

7 May 2026

Attention: [REDACTED]

Downtown Carpark
Redevelopment Project Fast-track Application,
Environmental Protection Authority
Private Bag 63002
Waterloo Quay
Wellington 6140

By email to: substantive@fasttrack.govt.nz

**WRITTEN COMMENT BY QUAY STREET INVESTMENTS LIMITED ON THE DOWNTOWN
CARPARK REDEVELOPMENT PROJECT FAST-TRACK APPLICATION**

1. Contact Details			
I have authority to comment on the application on behalf of those named on this form.			
Organisation Name	Quay Street Investments Limited		
First Name	Brian		
Last Name	Fitzgerald		
Postal address	C/- Triumph Capital, P O Box 105 036, Auckland, 1143		
Home Phone / Mobile Phone	[REDACTED]	Work Phone	[REDACTED]
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2. We will email you draft conditions of consent for your comment			
☒	I can receive emails and my email address is correct	☐	I cannot receive emails and my postal address is correct.

Introduction

1. Quay Street Investments Limited ("QSIL") welcomes the opportunity to comment on the application. We do not oppose the redevelopment of the Downtown Carpark site. However, we wish to bring to the Panel's attention matters relating to access and traffic management during the demolition and construction phases that are of direct and significant concern to the operations of Princes Wharf.
2. We have focussed our comments on these concerns, which are around:
 - (a) vehicle access to and from Princes Wharf; and
 - (b) heightened sensitivities during cruise ship visits.

Quay Street Investments Limited and Princes Wharf

3. QSiL was invited by the Panel to provide written comment on the Application as an owner of land treated as adjacent to the development site under s 53(2) of the Act.¹ That land is located in the area of Princes Wharf and accordingly this comment focuses on effects related to the wharf.
4. The concerns set out in this comment are informed by discussions with other stakeholders at Princes Wharf, including Dockland Management Limited, which manages the day-to-day operations of Princes Wharf and has first-hand experience of the traffic and access conditions in this part of Auckland's waterfront.

Access and Traffic Concerns – Princes Wharf Access

Condition sought:

5. QSiL seeks a condition preserving access to and from Princes Wharf, as follows:

Princes Wharf access

- xx. The consent holder must not cause the right-turn lane from Quay Street into Princes Wharf and the left-turn from Princes Wharf to Quay Street to be closed during the demolition and construction phases of the Project, both in a physical and operational capacity. A small exception to this requirement to ensure public safety is anticipated during the demolition / removal of the Lower Hobson Street Pedestrian Overbridge (scheduled to occur over a single weekend), which could result in some impacts on access into and from Princes Wharf. The ability to turn right into Princes Wharf and left turn out of Princes Wharf must be maintained throughout the Lower Hobson Street Pedestrian Overbridge works. In determining an appropriate weekend to undertake the removal of the Lower Hobson Street Pedestrian Overbridge, the Consent Holder must engage with Dockland Management Limited to coordinate those works on a weekend that avoids cruise ship arrivals / docking at Princes Wharf.
- xx. The consent holder must not cause the access to and from Princes Wharf via the lower Hobson flyover to be closed during the demolition and construction phases of the Project, both in a physical and operational capacity. A small exception to this requirement to ensure public safety is anticipated during the demolition / removal of the Lower Hobson Street Pedestrian Overbridge (scheduled to occur over a single weekend), which could result in some impacts on access into and from Princes Wharf. In determining an appropriate weekend to undertake the removal of the Lower Hobson Street Pedestrian Overbridge, the Consent Holder must engage with Dockland Management Limited to coordinate those works on a weekend that avoids cruise ship arrivals / docking at Princes Wharf.

Reasons:

6. QSiL is concerned about vehicle access to and from Princes Wharf during demolition and construction. The works are expected to take between 56 and 64 months — around five years. Over that time, any restriction on vehicle access would directly affect the Auckland Cruise Ship Terminal, the Hilton Hotel, 299 residential apartments, and many commercial and hospitality businesses housed within Princes Wharf. More than 3,000 people travel to and from the Wharf every day.
7. The Princes Wharf intersection with Quay Street is the only way in and out of the Wharf by vehicle. The right turn from Quay Street into the Wharf, and the left turn out onto Quay Street, must be kept open. These movements are used by tour coaches, shuttle vans, taxis, service and catering vehicles, and the private vehicles of residents, visitors and staff.
8. The Wharf is a cul-de-sac around 300–400 metres long with no other vehicle access. If vehicles cannot get out, they will queue inside the Wharf, with congestion reaching back as far as the Hilton Hotel entrance. During cruise ship visits, where a single vessel can carry up to 3,500 passengers, the impact would be severe.

¹ ROT 222923; prior reference NZ121C/208.

9. The Applicant's application and supporting technical documents indicate that the Applicant does not intend to close the Princes Wharf/Quay Street signalised intersection during the demolition and construction phases. QSIL notes the following from Appendix 40 (Demolition Construction Transport Assessment):
- (a) Figure 11 of Appendix 40 identifies the roads that will be closed during demolition and construction.² The Princes Wharf/Quay Street signalised intersection, and in particular the right-turn access from Quay Street into Princes Wharf, is not included in Figure 11 or the subsequent list of proposed closures.
 - (b) The Demolition Construction Transport Assessment says Quay Street will be avoided as a construction traffic management route.³
 - (c) The only identified restriction involving the Princes Wharf/Quay Street intersection is the temporary local access limitation to Quay Street associated with the removal of the Lower Hobson Street pedestrian overbridge, described in section 6.1 of Appendix 40 as an operation anticipated to be completed within 48 hours over a single weekend, to be scheduled during a school holiday or public holiday period to minimise disruption.
 - (d) Figures 19 and 20 of Appendix 40 expressly identify the eastbound route from the Princes Wharf/Quay Street intersection as a diversion route for vehicles previously using the Lower Hobson Street slip lane. That rerouting plainly presupposes that this intersection will remain open and operational throughout the works.
10. On the basis of the above, QSIL understands that the signalised intersection into and out of Princes Wharf will remain open throughout the demolition and construction phases, save for any limited and short-duration impact during the removal of the Lower Hobson Street pedestrian overbridge.
11. The conditions sought therefore do no more than secure that stated position in clear, enforceable terms. QSIL accordingly seeks their inclusion in any consent that may be granted.

Community Liaison Group ("CLG")

Condition sought:

12. The first set of conditions in Appendix 24 of the second substantive application lists "Docklands Management Limited (representing Princes Wharf Entities)" as a party to be invited to the CLG. QSIL supports Dockland Management Limited's inclusion in the CLG and seeks that it be retained in the final conditions suite if the Panel grants the application.

Reasons:

13. Docklands Management Limited is the property manager of Princes Wharf. Because of its day-to-day role managing Princes Wharf, it is best placed to identify the operational impacts that construction works will have on the Wharf and its users, and be the key point of contact with Precinct Properties New Zealand Limited for the Princes Wharf stakeholders. It is efficient for the consent holder and stakeholders that Docklands represent the Princes Wharf stakeholders.

Lower Hobson Street footbridge works

Amendment to the Draft Construction Management Plan sought:

14. QSIL asks that the Construction Management Plan be updated to say that the Lower Hobson footbridge will not coincide with berthing of a cruise ship. The following passage is taken from page 4 of the Draft Construction Management Plan, with the change sought in underline:

² Appendix 40: Demolition Construction Transport Assessment at page 15.

³ Appendix 40 at page 18.

In order to undertake these elements with minimal disruption to the road network it is planned to undertake these works during extended working hours over three weekends as follows:

Footbridge over Lower Hobson Street

- Over one full weekend working 24 hours each day with two shifts.
- Works to be scheduled over a long weekend and/or school holiday period.
- Noise works will be managed at night to control impact on surrounding neighbours.
- Lower Hobson Street will require a managed street closure.
- Works to be scheduled so that it does not coincide with a cruise ship berthing on the Princes Wharf.

Amendment to the Construction Management Plan (CMP) condition:

15. QSIL also asks that condition 24 be updated to add a requirement that the CMP include a process for communicating between the consent holder and a representative of the Princes Wharf on timing the Lower Hobson Street footbridge works, as follows:

The CMP must include specific details to manage adverse effects on the environment and neighbouring properties from construction ...

- xxx. a process for communicating with Docklands Management Limited to ensure that Lower Hobson Street footbridge works do not coincide with a cruise ship berthing on Princes Wharf.

Reasons:

16. As discussed above, the works to the Lower Hobson Street pedestrian footbridge will require a partial closure of Quay Street. According to the applicant's own information, this will involve road closure and rerouting of traffic through the area.
17. If the works can be scheduled to avoid coinciding with a cruise ship berthing, the disruption to passengers and others travelling to and from the terminal will be significantly reduced.

Conclusion

18. QSIL does not oppose the redevelopment of the Downtown Carpark site. We recognise the potential benefits of the project for the Auckland city centre.
19. We would welcome the opportunity to participate in any further part of the Fast-track process.

Yours faithfully

Brian Fitzgerald

On behalf of Quay Street Investments Limited