – Removal of Downtown Car Park Ramp across Customs Street West

- 4.64 This stage closes Customs Street West between Lower Hobson Street and Lower Albert Street for the removal of the exit ramp from the Downtown Car park to Fanshawe Street. These works are anticipated to be undertaken over two weekends, which may not be sequential.
- 4.65 The effects of the closure are that traffic re-routes from Customs Street West onto Quay Street and onto alternative routes such as using SH16 and Stanley Street (port access). Increased general traffic delays are experienced in the local vicinity of the closure, notably on the Lower Hobson Street approach to Quay Street, and on the southern Albert Street approach to the Customs Street West. Delays of between 1 and 2.5 minutes are forecast at these locations. There is little change in delay forecast in the wider CBD area.
- 4.66 In terms of buses, the assessment of the closure forecasts an impact on buses that use Customs Street West (including NX1, 95B and 95C, 97B and 97R, City bus, and the Inner link). These bus services are forecast to have delays of 2 to 6.5 minutes in the PM peak; this range of increased journey times relates to inbound and outbound services, respectively.
- 4.67 There is a greater increase in bus travel time in the AM peak compared to the PM peak, this is considered to be due to the fact that these works effectively only affects eastbound buses on Customs Street West, and therefore as this direction has higher traffic flows in the AM peak compared to the PM peak, it results in a greater impact on bus journey times in the AM peak.

- 4.68 However, as noted, these works are to be undertaken over a weekend whereas the modelling is based on weekday models. Therefore, the modelling will over-estimate the effects of the closure and the increased journey times would be less than those reported above.
- 4.69 The closure of Customs Street West cannot be avoided as this is necessary for safety reasons. However, to minimise the effect of the closure, it is considered that the works should be scheduled for a long weekend and / or to coincide with school holidays when there would be lower traffic flows and numbers of bus passengers affected. This is considered appropriate mitigation.
- 4.70 Advanced advertising and notifications to the travelling public would further assist in warning the public of the works and to make alternative travel arrangements or use different routes to avoid the area. It is expected that such advertising and communications would be part of the CTMP and TTMP requirements for these demolition works.
- 4.71 Overall, I consider that the combination of the above measures would enable this stage of the works to appropriately manage the effects of the Customs Street West closure.

Scenario C - Primary Demolition and Construction

- 4.72 During this stage of works, these are mostly contained within the site, except for the southbound Lower Hobson Street being closed to traffic. This results in localised redistribution of traffic that currently uses this section of road, but this is not forecast to result in any notable changes in travel time or delay on the network for general traffic or buses.
- 4.73 All phases of demolition and construction include the closure of the lower-level Lower Hobson Street southbound lane. The existing traffic volumes using this street are estimated to be 3,900 vehicles per day or approximately 390 vehicles per hour at peak. A proportion of these vehicles will be associated with the Downtown Car Park and would be diverted to other car parks in the city with the closure of the car park. Once this is taken into account, the closure of southbound Lower Hobson Street is forecast to have little effect on the distribution of traffic and performance of the network. This is illustrated in the modelling for the primary phase of demolition and construction. I agree with the overall findings of the modelling.
- 4.74 Notwithstanding, there will be an effect on access to the western end of Customs Street West, west of Lower Hobson Street due to the closure of the southbound Lower Hobson Street. Traffic associated with this closure will be required to divert to other routes, such as via the Lower Hobson Street Flyover, Fanshawe Street and Market Place; no specific information was included in the assessment on the volume of traffic affected. I have extracted traffic flow data from the SCATS traffic signal system, and this indicates that up to 60 vehicles an hour or around 1,000 vehicles per day would be affected by the closure. These motorists will be affected for approximately 5 years. From a network operation perspective, this is not adversely affected by the diversion of this traffic.
- 4.75 The closure of the southbound Lower Hobson Street does not impact on the operation of buses as this is not a bus route or used by out of service buses. The SATURN model indicates just minor changes in bus journey times, but these are not significant.
- 4.76 The applicant has provided SIDRA modelling of the key intersections in the vicinity of the site to provide more detailed information on the effects of heavy construction traffic using the

bus lane along Sturdee Street to access the construction area on Lower Hobson Street. The SIDRA model has forecast that there would be an overall reduction in delay to buses at the intersection of around 9 to 13 seconds per bus with the proposed access under the flyover. This is due to the reconfiguration of the intersection which removes the right turn from Lower Hobson Street to Customs Street West enabling the associated traffic signal phase to be omitted.

- 4.77 I agree in principle with the modelling results that trucks using the bus lane to access the site should not result in delays to buses. However, the modelling assumes that trucks will be able to freely exit the intersection and enter the site on Lower Hobson Street. This area will require careful management to ensure that there is space for the truck to enter the site clear of the signalised intersection and I am concerned over the ability to effectively manage this area to avoid trucks affecting the operation of the Sturdee Street bus lane. I discuss this further below and in paragraphs 4.88 to 4.91 with regards to the constrained space along Lower Hobson Street to efficiently and effectively accommodate the anticipated number of heavy vehicles.
- 4.78 Heavy vehicles will be required to utilise the bus lane when turning from Sturdee Street to southbound Lower Hobson Street to access the site and this could impact on buses due to the interaction with the bus lanes. Heavy vehicles will be turning slowly into the site due to the tightness of the turn, the likely traffic management arrangements in the site, and the need for slow speeds within the site for worker safety. Furthermore, the interaction with the pedestrian crossing as discussed in paragraph 4.23 has the potential to affect truck movements exiting the intersection. Therefore, whilst the modelling indicates a reduction in delay for buses, I am concerned that these factors could impact the efficient movement of some buses should they be following a truck accessing the site. This effect would be exacerbated if there is more than one truck attempting to access the site at the same time. This is a realistic risk given the possibility of there being up to 24 trucks per hour entering the site.
- 4.79 Putting the modelling results to one side, the operation of Sturdee Street on the approach to the intersection is relatively complex due to the positioning of bus lanes and need for vehicles to weave between lanes when travelling from Sturdee Street to Lower Hobson Street and for buses to weave from the kerbside bus lane to the centre running lane where the road forks between Lower Hobson Street and Customs Street West. The addition of up to 24 trucks per hour will increase the complexity of this weaving movement for buses as well as other road users. This complexity has not been taken into account in the modelling and has the potential to affect bus movements and bus passengers, which are significant along this section of road, particularly in the AM peak, as described above. I do not consider that these manoeuvres can realistically be modelled to better understand the potential effects of weaving along this section of the corridor.
- 4.80 It is acknowledged that the volume of trucks will fluctuate over the whole construction period, however, the presence of increased truck movements through this section of the network will occur over a period in excess of 5 years.
- 4.81 The arrival rate of trucks at the site entrance would need to be managed so that no more than one truck arrives at any one time. This would be necessary as there is little space on Lower Hobson Street particularly when there is no access into the site to accommodate additional

arriving trucks prior to them manoeuvring to the location where they will load or unload. Should a truck be manoeuvring as a second truck arrives, the second truck may not be able to exit the intersection and enter Lower Hobson Street. Should this be the case, the second truck would queue back into the bus lane and therefore delay buses. There is a potential compounding effect on further truck arrivals if these are not effectively managed.

- 4.82 I consider that the Construction Traffic Management Plan and the Consent Conditions shall include specific criteria to address potential effects of multiple trucks arriving together, by requiring only one truck at a time to arrive at the site and to provide management measures within the site to avoid trucks backing up into the Sturdee Street bus lane.
- 4.83 In relation to buses travelling along Customs Street West, there is a minor increase in delay (1 or 2 seconds) forecast. These buses should not be affected by trucks entering the site under the Lower Hobson Street flyover, and I do not consider that this quantum of delay to be significant.
- 4.84 Auckland Transport previously considered that there should be no heavy construction vehicles using the Lower Hobson Street site access at peak times. On the basis of the latest traffic modelling that demonstrates that buses would not experience delays entering the site and no significant delays due to trucks exiting the site, I consider for the situation with the existing receiving environment that the restriction of no heavy construction vehicles in the peak periods is not required. However, as outlined above I am concerned about the ability to effectively manage the heavy construction vehicles within the Lower Hobson Street area so that they do not impact on the Sturdee Street bus lane. I therefore consider it is appropriate for a limit on the number of trucks that can enter the site is appropriate. Based on the modelling I consider that there should be no more than 24 trucks per hour (24 inbound and 24 outbound movements) as assessed, and that management measures are put in place to ensure that no more than one truck arrives at the access at any one time. Notwithstanding, I am concerned that the constrained nature of the Lower Hobson Street area could impact on the ability to accommodate this number of trucks and thus a lower cap may be appropriate to avoid effects on the Sturdee Street bus lane. Given the complexities around the operation and management of the access to Lower Hobson Street there is insufficient information to determine the value of a lower cap.
- 4.85 As there is risk that the number of trucks forecast cannot be accommodated, I recommend that monitoring should be undertaken at various stages of the demolition and construction phases to confirm the assumptions that trucks can be effectively managed within the Lower Hobson Street area. This is necessary prior to the phases of construction when the maximum number of trucks (24 trucks/hour) are anticipated to avoid potential effects on the adjacent transport network. The monitoring would identify potential limitations that could result in the need to reduce the cap on the number of truck movements below 24 trucks per hour.

Effects of Closure of Service Lane Access from Customs Street West during Demolition and Construction

- 4.86 The Construction and Demolition Transport Assessment did not address whether the service lane access from Customs Street West would need to be closed during the demolition and construction phases. In response to this issue being raised in the joint s67 and Red Flags

Memorandum², the Appendix 5 Addendum Transport Report confirmed in Section 4.1.3 that the lane would need to be closed for a period of construction and vehicles diverted to the Quay Street access. The response was made largely in relation to the effects on existing servicing arrangement for the HSBC and AON buildings. The response considered that an assessment was not required of the effects of traffic diverted to the Quay Street access as this has already been assessed for the operation of the site, which has larger traffic volumes. The response did not state the duration that the service lane access to Customs Street West would be closed.

4.87 I agree that an assessment has been undertaken of the Quay Street access for the operation of the project. However, that assessment is based on a traffic distribution that allows access from both Customs Street West and Quay Street. The closure of the Customs Street West access will mean that vehicles that turn left into Customs Street West would have to turn right from the Quay Street bus lane into the service lane. This would significantly increase the number of right turning vehicles from the Quay Street bus lane from that assessed for the project operation as summarised as follows:

- a) Right turn movement from Quay Street into the service lane in the operational modelling is 1 and 2 vehicles in the AM and PM peaks respectively.
- b) Left turn into the service lane from Customs Street West is forecast to be 165 and 86 vehicles in the AM and PM peaks respectively during the construction phase, which would be diverted to the right turn in from Quay Street during the closure of the Customs Street West service lane access.

4.88 Therefore, given the significant increase in flows that will be turning right from the Quay Street bus lane, I consider an assessment of the effects of the closure of the Customs Street West service lane access is required to understand the potential effect on the bus lane and buses. Details of the duration of a closure of the Customs Street West access are also required to understand the scale of effect that could occur on the buses using the bus lane.

Space within Lower Hobson Street to Accommodate Heavy Vehicles

4.89 There is limited space within the southbound Lower Hobson Street lane to accommodate heavy vehicles being parked (either being loading/unloaded or waiting to enter the site) whilst maintaining clear space for vehicles to travel along Lower Hobson Street. I estimate there to be space for around five to seven 12m trucks assuming trucks can only park on one side of Lower Hobson Street. There will be periods of time when there will be no or limited access for heavy vehicles within the site itself for trucks to load or unload and therefore all heavy vehicle activity will be on Lower Hobson Street.

4.90 There is uncertainty as to how the number of trucks forecast would be able to be serviced and whether there is sufficient space to enable trucks to be parked on-site. Whilst not all 24 trucks would be on-site at any one time and not all demolition or construction phases are forecast to have this number of trucks, given the time for unloading or loading, numerous trucks will need to be accommodated at any one given time. If there is insufficient space on site to accommodate the trucks then this could result in trucks backing up into the road reserve (and

² BUN60460864 / FTAA-2512-1158: The Downtown Carpark Redevelopment – s67 & Red Flags Memorandum, Martin Peake & Nichols Simpson, 25 March 2026, para 7.1 and 10.22

Sturdee Street bus lane) and affecting the operation of the transport network, including buses. To prevent this scenario, trucks would need to be either sent away or coordinated to arrive only when there is space to accommodate them.

- 4.91 Given the limited available space, I consider that it needs to be demonstrated as part of the application that the number of trucks forecast can be serviced and parked on site without queuing back onto the adjacent road network. If the forecast number of trucks cannot be accommodated, this has the potential to impact the overall programme of the works as trucks would need to be held off site until there is sufficient space.
- 4.92 As highlighted in paragraphs 4.23 and 4.24, and in paragraphs 4.79 to 4.85, the ability for trucks to be able to turn around within the Lower Hobson Street lane for the revised layout of the access under the flyover has not been demonstrated and I have concerns over the ability to manage the number of trucks forecast. As set out in paragraph 4.85, I consider a monitoring condition would be appropriate to confirm the assumptions underlying the ability to accommodate the 24 trucks per hour. This is necessary to ensure that the operation of the facility does not adversely affect the operation of the road network, including buses and pedestrians along Customs Street West.

Light Construction Vehicle Access

- 4.93 It is understood that light vehicles would not be parked on site and special parking provision will not be made available within the basement. However, the Construction and Demolition Assessment Report notes that there may be a requirement for light vehicles to travel to and from the site and that these may utilise the Lower Hobson Street access, depending on the accessibility of other parts of the site at various phases of construction. The report does not provide details as to when or for what duration other parts of the site would not be accessible. Furthermore, there will be a requirement for delivery of materials or equipment by various trades to the site (other than via heavy vehicle) and thus there will be a demand for loading and unloading of those vehicles.
- 4.94 I consider that it would be impractical for trades people to be carrying large / heavy equipment or materials from nearby car parks. No details as to how vehicles, other than heavy vehicles, associated with these activities will be managed, including locations where they would be able to park or unload. Auckland Transport is concerned that without specific management measures that vehicles will park on Customs Street West illegally to unload or immediately surrounding areas. Illegal parking would disrupt traffic movements, including the many buses, impacting on bus travel time and journey time reliability.
- 4.95 I consider that it would not be appropriate for light construction vehicles to access the site via the route under the Lower Hobson Street flyover. This would add additional traffic movements that would be more difficult to coordinate with the heavy vehicle movements and would increase the propensity for the construction vehicle movements to interfere with the operation of the Sturdee Street / Lower Hobson Street / Customs Street West intersection, including buses. No assessment of additional vehicle numbers to the 24 truck movements has been undertaken, nor on the potential number of light vehicle numbers that could occur.
- 4.96 The site does have a boundary with the service lane, and I consider that this would be an appropriate location for light construction vehicles to access the site.

- 4.97 Based on the complexities of this managed access, I recommend that the Consent Conditions and the Construction Traffic Management Plan should specify that light construction vehicles should not utilise the Lower Hobson Street access.

Summary of Key Recommendations

- 4.98 From the above assessment I have made a range of recommendations as to measures to manage the effects of the demolition and construction phases of the project. Notwithstanding, even with these measures incorporated into the CTMP or Conditions of Consent, I still have concerns over whether the proposed loading area on Lower Hobson Street can be managed to avoid trucks affecting the operation of the adjacent road network in the vicinity of the site access. Some additional analysis is also required to fully understand the traffic effects during demolition and construction. The recommendations identified above are summarised below.

- a) Heavy vehicle access should be restricted to no more than 24 truck movements per hour at the Lower Hobson Street access to the site. This is consistent with the highest number of trucks forecast and assessed.
- b) Should the retaining wall works be granted consent, no heavy truck movements should occur during periods of construction when there is only one eastbound lane available on Customs Street West and no eastbound lane available on Fanshawe Street.
- c) Active management of truck arrivals is required to ensure that only one truck arrives at a time at the Lower Hobson Street site access, to manage loading and unloading within the site, and trucks exiting the site so as to avoid affecting the efficiency of trucks entering the site.
- d) Light construction vehicles should not be permitted to use the Lower Hobson Street access. Alternative access should be provided such as through the service lane.
- e) The Construction Traffic Management Plan should be strengthened to include mandatory requirements, including limits on truck numbers, peak hour restrictions, prohibitions on heavy vehicles using Quay Street, requirements to maintain bus lane operation, and measures to ensure safe pedestrian access. The CTMP should also address crane operations, and footpath widths.
- f) A monitoring condition should be included to assess the time taken for trucks to enter the site, load and/or unload and exit onto Customs Street West. The monitoring is required to confirm that trucks can be turned around with 2.5 minutes, the effective maximum arrival rate of 24 trucks per hour, the maximum number of heavy construction vehicles that has been assessed to be using the Lower Hobson Street access.

- 4.99 In addition to the above, I have identified that further assessment is required on the following matters to better understand and the effects of the demolition and construction of the Downtown Car Park.

- a) An assessment of the operation of the Quay Street service lane access is required to understand the traffic effects on the Quay Street bus lane and bus operations due to closing the Customs Street West service lane access. The duration of a closure of the

Customs Street West access is required to understand the potential scale of any effect on Quay Street.

- b) A revised arrangement for the access under the Lower Hobson Street flyover has been proposed with a new zebra crossing. Whilst the arrangement is likely to assist the efficient entry movement of trucks into the construction zone, further detail is required on the proposed operation of the truck operations with the pedestrian crossing in place, including how large vehicles will be managed, will be able to turn around within the area, and enabling the safe and efficient operation of the pedestrian crossing.

5. Retaining Wall Works

- 5.1 The above assessment is based on the assessment of the effects of demolition and construction on the existing road network as the receiving environment. As outline in Section 3, Auckland Transport has lodged a resource consent application (BUN60462925) that would relocate the retaining wall between Customs Street West and Fanshawe Street. The works to relocate the retaining wall will entail changes to the road network layout along Customs Street West and Fanshawe Street, including the configuration of the Customs Street West / Albert Street / Fanshawe Street intersection.
- 5.2 The Stage 1 road layout will split eastbound lanes between one on Customs Street West and one on Fanshawe Street. This arrangement will require changes to the traffic signal phasing at the Customs Street West / Albert Street / Fanshawe Street intersection that will impact on its capacity.
- 5.3 During the construction of the retaining wall, there will be a period, up to a year, when there is only a single eastbound lane available. This will significantly reduce capacity along Customs Street West.
- 5.4 The Applicant has provided comments on the retaining wall works in the Appendix 5 Addendum Traffic Report Section 3.2 and includes a high-level assessment of the Customs Street West operating as a single lane in the SATURN network model.
- 5.5 The Auckland Forecasting Centre on behalf of Auckland Transport has undertaken detailed intersection traffic modelling of the operation of the network including the Customs Street West / Albert Street / Fanshawe Street intersection for the layout anticipated during the Stage 1 construction works for the retaining wall (with two eastbound lanes split between Customs Street West and Fanshawe Street). The modelling has been undertaken with the Downtown Car Park closed, and with and without the forecast Downtown Car Park construction traffic as derived from the assumptions in the Construction and Demolition Transport Assessment.
- 5.6 I have not been provided the modelling but have been provided brief commentary on the modelling conclusions. From this information, I understand the key findings to be:
 - a) Modelling with the Downtown Car Park construction traffic shows increased delays particularly on eastbound Customs Street West, compared to without the construction traffic.

- b) With adjustments to signal phasing, including banning of the right turn from Albert Street into Customs Street West), that would be undertaken by Auckland Transport, the network would remain manageable.
 - c) The modelling forecasts some rerouting of traffic away from westbound Fanshawe Street for traffic travelling towards Hobson Street. This is present in the model without the Downtown Car Park construction traffic.
- 5.7 Based on the above assessment, I understand that the effects of the retaining wall works with the two eastbound lanes split between Customs Street West and Fanshawe Street, and the Downtown Car Park construction traffic can be accommodated with some fine tuning of traffic signal timings and phasing required. However, I note that this is on the basis of the quantum of construction traffic analysed, including up to 24 trucks travelling to and from the site per hour as forecast by the Applicant.
- 5.8 I therefore, consider that there should be a cap on the maximum number of trucks associated with the construction of the Downtown Car Park, as a greater number of truck movements has not been assessed and the operation of the Customs Street West / Albert Street / Fanshawe Street intersection is important for buses. I consider that this cap should be that no more than 24 trucks should operate, as per the assessment. I note that this number of trucks is anticipated to be during the latter construction phases of the development rather than the demolition when the retaining wall Stage 1 works are anticipated to occur. This cap is required in the event that the construction methodology changes from that currently assumed.
- 5.9 In relation to the period of the retaining wall works when the number of eastbound lanes is reduced to one, (a single lane being on Customs Street West), this will reduce eastbound capacity. The high-level assessment in the Appendix 5 Addendum Traffic Report is based on network modelling. This forecasts that there would be little change to the operation of the network other than an increase in delays exiting the Viaduct. In my view, the SATURN network modelling is too coarse to understand that effects of the reduction in capacity, particularly on buses along Customs Street West.
- 5.10 In my opinion, permitting heavy construction traffic to operate along Customs Street West would likely exacerbate the restricted capacity of the approach. It is anticipated that during this stage of the works, the demolition vehicles will be heavily laden when passing through the Customs Street West / Lower Albert Street intersection as they will be carting away material from the demolished car park. These vehicles will be slow to accelerate and due to their length would take longer to travel through the intersection and increase overall queue lengths. This would further reduce the capacity of the single lane. Therefore, I recommend that during the retaining wall works when there is only a single eastbound traffic lane, that no heavy construction traffic should operate to and from the site. I consider that this is necessary as the duration of this stage of works is currently unknown and the effects of the restricted capacity have not been appropriately assessed.
- 5.11 In conclusion, I consider that the Consent Conditions should:
- a) Restrict the number of heavy trucks accessing the site to no more than 24 trucks per hour during retaining wall works when there are two eastbound lanes available, one on

Customs Street West and one on Fanshawe Street, or two on eastbound Customs Street West only; and

- b) No heavy truck movements should operate during the retaining wall works when there is one eastbound traffic lane on Customs Street West and no eastbound traffic lanes on Fanshawe Street.

6. Stormwater and Wastewater Infrastructure Construction

- 6.1 The Infrastructure Concept Design Report provides details of wastewater and stormwater connections that will be required. These connections will result in construction in the road reserve, including excavations for the installation of pipes. These works will result in potential effects on the operation of the road network including impacts on buses and pedestrians. The effects of these works on the transport network have not been assessed in the Construction and Demolition Transport Assessment and therefore the effects on the operation of the road network are not known.

- 6.2 The wastewater and stormwater components are discussed in turn below.

Wastewater

- 6.3 The Applicant is proposing that selection of a preferred wastewater option would be determined during the detailed design phase. As a result, it is not possible to determine the potential traffic and transport effects of the options or whether they can be mitigated, at this time.
- 6.4 The Infrastructure Concept Design Report discusses five options for wastewater connections. Whilst the Assessment of Environmental Effects narrows these options to three options (Option 3 to 5), it is understood that all options are still being considered. These options are:
 - a) Option 1(a) is an option for a pipe along Market Place to connect to the Fanshawe Street pump station and (b) is for a 310m long 7m deep pipe along Sturdee Street to connect to a manhole at the Fanshawe Street / Market Place intersection.
 - b) Option 2 – a 190m long duplicate wastewater line along the Quay Street carriageway to a manhole west of Lower Queen Street
 - c) Option 3 – On-site storage and off-peak pumping.
 - d) Option 4 – Pump station within the road reserve in the vicinity of the Lower Hobson Street flyover, and piped connections along Sturdee Street to Nelson Street, including across the Nelson Street / Sturdee Street / Fanshawe Street intersection.
 - e) Option 5 – Pipe connection across Lower Albert Street.
- 6.5 Option 1(b) was developed as some upgrades may be required to receive the additional flows from Option 1(a). Option 1(a) would impact on local access along the western end of Customs Street West, including for servicing, which is already affected by the traffic management measures proposed for the demolition and construction of the Downtown Car Park. Option 1(b) would likely affect traffic along Sturdee Street and could impact on bus operations. The Infrastructure report recommends that Option 1(b) should occur during works for the removal of the Hobson Street flyover to minimise disruption to traffic. However, there is no timeframe for when the flyover will be removed and therefore this a significant risk if the flyover is not removed prior to the completion of the Downtown Car Park redevelopment. The effect of

these options on the operation of the transport network, particularly buses, has not been assessed.

- 6.6 Option 2 would require the excavation of Quay Street to install the pipe. As identified in the Infrastructure report, there are extensive utilities within Quay Street that would need to be worked around to install the pipe. Furthermore, the Quay Street upgrades have only recently been completed. The installation of a pipe within Quay Street would result in further disruption to the waterfront area and would impact on key bus operations including the NX1 and WX1 routes. From a transport perspective I do not support this option due to the likely effects on bus operations on Quay Street. The works would impact on high quality street upgrades that have only been completed in recent years.
- 6.7 Option 3 manages the wastewater on-site and would pump this off-site during off-peak times using existing wastewater pipes.
- 6.8 For Option 4, this includes a pump station to be located within the Sturdee Street road reserve. It is understood that this would require the removal of the flyover; there are no timeframes as to when the flyover will be removed, therefore, this provides some significant uncertainty as to whether this option would be feasible if the flyover is not removed prior to the completion of the proposed development. Mr Simpson provides further commentary on the effects of the pump station on the public realm. . From a transport perspective I do not support the option as this option would require significant works within the road corridor that have the potential to affect bus operations along the busy Sturdee Street corridor and across the Nelson Street/ Fanshawe Street / Sturdee Street intersection, the effects of which have not been quantified.
- 6.9 Option 5 is for a pipe connection across Lower Albert Street. This includes a potential variant for the connection to be taken across the footbridge that connects the AON/HSBC buildings to Commercial Bay. There is very little clearance between double decker buses and the footbridge. The feasibility of this option would need to be demonstrated as vertical clearance for double decker buses will need to be maintained.
- 6.10 Auckland Transport has previously advised that there are challenges in providing a connection across Lower Albert Street due to the utilities in the footpaths in this area and that the Lower Albert Street pavement has been constructed to accommodate loading of buses. Trenching across Lower Albert Street would compromise the construction of the Lower Albert Street pavement and could have significant impacts on bus operations and passenger movements accessing bus stops.
- 6.11 In lieu of an assessment of the effects on the operation of the transport network, Option 3 is considered the preferred option from a transport perspective as it avoids effects on the transport network.
- 6.12 Options 1, 2, 4 and 5 have the potential for significant effects on the transport network (including buses and pedestrians) during construction. It is recommended that an assessment of the construction traffic effects be undertaken as part of the FTAA rather than deferring to the detailed design stage, as there would be effects on the operation of the transport network for either option that have not been assessed or quantified to date.

Stormwater

- 6.13 The Infrastructure Concept Design Report states that new stormwater pipes are required along Lower Hobson Street and Customs Street West along the site frontage. Figure 2.3 of the report states that the new pipe would be in the berm along Lower Hobson Street. The design drawings in Appendix A of the report show that the pipes on Customs Street West would be in the carriageway. No assessment as to the traffic effects of the installation of these proposed pipes has been provided. Such an assessment is necessary as:
- a) Lower Hobson Street is proposed to be used for heavy construction vehicle access; if the carriageway needs to be excavated to install the pipe, this will impact on the ability for construction vehicles to access the site. An assessment of how construction vehicles would access the site if Lower Hobson Street is unavailable is required.
 - b) Installing the pipe on Customs Street West would require the closure of the Customs Street West bus lane. This would impact on:
 - i. Buses using the Customs Street West bus lane;
 - ii. On the ability for construction vehicles to exit Lower Hobson Street in Customs Street West; and
 - iii. The proposed pedestrian crossing facility at the intersection of Customs Street West / Lower Hobson Street.
 - c) If the pipes are to be installed in the footpath (as there is no berm along these sections of road), this would require the closure of the footpaths. An assessment of the effects on pedestrians, including any traffic management that may impact the operation of the adjacent road network, is required. This would be contrary to the assessment that has been provided that states that the Customs Street West footpath would be retained throughout the demolition and construction phases of the project (with the exception of the removal of the ramp from the car park over Customs Street West).
- 6.14 Further information is required to clarify the location of the proposed stormwater pipes, provide details of the construction methodology and duration of construction, and an assessment of the effects on the operation of the road network, including buses and pedestrians. The implications on the site access for construction vehicles should be assessed if Lower Hobson Street under the flyover is unavailable due to the installation of the stormwater pipes.
- 7. Management Plans – Demolition and Construction**
- 7.1 The following sections provide an assessment of the proposed management plans that are associated with the demolition and construction phases of the project.
- M Social Managed Access Service Arrangement Plan (MASAP)*
- 7.2 I have reviewed the draft M Social Managed Access Service Arrangement Plan (MASAP). I understand from the Appendix 5 Addendum Transport Report that the Applicant has consulted with M Social on the MASAP and the proposed management arrangements and that M Social's traffic peer reviewer has confirmed that they have raised no fundamental concerns about the draft plan, including for trucks over 8.3m in length.
- 7.3 On this basis, I am satisfied that the MASAP would be appropriate for the needs of M Social in relation to the mechanisms to managing access to the loading bay.

- 7.4 Notwithstanding, I have the following comments on the proposals as they relate to the operation of the road network.
- 7.5 The vehicle tracking for the 8m truck exiting the site from the loading bay towards the Lower Hobson Street flyover is a difficult manoeuvre as noted in the assessment and shown on the vehicle tracking drawings. I consider that this risks the trucks running over the nose of the existing island between the Lower Hobson Street lower lane and the Lower Hobson Street flyover. If this occurred on a regular basis, this may result in damage to the kerbs which would need to continually be repaired. Repairing kerbs in this location would require traffic management that would require lane closures on the Lower Hobson Street flyover and / or prevent access into the M Social loading dock. I recommend that the nose of the median island should be modified to reduce the risk of trucks overrunning and damaging the median island.
- 7.6 The lower-level Lower Hobson Street will be closed to traffic. However, the area in the vicinity of the M Social loading bay will need to be kept open to allow for M Social trucks to access the bay. There is a risk that general traffic may attempt to enter this area to travel along Lower Hobson Street, particularly just after the lower level has been closed to traffic as motorists may not appreciate that the road has been closed and it may take some time for GPS mapping apps (e.g. GoogleMaps) to be updated with the closure. If a motorist did enter into this area, it would need to reverse back onto Lower Hobson Street which could create a hazard for other motorists. Therefore, the traffic management would need to be designed to ensure that it is clear to drivers that the lower level of Lower Hobson Street is closed to traffic. Whilst this is a matter of detail, I consider that this requirement should be clearly set out in the MASAP. The boom gate referenced in the MASAP and the Construction and Demolition Transport Assessment should be positioned to enable M Social trucks to wait for the boom gate to open clear of the Lower Hobson Street lanes to the flyover.
- 7.7 I recommend that the MASAP Section 4 Action Development and Implementation Description should be amended to include the detail outlined in the Construction and Demolition Transport Assessment Section 10.1 as outlined and amended below, and recommendations as appropriate from above:
- a) An intercom system should be provided to allow a loading vehicle arriving at the gate to request the contractors to open the gate
 - b) There shall be sufficient space for a truck of the maximum size expected to use the M Social loading bay to wait prior to the gate, without queuing back into the Lower Hobson Street flyover lanes.
 - c) Mechanisms should be employed in consultation with M Social to avoid two trucks arriving to use the M Social loading dock at the same time.
 - d) During later stages of construction, there will be an overlap of truck manoeuvring areas for M Social loading vehicles and construction vehicles. The MASAP shall be updated in consultation with M Social to enable the loading bay to continue to operate. This will require contractor management.
 - e) The supports for the overhead hoardings by the M Social loading bay shall be designed to accommodate vehicle access.

- f) Mechanisms shall be put in place to enable vehicles arriving at the loading bay to access the site outside of times when the construction site is operational (e.g. before or after normal construction times, or at weekends).
 - g) The nose of the median island between the lower-level Lower Hobson Street and Lower Hobson Street flyover lanes shall be modified to assist 8m trucks exiting the loading bay turning into the flyover lanes.
 - h) The traffic management shall be designed to ensure that trucks can wait for access to the loading bay clear of the Lower Hobson Street flyover lanes.
- 7.8 The objectives of the MASAP refers to booking of the loading space to manage the available capacity of the loading space. However, the action plan does not refer to any booking system, nor does the assessment in the Construction and Demolition Transport Assessment. If a booking system is proposed to be part of the management of the M Social loading dock, which I consider it should, this should be included in the MASAP action plan.
- 7.9 The text of the MASAP in relation to the action plan should use positive language such as “must” to provide greater confidence that the measures identified are implemented.
- 7.10 It is recommended that Consent Condition 54 should be updated to include key management plan objectives included in the MASAP including:
 - a) To ensure members of the public and general traffic do not enter the Lower Hobson Street slip lane during demolition and construction

Construction Management Plan

- 7.11 The following sections provide comment and assessment on a number of matters arising out of my review of the Construction Management Plan that have not been specifically dealt with elsewhere in this memorandum.

Left Turning Trucks from Sturdee Street to Lower Hobson Street construction area

- 7.12 The Construction and Demolition Transport Assessment includes details as to how heavy vehicles will access the site. This includes allowing large heavy vehicles to turn left from Sturdee Street into Customs Street West to access the Lower Hobson Street service lane (refer to the yellow arrow in Figure 2). Whilst it is understood that this procedure is not intended to occur frequently, and the movement is sought to allow for flexibility for deliveries, if there are access issues via the traffic signals at Sturdee Street / Lower Hobson Street / Customs Street West under the flyover, there will likely to be access issues for this movement too.



Figure 2 - Left turn truck movement from Sturdee Street (Extract from Appendix 40 Construction and Demolition Assessment Report, Appendix B Sheet 03)

- 7.13 This manoeuvre would be against the normal direction of flow and would need to be undertaken at slow speed due to the tightness of the turn. This would impact on the operation of eastbound traffic travelling to Customs Street West as well as buses in the eastbound Customs Street West bus lane. The movement would be undertaken across the relocated pedestrian crossing on the corner of Customs Street West and Lower Hobson Street; pedestrians would not be expecting traffic to be approaching from this direction as traffic would normally only be travelling in an eastbound direction. There is the potential that a truck could be attempting to access the site from this direction as another truck is exiting thereby impacting on the operation of the road network.
- 7.14 As a result, the left turn movement should not be permitted as detailed in the assessment and this should be clarified in the documentation.

Bus Clearance to Class B Hoardings

- 7.15 Class B hoardings are proposed along the Customs Street West frontage. These will result in a vertical structure being placed near the kerb face. Auckland Transport's Practice Note 6 – Vertical and Horizontal Clearance over and besides bus routes requires a minimum separation of 450mm from the front face of a mountable kerb. In addition, Auckland Transport's Temporary Traffic Management Guidelines state that the footpaths must be maintained at their existing widths. The Appendix 5 Addendum Traffic Report Section 3.4.4 provides a brief assessment of the effect of the hoarding on the bus lane and the footpath width.
- 7.16 The bus lane on Customs Street West needs to be kept open to provide priority for the high volume of eastbound buses travelling along Customs Street West. This will dictate the positioning of the Class B Hoardings from the kerb face to provide the necessary clearance to passing buses. I acknowledge that this may reduce the available width of the footpath from that currently available due to the need for columns / supports for the hoardings. The

response notes that there is some flexibility to offset the proposed footpath within the available width between the kerb and the site boundary. This is a matter of detail, but the design would need to maintain the width of footpath as far as practicable. I recommend that this requirement should be incorporated into the Construction Traffic Management Plan as Customs Street West is a key east-west pedestrian route.

Demolition and Construction Loading Locations

- 7.17 The Construction and Demolition Transport Assessment shows drawings which include a loading area on the Customs Street West frontage of the site where the relocated pedestrian crossing is to be positioned. The revised arrangement in Figure 1 above reduces the available loading space and restricts this to Lower Hobson Street. Due to the reduced loading areas, this may impact on the efficiency of being able to load and unload vehicles and thus could impact on the demolition and/or construction programme. Whilst I support the relocated pedestrian crossing location in principle, I consider that the potential effects on the construction programme due to the loss of the loading space should be assessed.

Safety of Crane Operations

- 7.18 Vehicles on Lower Hobson Street will be unloaded by various means, including cranes. Concerns have been raised by Auckland Transport on the potential effects of materials being craned off trucks on the proposed Lower Hobson Street service lane as a distraction to motorists on the Lower Hobson Flyover. This is because material will suddenly appear alongside the traffic lane from below the level of the flyover. The Appendix 5 Addendum Traffic Report Section 4.1.2 provides comments on this concern and considers that no further assessment is required as craning materials is common within the CBD environment.
- 7.19 I agree that crane operations in the CBD environment are common. However, this situation is unique in the way that materials will suddenly appear at driver's eye height alongside the flyover when being lifted from the lower Lower Hobson Street lane. I agree to some extent that traffic is unidirectional and speeds on the flyover would generally be low (30km/h posted limit), and therefore, this would reduce the risk of a high severity crash. However, I consider the risk of distraction still exists and some means to manage that effect would be required, such as screening alongside the whole eastern edge of the flyover to a height of approximately 1m from the top of the existing concrete edge barrier.

Construction Traffic Management Plan

- 7.20 Notwithstanding my assessment on the demolition and construction effects above, particularly in relation to the operation of the access to Lower Hobson Street for heavy construction vehicles to be managed so as not to affect the operation of the adjacent transport network, including the Sturdee Street bus lane and pedestrian movements along Customs Street West, I consider that the Construction Traffic Management Plan (CTMP), or Consent Conditions should include details that have been assessed in the Construction and Demolition Transport Assessment and recommendations based on my assessment. I consider that this is necessary to provide guidance to the person that would be developing the full CTMP. Based on my assessment above and my review of the CTMP, I recommend that the CTMP should include:

- a) Details of the construction routes that heavy commercial vehicles should utilise in the vicinity of the site.
- b) The CTMP should state that heavy construction vehicles shall not utilise Quay Street to travel to or from the site.
- c) The hours of operation of the site shall be clearly identified in the CTMP. This could be by cross reference to other plans or Consent Conditions, but it should be clear if there are restrictions on operating hours. Exceptions such as for the removal of the Lower Hobson Street footbridge and the Downtown Car Park ramp over Customs Street West should be noted.
- d) The number of truck movements to and from the site should be restricted to no more than 24 truck movements per hour.
- e) Should the resource consent for the retaining wall be granted no heavy truck movements should operate during the retaining wall works when there is one eastbound traffic lane on Customs Street West and no eastbound traffic lanes on Fanshawe Street.
- f) The arrival of heavy truck movements to Lower Hobson Street shall be managed so that no more than one truck arrives at the site access at a time, and only when there is sufficient space within the site to accommodate additional trucks.
- g) Contractor parking for light vehicles or contractor access for dropping off tools (e.g. in small vans and utes etc.) should not be permitted to access the site via the access under the Lower Hobson Street flyover.

7.21 In relation to the wording of the CTMP, I consider that the CTMP should be more directive as the measures that are included in the CTMP that have been assessed. Therefore, the CTMP should be consistent with the assessment and require those measures or restrictions to be implemented rather than be examples of what “may” be included. This will provide assurance of the measures that will be implemented.

7.22 The CTMP principles need to be updated to include the following:

- a) The principle that bus lane closures should be minimised, should be amended to Bus lane closures shall be avoided.

8. Operational Effects

8.1 This section discusses the assessment of traffic effects associated with the operation of the proposed development.

Forecast Vehicle Trips

8.2 The Operational Integrated Transport Assessment Section 9.2.1 sets out the forecast vehicle trips.

8.3 The trip rates for the residential and office components of the development are based on trips per parking space and have been sourced from the RTA guidelines and from surveys of Commercial Bay, respectively. These sources are considered appropriate as is the use of trip generation rates per parking space. The use of per car park trip generation is considered reasonable to determine the trips associated with the vehicles travelling to and from the site given the CBD location and the proximity to public transport that provides alternative travel

options for residents and workers. The number of vehicle trips entering and exiting the site will ultimately be restricted by the availability and allocation of car parking to the various tenancies and dwellings.

- 8.4 Notwithstanding, workers or tenancies without allocated parking, or residents who do not have car parking (which may include tenants), may still choose to travel to the CBD to work or lease a car park in other nearby car parks. These workers / residents may therefore still travel by private vehicle at peak times. Trips associated with these users have not been captured in the analysis. It is acknowledged that such an assessment would be difficult to undertaken with confidence as it will depend on where motorists could park and on assumptions on trip generation. These trips would not be directly associated with the site but with other car parks.
- 8.5 The trips associated with the M Social development have been based on the office trip rates rather than based on actual trip rates associated with the hotel's 121 car parking spaces.
- 8.6 With regards to the loading and servicing, the trip generation for the site is based on the trip generation rates from the Commercial Bay development. It is considered that this provides an appropriate assessment of the trip generation. This is because the Commercial Bay development is an Auckland example, and it is understood that the proposed development will be managed in a similar way to Commercial Bay. The exception is for the trip generation for the residential component.
- 8.7 The ITA assumes that the residential loading and servicing trip rates would be the same as the trip rate for the servicing for the hotel. However, in my view the pattern of servicing for residential components would be different to the hotel.
- 8.8 Residential dwellings frequently receive parcels by courier as well as other delivers. With 160 residential apartments I consider that it would be reasonable to expect more than the one delivery in the peak hour to the apartments as forecast. I acknowledge that the delivery drivers may avoid travelling at peak times (as stated in the Appendix 5 Addendum Traffic Report), however, couriers have strict schedules and timeframes for deliveries of packages and therefore, I consider that there is no certainty as to the assumption that there would only one vehicle movement for servicing the residential dwellings.
- 8.9 Whilst I do not agree with the assumption on the residential servicing rates for peak hour movements, I do not consider that these would be such a significant number that they would affect the outcomes of the traffic modelling that has been undertaken. I am therefore, satisfied with the proposed trip generation volumes used in the analysis.

Traffic Modelling

- 8.10 The network traffic operational effects of the development have been assessed utilising the SATURN model for the Auckland CBD that has been provided by the Auckland Forecast Centre (AFC). It is understood that this model includes the CRL and all the associated transport improvement works associated with the development and other committed projects. The model is for a future forecast year of 2031, and this is based on forecast traffic flows from 2023. Further details are included in the Operational ITA Section 9.3.1.
- 8.11 As part of this assessment, I have not undertaken a review of the SATURN modelling inputs and calibration as it is considered that the model provided by the AFC, which has been

developed to assess projects within the CBD, has been appropriately reviewed and deemed fit for purpose prior to release for third party use.

- 8.12 In the development case, the Downtown Car Park is removed. The trips associated with the car park have been distributed to other car parks within the CBD utilising a methodology developed by AFC. It is understood that this takes into account the available capacity in other publicly available car parks in the CBD. Therefore, these existing trips have not simply been removed from the model but have been redistributed.
- 8.13 In addition to the SATURN modelling, intersection modelling has been undertaken utilising SIDRA. This modelling has modelled individual intersections to assess the effects of the development. The modelling includes two network models; these are for Quay Street compromise the Lower Hobson Street / Princes Wharf, M Social accesses (east and west), service lane, and the Lower Albert Street intersections. The second network is for Customs Street West which includes the pedestrian crossing on Customs Street West just west of Lower Hobson Street, Lower Hobson Street / Customs Street, Service Lane and the Lower Albert Street intersections. The SIDRA models utilise traffic volumes output from the SATURN model.
- 8.14 The SIDRA model has modelled the base case without the development and the future case with the development.
- 8.15 The SATURN network modelling forecasts relatively minor changes in traffic volumes both within the vicinity of the site and across the wider network. No change in delay greater than 10 seconds is identified in the modelling results, with the exception being the service lane access point onto Quay Street in the PM peak which has a forecast increase in delay of 14 seconds. This is contained within the site.
- 8.16 Therefore, from a network wide perspective, the forecast trips from the basement car parking and servicing/loading is not forecast to have a notable effect.
- 8.17 On examination of the overall effect on bus journey times, the development generally has a neutral effect or results in a slight reduction in journey times, which includes the NX1 and WX1 services. Some bus services are forecast to have a slight increase in their overall journey time of the order of up to 10 seconds. These affected services are those services along Customs Street East, rather than in the vicinity of the site; this appears to be due to relatively minor changes in traffic flows and patterns in that area, possibly due to redistribution of traffic associated with the existing Downtown Car Park.
- 8.18 Overall, it is considered that the wider network would continue to operate with little change with the development.
- 8.19 The SIDRA model considers the more localised effects of the development on the intersections surrounding the Downtown Car Park site. Of key importance is the operation of the Quay Street / Service Lane access. The SIDRA model forecasts that the service lane would operate with a Level of Service (LOS) A or C depending on the turning movement. However, the modelling is for an ideal arrangement and does not take into account the complexities of the operation of the Service Lane across the Quay Street footpath. For instance:
 - a) there are high pedestrian movements along the footpath which should have priority to traffic turning to and from the service lane;

- b) visibility to the east will be restricted by buses in the bus stops east of the service lane from time to time; and
 - c) there is activity within the Service Lane area such as taxi parking and pick up and drop off activity which affects the movement of vehicles to/from the service lane.
- 8.20 Taking these factors into consideration, would affect the performance of the intersection. SIDRA is unable to accurately model these factors.
- 8.21 Table 2 summarises the modelling results for the exit movements from the service lane onto Quay Street. These show that the AM peak 95th percentile queue increases from less than 1 vehicle to 10 vehicles. Whilst there is little change in the average delay, queues increase significantly but these would be contained largely within the site. The revised layout of the Quay Street service lane access would more clearly define this area and therefore pedestrians would generally not be walking through the queued traffic other than along the Quay Street footpath; the revised design removes the ambiguity of what is currently a shared space and therefore motorists would be expected to give way to pedestrians walking along Quay Street in accordance with the normal traffic rules.

Table 1 - SIDRA Model Results for Exit from Service Lane onto Quay Street

Movement	Existing		With Development	
	Delay (seconds)	Queue (vehicles)	Delay (seconds)	Queue (vehicles)
AM Peak				
Left Turn	4.8	0.3	4.8	10.0
Right Turn	14.7	0.3	15.0	10.0
PM Peak				
Left Turn	4.8	3.5	8.9	5.2
Right Turn	20.6	3.5	31.2	5.2

- 8.22 In the PM peak, the effects modelled are more modest in terms of the queues, but the delays increase.
- 8.23 The assessment forecasts a low volume of traffic will turn right into the site. These vehicles will perform the movements from within the eastbound bus lane. The modelling does not specifically indicate that there would be significant delays for this right turn movement (in the order of about 5 seconds which is similar to the existing situation) but the delay specifically for buses is not reported. However, given the low volume of right turners, it is not anticipated that there would be a significant effect on buses based on the modelling.
- 8.24 The Service Lane access onto Quay Street is discussed in paragraphs 8.28 to 8.35.
- 8.25 For the Lower Hobson Street / Quay Street intersection, the AM peak modelling forecasts a slight reduction in overall delay, and the overall performance of the intersection is essentially unchanged. This appears to be predominantly due to the reduction in traffic through the intersection with the removal of the Downtown Car Park. For the PM peak there is little change forecast in the operation of the intersection.
- 8.26 Traffic modelling for the Service Lane access onto Customs Street West forecasts that this intersection would operate with an acceptable level of performance. However, it is noted that the model does not take into account that traffic turning left into the site will be required to give way to pedestrians on the footpath. Observations of the current operation of the

access show that vehicles queue from time to time when turning left into the site due to the volume of pedestrians using the Customs Street West footpath. This has the potential to affect buses, although this already occurs.

- 8.27 In summary, the network modelling forecasts that the development should not have a significant effect on the operation of the wider road network. Vehicles entering the Service Lane from Customs Street West will be impacted by pedestrians on the footpath; this is not taken into account in the modelling although this situation already occurs.

Quay Street Service Lane Access

- 8.28 The existing service lane as it exits onto Quay Street effectively operates as a shared space with no delineation between the pedestrian and vehicle areas. In addition, there is a vehicle crossing for the M Social car parking and for the Porte Cochere for the hotel immediately west of the vehicle crossing for the Service Lane.
- 8.29 The overall layout results in ambiguity as to the priorities between vehicles and pedestrians. Motorists from the Service Lane often use the M Social vehicle crossing to exit onto Quay Street and M Social vehicles have been observed to use the Service Lane vehicle crossing to travel to the Porte Cochere/ hotel parking. This results in a complex operation of the area, including presenting safety risks for pedestrians which will be exacerbated by an approximately doubling of traffic using the access and increased queues on the service lane exit onto Quay Street. Auckland Transport has expressed concern over the operation of this area with the proposed development.
- 8.30 The Applicant in response to concerns has presented a revised layout of the service lane access onto Quay Street in the Appendix 5 Addendum Transport Report. The revised layout provides greater delineation of the shared area and more clearly defines the pedestrian and vehicle areas. This provides greater priority for pedestrians walking along Quay Street.
- 8.31 The layout has been reviewed with Auckland Transport Subject Matter Experts and is accepted in principle as a concept subject to further design development.
- 8.32 Auckland Transport considers that the right turn movement out of the Service Lane should ideally be prohibited. However, there is insufficient width on Quay Street for a physical island to be erected to prevent right turn movements. Without physically preventing the movement, it is likely that motorists would simply ignore “no right turn” signage.
- 8.33 Auckland Transport considers that the exit onto Customs Street West would be better suited for vehicles travelling to the east (other than vehicles over 2.9m due to the height restriction). Should delays occur for turning right onto Quay Street or this movement becomes difficult to complete, this may result in some motorists naturally choosing to use Customs Street West as an alternative. Notwithstanding, alternative measures, such as signage to encourage motorists to use the Customs Street West vehicle crossing when exiting the car park should be considered.
- 8.34 The proposed Loading and Service Management Plan includes details of booking system that would be used to manage deliveries to the site; it is understood that this is similar to a system used at Commercial Bay. It is considered that this system could be utilised to minimise the

number of deliveries at peak times and hence delivery vehicle movements at the vehicle crossing.

- 8.35 Observations on site have shown that, on occasion, delivery vehicles greater than 3.6m high do arrive on site at the Quay Street vehicle crossing. This impacts on the operation of the area during unloading (or loading activities) and results in trucks reversing or manoeuvring within the footpath area or back out onto Quay Street. This poses a hazard for pedestrians and for motorists. The booking and management system will need to prevent over-height vehicles from attempting to access the site.

Connectivity for Active Modes

- 8.36 Auckland Transport notes that some of the cycle parking will be accessed by lifts. It is recommended that these lifts should be of sufficient size to be able to accommodate bicycles and have sufficient capacity to meet the demand for the potential number of users.
- 8.37 Details of long-term cycle parking have been provided. Short term cycle parking is to be provided on site on the Customs Street West and Lower Hobson Street frontages (total of 12 spaces). A further 82 are proposed in level 01. These would need to be accessible from the surrounding areas and clearly sign posted.
- 8.38 I defer to the Auckland Council's traffic engineer to provide further comment on the adequacy of these matters, as they are internal to the operation of the site.
- 8.39 The proposed development will remove the existing footbridge between the Downtown Car Park and the buildings on the western side of Lower Hobson Street at the Viaduct Harbour. This facility is predominantly used by users of the Downtown Car Park rather than pedestrians on Quay Street to cross Lower Hobson Street.
- 8.40 Whilst it is acknowledged that the removal of the footbridge will remove the grade separated facility and no alternative replacement is proposed as part of this development, it is understood that the longer term aspiration with the removal of the Hobson Street flyover is to provide an at grade pedestrian crossing facility on Lower Hobson Street that would link the site with the Viaduct Harbour, with alterations to the buildings on the western side of Lower Hobson Street to provide a connection into the Viaduct. Once such a facility is provided this would enhance connectivity between the site and the wider area.

I205 Downtown West Precinct I205.6.2(3) – North-South Pedestrian Connection between Customs Street West and Quay Street

- 8.41 I205 Downtown West Precinct I205.6.2(3) requires a north-south pedestrian connection that is at grade and is generally aligned with Federal Street. The precinct does not comply with this requirement. Non-compliance is a restricted discretionary activity.
- 8.42 Appendix 11 – Urban Design Report Section 4.5, Table 4.2 assesses the non-compliance. The assessment highlights that the existing service lane which provides a north-south at grade connection has limited width and is dominated by service vehicles and therefore is not suitable. The report considers that the proposed connection from Customs Street West through the site's atrium area and a connection to Lower Hobson Street near Quay Street is a suitable alternative to the connection through the service lane.

- 8.43 I agree with the assessment that the route through the service lane is not appropriate as a main pedestrian north-south link. Whilst some changes to the pedestrian provision along the service lane are proposed, I do not consider that these are of a standard that would suit a pedestrian thoroughfare or would meet the intent of the pedestrian link envisaged by I205.6.2(3). I acknowledge that the constraints of the existing buildings (M Social and HSBC building) at the northern end of the tower limit the ability to provide the connection. On balance, whilst a north-south link is not provided directly provided between Customs Street West and Quay Street that aligns with Federal Street, the proposals do provide an additional pedestrian connection between the two streets; this is of a higher quality than the service lane and is separate from vehicle traffic. Therefore, whilst the proposal does not comply with standard I205.6.2(3), I consider that taking into account the constraints along the existing service lane, that the route through the atrium would provide a suitable alternative.

Hotel Pick Up and Drop Off

- 8.44 A pick-up and drop-off (PUDO) is proposed to be provided for the hotel with access from Customs Street West. The PUDO is proposed to provide space for guests of the hotel to be picked up and dropped off from the hotel. The operation of the PUDO is outlined in Appendix 13 – Operational Integrated Transport Assessment and Appendix 30 – Draft Hotel Pick Up and Drop Off Management Plan, with supporting evidence of the need for the PUDO to support a Five Star hotel included in Appendix 41 – THSA Hotel Advisors Report.
- 8.45 The key characteristics of the PUDO are outlined below:
- a) The PUDO is located in a constrained location on the Customs Street West frontage.
 - b) The PUDO requires vehicle crossings onto an Arterial Road which is subject to Vehicle Access Restrictions (AUP E27.6.4.1).
 - c) Vehicle crossing widths at the property boundary (5.5m and 6.6m) exceed the minimum permitted widths in AUP E27.6.4.2(2), Table E27.6.4.3.2(T156) (maximum permitted 3.5m at the property boundary).
 - d) It would operate as a one-way loop from west to east.
 - e) Due to the constraints within the site, the PUDO consists of only two car parking spaces and an additional lane to allow vehicles to pass vehicles parked.
 - f) The parking spaces are only sufficiently large for cars to park; vans such as mini-buses or the Airport Shuttle would occupy both of the car parking spaces.
 - g) The PUDO is located at least 20m from the hotel lobby entrance.
 - h) The PUDO is partly covered by a canopy some three levels above ground level.
 - i) An amended road layout on Customs Street West and Lower Hobson Street is proposed by the Applicant to address concerns raised by Auckland Transport on the operation of the Lower Hobson Street / Customs Street West intersection in relation to the location of the entry vehicle crossing.
- 8.46 The proposed principles of the operation of the PUDO as set out in the draft Hotel PUDO Management Plan are as follows:
- a) The PUDO is intended only for the use of the hotel and is proposed to be actively managed at all times.

- b) Vehicles would only be able to stop for a maximum 3 to 5 minutes depending on whether they are taxis or hotel guests.
- c) Should the PUDO be full, the management plan would require any additional vehicles to be moved on and to circulate around the block before returning.
- d) Monitoring of the PUDO management plan is proposed once every twelve months. The Applicant has also agreed to a condition that requires the operation of the PUDO to be reviewed three months after the opening of the hotel.

8.47 I have concerns regarding the proposed PUDO. These concerns are outlined as follows:

- a) The constrained nature of the PUDO (two car parks) will require active management at all times to ensure that vehicles do not queue back across the footpath and interfere with the operation of Customs Street West and Lower Hobson Street, including the bus lane on Customs Street West. I am concerned about the ability to practically manage the PUDO to effectively move on vehicles if there is no space for them to stop within the two designated PUDO spaces, or to move on vehicles if they are parked for too long.
- b) The proposed western vehicle crossing is located poorly in relation to vehicles approaching along Sturdee Street. As illustrated in Figure 3, the entry vehicle crossing would not appear to Sturdee Street motorists as being accessible directly from Sturdee Street; it would only be apparent that the vehicle crossing can be accessed at about 10m from the nose of the island separating Sturdee Street and Customs Street West. This would likely lead to sudden braking and lane changes for motorists to turn into the vehicle crossing; some motorists may inadvertently turn into the eastern (exit only) vehicle crossing, which would create conflicts within the PUDO area. Sudden lane changes would be unexpected to motorists that have approached from Lower Hobson Street to the give way limit line and this could result in vehicle-to-vehicle conflicts. Furthermore, vehicles entering the PUDO may need to stop on Customs Street West to allow for pedestrians to cross the vehicle crossing; these vehicles would block the limit line. These issues will be exacerbated by the fact that the facility will be frequently used by motorists who are not familiar with the arrangement (such as tourists). Therefore, in my view the location of the entry vehicle crossing will likely result in safety and operational effects.



Figure 3 - Approximate location of western (entry) vehicle crossing to PUDO as viewed on the approach from Sturdee Street

- c) The vehicle crossing widths exceed the maximum permitted vehicle crossing widths in the AUP; this increases the exposure of conflicts between pedestrians on the important east-west Customs Street West footpath and vehicles entering and exiting the PUDO. The widths are required due to the need to accommodate the swept path of minivans and trailers entering the facility which is relatively shallow in depth from the back of the footpath.
- d) The vehicle crossings are not designed to be 90 degrees to the footpath; the vehicle crossings are angled to allow for the swept path of vehicles and could increase the risk of conflicts between vehicles and pedestrians on the footpaths.
- e) There is no clear delineation between the PUDO area and the adjacent footpath on Customs Street West, therefore, vehicles turning in may drive over the footpath, particularly if there is no space available within the PUDO.
- f) The vehicle tracking shown in the Appendix 5 Addendum Transport Report, shows cars entering the eastern car parking space in a forward direction. As highlighted in the tracking, this is a difficult manoeuvre when parallel parking, particular in such a constrained location. In my view, motorists are more likely to pull forward and reverse into the space; this will likely lead to motorists pulling out onto the footpath before reversing back. This increases the risk of conflicts with pedestrians. If motorists do travel forwards into the space, there is a greater risk that they may not park fully in the space and impede the drive through lane.

8.48 Auckland Transport had raised concerns on potential height differences between the PUDO and the surrounding atrium area. However, details on the landscape plans show that the

gradients of the area would meet the required AUP standards for parking and manoeuvring. Therefore, I consider this addresses the concern.

- 8.49 In relation to the vehicle crossing widths, Customs Street West is a high use east-west pedestrian route. The proposed development will likely further increase pedestrian activity in the area. I acknowledge that there are currently vehicle crossings along this section of Customs Street West for the Downtown Car Park and the proposals will result in a reduction in the total vehicle crossing width. Whilst the layout would be an improvement over the current situation in terms of the width of the vehicle crossings and the number of vehicles using the crossings, the proposed layout is not ideal due to the location of the crossings and the angles at which vehicles will be traversing the footpaths.
- 8.50 Customs Street West is an Arterial road and in the AUP E27.6.4.1(2) and (3) it is subject to a Vehicle Access Restriction. The site has frontages to Lower Hobson Street and Customs Street West and is also accessible via the existing service lane on the eastern boundary of the site. Whilst it is acknowledged that there are vehicle crossings already on the Customs Street West frontage for the Downtown Car Park (which would be removed), the creation of the vehicle crossings for the PUDO could be avoided by utilising the service lane, or by locating the vehicle crossing(s) on Lower Hobson Street. Lower Hobson Street has lower pedestrian movements than Customs Street West as this latter street is a key east-west connection between the Viaduct and the CBD (Lower Albert Street, Queen Street etc.). I appreciate that a design that includes the PUDO on Lower Hobson Street would affect the current building design. As highlighted above, I have concerns over the Customs Street West entry vehicle crossing and consider alternatives should be considered.
- 8.51 The proposed 2 car park PUDO is small in dimensions and space for vehicles in comparison to PUDOs at other hotels in Auckland. For instance, the Sofitel Hotel has at least 5 car parking spaces in the PUDO plus space for taxi parking, and the Park Hyatt has around 7 car parking spaces. It will have limited capacity to accommodate demand, and this reveals the importance of having effective management of the facility. Auckland Transport does receive complaints about hotel PUDOs, particularly in relation to parking. Appendix 41 Hotel Advisors report highlights this in relation to the InterContinental; whilst there is no dedicated PUDO it shows there are difficulties around managing this activity. Furthermore, in my role as Traffic Operations Team Leader at Auckland Transport, I dealt with issues around the Porte Cochere for the Sofitel Hotel in the Viaduct Harbour. As highlighted above, this Porte Cochere has a greater capacity than the proposed PUDO, but Auckland Transport received regular complaints from the public about taxi drivers and other motorists parking on the footpath in the vicinity of the facility. Whilst Auckland Transport could enforce parking on the footpath, this was not an effective solution as this was reliant on the presence of enforcement officers. Auckland Transport liaised with the hotel to request that the Porte Cochere was better managed; the hotel restricted the taxi firms that would wait in the Porte Cochere to only the taxi firm contracted to the hotel.
- 8.52 The Appendix 5 Addendum Traffic Report Section 3.3 has stated that there is “no requirement to provide coach parking to service the hotel”. I note that there are no convenient facilities for coaches to stop to drop off or pick up guests in the vicinity of the site and the PUDO area is not designed for larger vehicles such as coaches. I agree that there are no Auckland Unitary

Plan standards that require coach parking for hotels. Appendix 41 Hotel Advisors Report does not address whether coach access / parking is a specific requirement of Five Star hotels, it only states that PUDO is necessary for such hotels. It draws on the example of the InterContinental hotel where the lack of PUDO is cited as a reason that some operators do not use the hotel. The report refers to the ability for guests to be picked up by mini-bus or mini-coach. The vehicle tracking shows that a Mercedes Sprinter is able to access the PUDO, which would satisfy this requirement, however, for larger groups, a larger vehicle with higher capacity would not be able to use the PUDO. The use of the PUDO for picking up larger groups poses a risk to the efficient operation of the PUDO; for instance, there is greater risk that the vehicle may need to be stopped longer than the stated 3-minutes as not all guests in a large group may arrive promptly to be picked up.

- 8.53 The Appendix 41 Hotel Advisor Report Section 3 notes that *“a dedicated, weather protected Porte Cochere ... provides privacy for VIP and corporate arrivals, and ensures safe and secure, barrier-free movement between vehicle and lobby.”* The PUDO location is located at least 20m away from the hotel entrance in a public area of the atrium and there is planting that may restrict visibility between the lobby and the PUDO area. In this instance the PUDO does not necessarily provide the privacy as it is within a publicly visible area, and it may not be well protected from the weather as the canopy over the PUDO is located at level three rather than at ground floor level and does not extend fully across the PUDO area. The distance between the hotel lobby door and the PUDO will add to the time taken for guests to be picked up, particularly if there is luggage to be loaded, as this would need to be moved from the lobby to the PUDO area once the vehicle arrives.
- 8.54 In my view there are still design details that will need to be developed to provide appropriate safe separation between the PUDO and pedestrians on the Customs Street West footpath, and to separate the PUDO from the atrium and pedestrian and cycle movements within that space.
- 8.55 In my opinion, based on the above I consider there are design deficiencies that would affect the safe and efficient operation of the PUDO facility. The PUDO is in a constrained location, and this will compromise its operation. Therefore, both Auckland Transport Subject Matter Experts and I do not support the PUDO as designed in the location on Customs Street West.
- 8.56 Nevertheless, should the panel consider that the PUDO is acceptable, I consider that a Hotel Pick-up and Drop-off Management Plan is essential to provide the basis as to how the Hotel PUDO will be managed in order to minimise potential effects on the adjacent transport network and to ensure that there are mechanisms for how the management plan operates are reviewed at regular intervals.
- 8.57 I have reviewed the Hotel Pick-Up and Drop Off Management plan, and I do have concerns over how effective the management measures will be, particularly taking into account the constrained size of the facility.
- 8.58 Requests by hotel staff for drivers (including taxi drivers) to move on should there be no space, could be met with hostility which would result in personal safety risks to staff. The report by the Hotel Advisors (Appendix 41) notes such hostility in relation to the operation of the InterContinental Hotel. The report notes *“Concierge has had multiple confrontations with*

petulant taxi drivers...". Whilst the situation at the InterContinental is different to the proposed facility, this highlights the difficult for staff to manage motorists. The report also notes "*Frequent illegal stopping and double-parking outside the hotel despite signage*". Whilst I acknowledge that there is no-dedicated PUDO facility for the InterContinental Hotel, I consider that these experiences could be replicated at the proposed PUDO. This risks disrupting the movement of vehicles on the network, including buses in the Customs Street West bus lane and potentially impacting on pedestrians if vehicles stop and drop-off or pick-up passengers on-street rather than within the PUDO if there is no space available. The hotel staff would not have any jurisdiction to move on motorists stopping within the public road reserve and this would fall to Auckland Transport to manage. I note that the proposed design of the Customs Street West / Lower Hobson Street intersection includes hatched markings which could encourage some motorists to stop in the hatched area on the northern side of Customs Street West.

- 8.59 If vehicles are moved on if there is no space in the PUDO, this will result in an increase in vehicles circulating on the road network, including through the service lane between Customs Street West and Quay Street. When a vehicle returns back to the PUDO, there is no certainty that there would be a space available, and thus the vehicle may need to circulate around the block again. This would be a frustration to motorists and guests and would likely increase the risk of guests being dropped off in inappropriate locations within the road reserve rather than in the PUDO facility.
- 8.60 The layout of Customs Street West is to be amended in the future when the Lower Hobson Street flyover is removed. I acknowledge that the actual layout of this area is yet to be confirmed, but it is anticipated that the layout will be significantly different from that currently in place. I understand that the section of Customs Street West between the existing service lane and Lower Albert Street is proposed to be bus and authorised vehicles only eastbound, and that the section of Customs Street West between Lower Hobson Street / Sturdee Street and the service lane would be two way; there would be significant public realm improvements in the area that is occupied by the flyover and the southern side of Sturdee Street. The PUDO facility will need to operate safely with that future environment.
- 8.61 How the PUDO would operate with the future layout of Customs Street West is uncertain. Design amendments to the PUDO facility may be necessary to allow for the safe and efficient operation of this future road network.
- 8.62 In my opinion, the proposed PUDO/Porte Cochere has numerous deficiencies that would compromise the efficient operation of the facility. I acknowledge that the facility is to be actively managed where as other Porte Cocheres are generally not, however, I am concerned about the practicality of the proposed management measures with the limited space within the facility, ability to be able to limit the time vehicles are waiting, to move on motorists if there is no space; therefore I consider that there is potential for there to be effects that flow onto the public road network, such as motorists stopping on Customs Street West (including in the bus lane) or Lower Hobson Street to pick up or drop off guests, or vehicles queuing back across the footpath.
- 8.63 I acknowledge the Appendix 41 Hotel Advisors Report and the information provided with regards to the need for a Porte Cochere / PUDO facility in a CBD environment and agree that

without such a facility that this would impact on the operation of the adjacent road network as guests would need to be dropped off or picked up somewhere. However, in my view the proposed facility, even with management measures has deficiencies that would impact the safe and efficient operation of the adjacent road network. Alternative locations or designs, such as relocation of the facility into the basement level and accessed off the service lane, may address the concerns outlined above.

- 8.64 Active measures to manage the PUDO have been proposed. However, if those measures are not effective, I am not aware of alternative or additional measures that could be put in place to improve its operation.
- 8.65 The Applicant has proposed a revised arrangement to the Lower Hobson Street / Customs Street West intersection to facilitate the western vehicle crossing. In principle, I consider that this design is appropriate as only a single lane on the approach to the give way limit line is required once the Downtown Car Park is closed. However, this design will need to be subject to further refinement, including being designed for the tracking of design and check vehicles in accordance with Auckland Transport's Transport Design Manual.
- 8.66 Should the PUDO be approved as proposed, I make the following recommendations on the Consent Conditions. I make recommendations on the draft Hotel PUPO Management Plan in paragraphs 9.2 to 9.4. Such recommendations may still be applicable if the design or location of the PUDO were to be revised.
- a) The Hotel PUDO Management Plan should be required regardless of the star rating of the hotel.
 - b) The objectives set out in Condition 125 should include:
 - i. To prevent vehicle queuing across the Customs Street West footpath.
 - ii. To prevent no more than two cars parked within the PUDO at any one time.
 - c) Monitoring conditions should be included within the consent conditions rather than within the management plan. This will provide greater certainty over the monitoring.
 - d) The monitoring condition should set out the minimum requirements as outlined in the management plan.
 - e) The monitoring should also include an assessment of any crashes in the vicinity of the PUDO including the intersection of Customs Street West / Lower Hobson Street / Sturdee Street to identify any safety issues that relate to the operation of the PUDO. Should there be safety issues identified with the operation of the PUDO, measures to address those issues shall be identified and agreed with Auckland Council (and Auckland Transport) and implemented at the cost of the Consent Holder.
 - f) Monitoring of the effectiveness of the management plan shall be undertaken after three months of the hotel opening and then annually thereafter. The initial review is needed to ensure that the measures proposed are effective and that the PUDO is operating in a safe and efficient manner.
 - g) An additional monitoring condition should be included to enable Auckland Council to trigger a further review in between the annual reviews if operational issues are identified or there are complaints received by the public. This is necessary so that any

safety (or operational) issues are addressed promptly and not left for the annual review.

- 8.67 I recommend that should the hotel be converted to other uses, such as residential, the PUDO should be removed, and the vehicle crossings and the footpath reinstated.

Basement PUDO

- 8.68 There are nine car parks in the basement car park. The Appendix 5 Addendum Traffic Report states that these would be managed by a concierge. It is not clear if these will be freely available or would need to be booked, in a similar manner to the servicing and loading bays. If there is no booking system, it is not clear how the concierge would manage these spaces. If the spaces are not managed this could lead to casual parking.
- 8.69 I consider that a Consent Condition should be included that clearly sets out the purpose of these basement parking spaces and how they would be managed. I defer to the Auckland Council's traffic engineer to provide comment on this matter as it is an internal matter to the operation of the site.

Service Lane Height Restriction

- 8.70 The Service Lane is proposed to have a height restriction of 2.9m at its southern end. This would result in any vehicles over that height (up to 3.6m) utilising the access to the Service Lane from Quay Street. Auckland Transport has previously expressed concern with the Applicant over this restriction as this would result in an increased number of truck movements over the footpath on Quay Street. These concerns are highlighted above, and it is considered that measures are required to manage those effects, including the timing of heavy vehicle use of the Quay Street vehicle crossing.

Footpath Reinstatement

- 8.71 Consent Condition 116 states that the footpaths along Lower Hobson Street and Customs Street West will be reinstated to "*Auckland Transport – Transport Design Manual requirements unless otherwise agreed in writing with Auckland Transport*". the previous condition within three months of the works being completed.
- 8.72 Reinstating the footpath to the previous condition would result in poor outcomes for pedestrians and would not be in keeping with the anticipated quality of the proposed development. It is recommended that the footpath should be reinstated in suitable materials to match the pavement treatment that is evident within the wider street block, as can be observed along Quay Street and Lower Albert Street.

Summary of Operational Traffic Effects

- 8.73 This section summarises the assessment of the effects of the operation of the development.
- 8.74 The trip generation for the site is generally accepted with the exception of the residential loading and servicing trip rates which is considered to underestimate the likely traffic movements associated with this activity. However, the overall quantum of the residential loading and servicing is unlikely to be significant and therefore it is considered that this would not alter the outcomes of the assessment undertaken.

- 8.75 The network wide traffic modelling does not indicate that there is a notable effect on the performance of the wider CBD network with the proposed development post construction.
- 8.76 The more detailed intersection modelling for the intersections in the vicinity of the site does not indicate any particular issues with their performance. Whilst the modelling for the service lane access onto Quay Street indicates increased traffic queuing, this will be contained within the site. The proposed Quay Street service lane vehicle crossing arrangement clearly defines the area between the public footpath and the private vehicle crossing and will better define the priorities between vehicles and pedestrians. This will assist in mitigating the effects of the forecast additional queuing compared to the existing shared space environment of the service lane access.
- 8.77 The proposed changes to the Quay Street service lane access as shown in Figure 07 in the Appendix 5 – Addendum Traffic Report are supported for the reasons summarised in paragraph 4.45. The design is subject to refinement of the details but the principles are considered appropriate and the detail can be developed at the detailed design stage. These should be agreed with Auckland Transport to ensure that the interfaces with the public footpath along Quay Street are designed appropriately.
- 8.78 To help reduce the right turn movements from the service lane access onto Quay Street, it is recommended that signage be incorporated into the design of the service lane to encourage motorists that wish to travel to the east to use the Customs Street West service lane access rather than the Quay Street service lane.
- 8.79 Auckland Transport recommends that the size of the lifts that provide access to the secure cycle storage facilities should be sufficient for bicycles and suitably sized for the anticipated number of users.
- 8.80 It is recommended that the reinstatement of the footpaths on Customs Street West and Lower Hobson Street should be in suitable materials that match the works within the site or on the surrounding block.
- 8.81 The timing of deliveries by heavy vehicles should be managed through the Loading and Servicing Management Plan so as to avoid the use of the Quay Street Service Lane vehicle crossing at peak times for the safety of pedestrians and other users.
- 8.82 The Hotel PUDO has deficiencies in the design due to its constrained nature in size and the location of the vehicle crossings. There are concerns that the arrangement would lead to operational and safety issues in relation to the Customs Street West operation including pedestrians walking along Customs Street West. It is considered that alternative locations for the PUDO should be examined, such as provide access in the basement car park accessed from the service lane.
- 8.83 The above summary and recommendations are based on the existing receiving environment. As is noted in this review, it is anticipated that the layout of the roading network is likely to change with the proposed removal of the Lower Hobson Street flyover. At the time of this assessment that future layout has yet to be confirmed and there is no certainty as to when changes may occur. Therefore, the effects of the development on that future environment have not been assessed and are unknown at this time. Of particular relevance is the operation

of the Hotel Pick-up and Drop-off and the operation of the service lane accesses onto Quay Street and Customs Street West.

9. Management Plans – Operational

- 9.1 The following sections provide an assessment of the proposed management plans that are associated with the operation of the development. These plans have been reviewed in light of the above assessment and include recommendations to address matters identified above.

Draft Hotel PUDO Management Plan

- 9.2 I have reviewed the draft Hotel PUDO Management Plan in light of my comments made in paragraphs 8.44 to 8.67.
- 9.3 I consider that the plan should better define the objectives as identified in the Operational Integrated Transport Assessment.
- 9.4 I have provided specific comment on the PUDO, and should the proposal be approved including the PUDO, I make the following recommendations on the draft management plan:
- a) The Hotel PUDO Management Plan should be required regardless of the star rating of the hotel.
 - b) The objectives should include:
 - i. To prevent vehicle queuing across the Customs Street West footpath.
 - ii. To prevent more than two cars parked within the PUDO at any one time.
 - c) The measures to encourage high parking turnover are suggested measures. It is considered that all the measures listed must be included as a minimum.
 - d) The monitoring of the PUDO should include an assessment of any crashes in the vicinity of the PUDO including the intersection of Customs Street West / Lower Hobson Street / Sturdee Street to identify any safety issues that relate to the operation of the PUDO. Should there be safety issues identified with the operation of the PUDO, measures to address those issues shall be identified and agreed with Auckland Council (and Auckland Transport) and implemented at the cost of the Consent Holder.
 - e) The frequency of monitoring should be moved to the Conditions of Consent.

Service and Loading Management Plan

- 9.5 I have reviewed the draft Service and Loading Management Plan (SLMP).
- 9.6 Appendix 5 Addendum Transport Report Section 4.3 provides further details as to how unscheduled deliveries will be managed. This clarifies how unscheduled deliveries or deliveries that occur outside of core hours would be managed.
- 9.7 I have reviewed the management plan and consider that the plan should include further detail as to the mechanisms that would need to be put in place as outlined in the Operational Integrated Transport Assessment Section 8.4.2 and the Appendix 5 Addendum Transport Report Section 4.3. Specifically, the additional details should include:
- a) A concierge shall be available outside of core hours if the loading dock manager is not available.

- b) The loading dock management system shall be integrated with access control and CCTV systems, allowing license plate recognition to navigate any potential security barriers with an approved booking.
- c) Regular users that require access outside of the core hours shall be provided with access cards or other mechanisms to provide access to the loading dock to avoid vehicles unnecessarily waiting within the service lane.
- d) Signage shall be included within the service lane to encourage motorists exiting the site to travel to the east to use the Customs Street West service lane access rather than the Quay Street service lane access.
- e) The booking system for the loading dock shall be utilised to manage the timing of arrivals to minimise truck movements during the peak hours to reduce conflicts with pedestrians, particularly on the Quay Street footpath.

10. Downtown Car Park Removal

- 10.1 The decision to dispose of the Downtown Car Park and enable the site to be redeveloped was made by Auckland Council at governing body level in 2021.
- 10.2 The removal of the Downtown car park will result in the displacement of parking from this facility to other car parks within the city centre. The assessment undertaken by the Applicant has assumed that all the existing trips to and from the Downtown Car Park will be redistributed, with no allowance for some motorists choosing to change their way of travel, such as via train or bus. The redistribution of trips is based on analysis undertaken by AFC on the availability of car parking in other private car parks across the CBD and proportioning these vehicles in accordance with the attractiveness of these other car parks (based on their relative occupancy level). The analysis for a future year of 2031 included the International Convention Centre (ICC) which includes casual car parks; this site was included as other car parks reached capacity in the assessment.
- 10.3 In reviewing the analysis, it is noted that this piece of work was undertaken in 2015 and therefore is somewhat dated. However, it is understood from Auckland Transport Subject Matter Experts that subsequent traffic monitoring has indicated a reduction in traffic and people movement of about 30%, therefore, there is likely to be greater car parking occupancy now than was available in 2015. This reduction is reflective of the work from home trends which appear to have become established.
- 10.4 It is understood that the removal of the Downtown Car Park will reduce overall parking supply within the CBD and therefore there may be more limited availability of car parking in other car parks within the CBD as motorists choose to park in other car parks. As this occurs, this may result in some motorists choosing to travel by public transport which will be significantly improved through the opening of the CRL and through other major changes such as the NorthWestern bus way which will build on the success of the Western Express.
- 10.5 The Auckland Transport Parking Strategy 2023 – Room to Move provides details of the policy on management of parking in off-street car parks for the CBD (Tier 3). The strategy seeks to shift long-term off-street parking to short stay parking as a means to reduce pressure on on-street parking which would enable that kerbside space to be used for users other than car parking. The redevelopment of off-street car parks is required to be approved by Auckland

Technical Memorandum



Council, and the strategy includes a general process to consider the divestment of off-street car parks, such as the Downtown Car Park.

Attachment A – Relevant Experience

Technical Memorandum



Key Experience – Martin Peake

Martin is a Chartered Civil Engineer with over 30 years' practical experience in traffic and transportation engineering. Martin has a broad background, having worked on feasibility, preliminary design, and detail designs. He is familiar with the Auckland Unitary Plan and relevant NZ design standards including Auckland Transport's Transport Design Manual, MOTSAM, Austroads and CoPTTM.

He has acted as an expert witness on behalf of Auckland Council and Auckland Transport on a range of different Notice of Requirements and Plan Changes. He has also reviewed resource consent applications on behalf of Auckland Council and Auckland Transport and represented Council and AT at hearings, mediation and conferencing.

He is fully conversant with intersection modelling packages SIDRA, LINSIG and TRANSYT as well as practical application of network models. He is an experienced road safety auditor.

Martin's experience includes Scheme Assessment and Project Feasibility Reports and detail designs. Since arriving in New Zealand from the UK in 2006, he has worked for over 16 years in Auckland and two years in Wellington. Martin previously worked at Auckland Transport as Team Leader for the Central Area Traffic Operations Team. He currently runs his own traffic engineering consultancy (PTSL) established in 2014.

- Qualifications**
- MEng (Hons) Civil Engineering with Management, Birmingham University, 1993
 - Chartered Engineer (UK)
 - Member of the Institution of Civil Engineers (UK)
 - Member of Chartered Institution of Highways and Transportation (UK)

Relevant Experience:

Resource Consents

Martin is experienced in reviewing resource consents and providing expert traffic advice to Auckland Council and Auckland Transport. Whilst at Auckland Transport, his role included working with AT's consent's team to provide traffic feedback to developers on consents or during the Engineering Plan Approval process.

In his current role, Martin provides advice to Auckland Transport in assessing traffic and transport issues. Consents include residential subdivisions/developments, fast food drive-thru restaurants, retail, digital billboards, and major CBD developments. He has previously worked with Auckland Council in reviewing consents. He has attended conferencing sessions and Council hearings.

Examples projects are provided below.

Fast Track Application – Sunfield, Papakura

Martin provided advice to Auckland Transport on the fast-track application to allow for the Winton Sunfield development of land in Papakura for 4,000 residential dwellings and employment land. Martin provided expert traffic and road safety advice on the project including the roading layouts, cycle and pedestrian facilities, and traffic effects. Martin prepared technical memos as input into Auckland Transport's response to the proposal, attended expert conferencing, appeared at a hearing for the project and assisted in developing consent conditions.

Fast Track Application – Rangitipooni Trust Land, Riverhead

This fast-track application was for the development of residential properties and a retirement village in Countryside Living Zoned land. Martin provided expert traffic advice to Auckland Transport. He liaised with the applicant's traffic engineers and prepared technical memo to support Auckland Transport's response to the application.

IKEA and Large Format Retail, Syliva Park (Project Example 2 in PTSL's Specialist Panel Submission)

Martin led Auckland Transport's review and input on the non-complying resource consent application for New Zealand's first IKEA store adjacent to Sylvia Park. He coordinated AT's Subject Matter Expert input. He worked with Council and the applicant during the pre-application stage and during processing of the consent to ensure the traffic effects were appropriately assessed and a suite of consent conditions were included to manage traffic and transport effects.

KFC Drive Thru, 171 Cavendish Drive (Project Example 3 in PTSL's Specialist Panel Submission)

Martin reviewed the resource consent application for a drive thru restaurant for AT and coordinated input from relevant Subject Matter Experts. The site had access from an Arterial Road and affected cycling infrastructure. He prepared section 92 queries and prepared a technical memo to Council on the traffic effects on the adjacent road network.

Notice of Requirements

For Auckland Council, Martin has reviewed a variety of NoRs for Council including NoRs for NSTA works associated with construction of improvements to the Puhoi to Warkworth motorway and route improvements to Dome Valley north of Warkworth. Examples of other NoRs are provided below.

Notice of Requirements – Supporting Growth Alliance (Warkworth and Takanini Level Crossings)

Martin provided expert traffic advice to Auckland Council on both of these NoRs. These were complex NoRs, with Warkworth involving new or upgraded roads to support growth (see Project Example 1). The Takanini Level Crossings closed existing level crossings and an assessment of the resulting traffic effects on a complex urban environment. Martin assessed the NoRs for Council, prepared specialist reports and attended hearings. He presented to the hearings panels closing statements verbally and in writing. For the Takanini Level Crossing Martin consulted with Mr Edwards (of Arrive) for Council on the Takanini FTN NoR where there were overlaps.

289 West Hoe Heights Notice of Requirement – Proposed Primary School and Early Childhood Centre

Martin was Council's traffic expert for the assessment of a NoR application by the Ministry of Education for a proposed school in Orewa. Martin liaised with AT and the applicant to address concerns on the traffic effects. He assisted Council's planner in developing appropriate conditions for the Outline Plan of Works to ensure that it addressed key transport matters that were not appropriately assessed in the NoR application. Martin attended the hearing and assisted the commissioners in answering questions on transport related matters for the NoR.

Private Plan Changes

Martin is providing expert traffic and transportation advice on a range of Plan Changes across Auckland on behalf of Auckland Transport or Auckland Council. Other examples of completed Plan Changes are outlined below where he provided expert advice to council, prepared reports for input into the s42A report and attended hearings.

Private Plan Change 25 and 40 – Warkworth North & Clayden Road

Plan change to rezone FUZ to residential. Plan changes affected local roads and state highways. In the case of PC25, Martin worked with the applicant to develop staging Precinct Provisions for the delivery of relevant transport infrastructure.

Plan Change 69 – Spedding Road

Plan change for to re-zone FUZ to Light Industry. A complex Plan Change that affected both local roads and State highways.

Plan Change 74 – Golding Meadows, Pukekohe and Plan Change 76 – Kohe, Pukekohe

Plan changes to rezone FUZ to residential. Plan changes were reviewed concurrently and there were overlaps in the effects of each plan change. Martin worked with the applicants and Council in developing a suite or precinct provisions that were able to be used as the basis of the traffic related provisions.