

Mr T Ito
Vice President Legal & Company Secretary
Millennium Hotels and Resorts

5 May 2026

Copy via email: [REDACTED]

Dear Takeshi

PEER REVIEW – DOWNTOWN CARPARK REDEVELOPMENT

Further to your instruction, we have undertaken a peer review of the proposed redevelopment of the Downtown Carpark building in Auckland CBD.

This report summarises our understanding of the traffic management methodologies proposed in conjunction with the demolition and construction phases of the Downtown Carpark Redevelopment. To that end we have met and communicated with the applicant's traffic engineers on a number of occasions, and have most recently reviewed the FLOW response (9 April 2026) to our initial review (13 March 2026).

In short, the most significant concerns arise with respect to the management of access to the M Social site during the demolition and construction phases and the replacement during demolition and construction and once the Development is completed of the 121 carparks located in the Downtown Carpark Building that are currently allocated to M Social. In our opinion, demolition and construction traffic effects on M Social can be addressed provided the conditions of consent require imposition of the measures now proposed by the applicant; and the loss of carparks can be addressed if replacement carparks are provided elsewhere during demolition and construction then incorporated into the Development once it is completed, as is proposed.

Your planner, Kay Panther Knight, will address the appropriate wording of conditions.

1 SCOPE OF REVIEW

I have reviewed the following documents that have accompanied the Downtown Carpark Fast Track application (**application**):

- *“Appendix 13_Operational Integrated Transport Assessment;*
- *“Appendix 14_Draft Construction Management Plan;*
- *“Appendix 20_Draft Operational Waste Management Plan;*
- *“Appendix 26_Draft Construction Traffic Management Plan.*
- *“Appendix 40_Demolition+Construction Transport Assessment; and*
- *9 April 2026 FLOW response to questions raised in our initial review (13 March 2026).*

My review mainly concentrates on the documents produced by the applicants traffic engineer (FLOW) and specifically the Operational Integrated Transport Assessment, the Draft Construction Traffic Management Plan and the Demolition and Construction Transport Assessment. The review considers both the demolition and construction phase of the Development and how it will operate once completed.

I have visited the site and surrounds on a number of occasions.

The Development includes the following key elements

- 160 apartment units, consisting of 23,200 m² GFA total
- 200 hotel rooms, consisting of 14,100 m² GFA total
- 87,000 m² GFA of commercial offices
- 1,179 m² GFA of retail/restaurant activities, assumed to be primarily food and beverage

On completion of the Development, vehicle access will be via the existing service lane, upgraded for two-way movement, with modified crossings at Quay Street and Customs Street West. The new hotel drop-off area on Customs Street West will include separate inbound and outbound crossings and accommodate two vehicles, with a bypass lane for through movement. Due to clearance constraints beneath the podium, all truck access will occur via the Quay Street crossing, while redundant crossings from the existing Downtown Carpark will be removed.

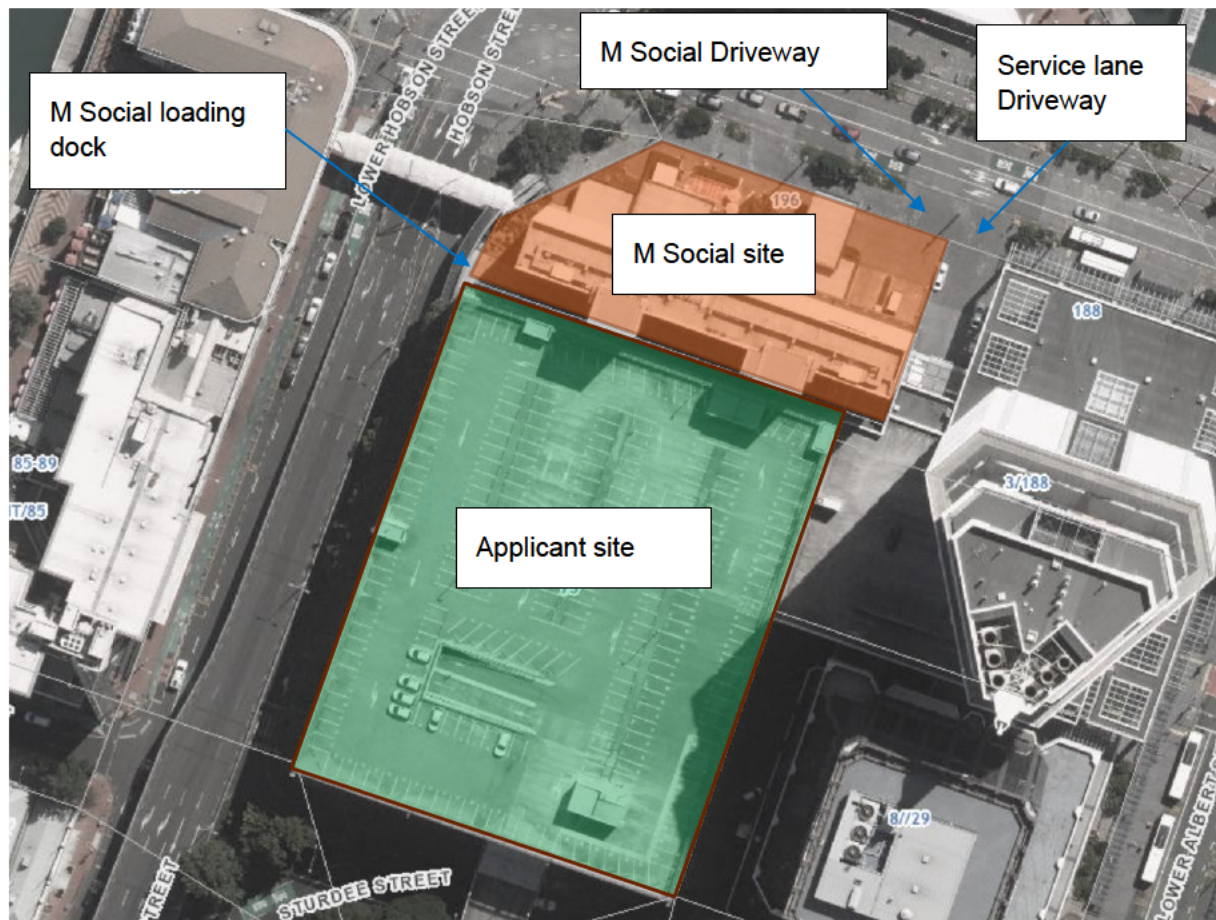
A total of 463 parking spaces will be provided across four basement levels, with allocations for residents, offices, hotel valet, and the M Social site (121 spaces). Five loading spaces for 8.3 m trucks will be provided in a dedicated area accessed from the service lane.

2 DISCUSSION / REVIEW

2.1 KEY ISSUES RELATING TO M SOCIAL

Figure 1 shows the application site together with the key aspect of the existing M Social site.

Figure 1: Site location



From our review of the documents the key matters relating to the operation / safety of the existing M social hotel include:

- Construction of the application relating to the operation of the existing loading dock on Lower Hobson Street;
- Potential loss of parking for the M Social site during the demolition and construction phases; and
- Operation of the Quay Street Driveway(s) once constructed.

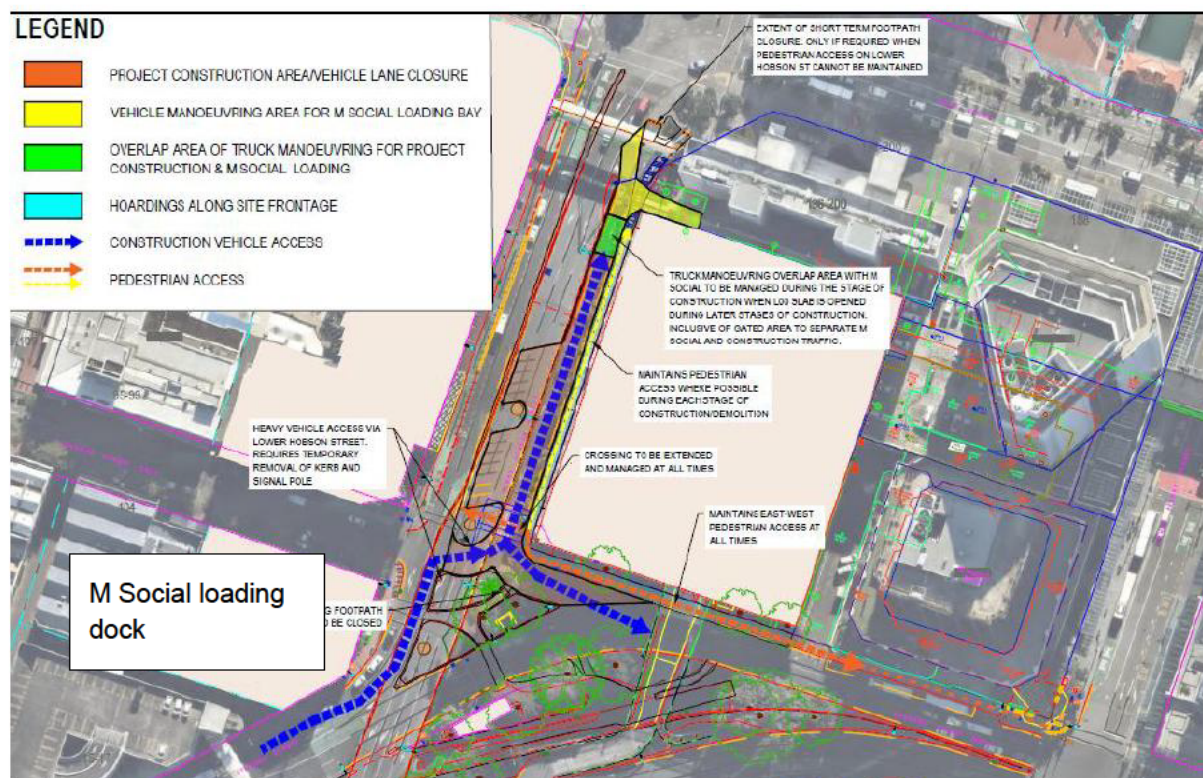
We consider each one of these issue as follows.

2.2 DEMOLITION AND CONSTRUCTION

The updated Construction Traffic Management Plan (CTMP) is significantly different to previous versions we have reviewed. In general, we consider this revised version is significantly more positive than the older versions.

From a review it is clear that, due to Auckland Transport requirements, no large construction trucks will be allowed to use Quay Street. As result, for the entire demolition / construction period, trucks will enter the construction site using Lower Hobson Street with the key change being that the south-bound lanes on the eastern side of Lower Hobson Street are proposed to be closed to general traffic and “reversed” in direction (currently one-way southbound and proposed to be one-way northbound). This is shown in the blue arrow in Figure 2 below (taken from the CTMP).

Figure 2: Construction access



Trucks will enter the construction site in various locations on the west side of the Downtown building. They will then exit out into Customs Street East and travel east through to Beach Road and the motorway network.

The area within which M Social's service vehicle tracking / loading is shown in Figure 2 in yellow. There is also an area in green which will be an overlap between M Social trucks (reversing out of the M Social Loading Dock into this area before heading north to exit onto Hobson Street) and construction activities during certain stages of construction. The M Social loading dock will operate as follows:

- There will be a temporary boom gate installed at the start of the Lower Hobson Street slip lane. This will limit access to the construction zone / loading bay to the public. There is space available in front of the boom gate to allow a truck to wait.
- An intercom system will allow a loading vehicle to request the contractors to open the gate.
- From a review of the tracking, the layout is sufficient to allow trucks up to **8.3 m in length** to enter and exit via the flyover in a forward direction.
- There is not sufficient space to accommodate trucks over 8.3m length (i.e.: they will not have sufficient space to execute the left turn required to access the Hobson Street flyover in a southbound direction), which means they would need to be escorted through the construction zone by contractors when exiting. This escort would be in the opposite direction to construction vehicles (i.e.: the trucks will travel in a southbound direction down the Lower Hobson Street adjacent to the application site before turning left into Customs Street West).
- During later stages of construction, there will be an overlap of truck manoeuvring areas for M Social loading vehicles and construction vehicles. This will require contractor management.

There is also proposed to be a full closure of Lower Hobson Street for the removal of the pedestrian overbridge which is likely to occur at an early stage of demolition. The documentation notes that it is anticipated that the bridge can be removed within 48 hours. Removal is likely to occur during a long public holiday or school holiday weekend period. The M Social servicing access on the Lower Hobson Street slip lane will need to be fully closed over this weekend due to the proximity to the bridge structure.

From a review of the above we consider:

- The M Social loading arrangement appears feasible for 8.3m vehicles (or smaller).
- Any truck larger than 8.3m requires to be escorted through the construction zone (the "wrong" way). This, while feasible, is rather unusual and could provide significant delay for M Social trucks. It is unclear how in practice that will occur (eg will there be a full-time person looking after the intercom). The proposed Managed Service Access Management Plan will require careful consideration and input by MCK.
- Our on-site observation (and FLOW's on behalf of Precinct) has not observed a truck over this size, however from information provided by the Hotel, the largest truck appears to be a Taylors laundry truck which (from the image provided) is longer than 8.3m (likely 11m).
- We understand that Linen pick-up / drop off is daily (i.e.: 7 days per week) at varying times, liquor is 3 days per week, fresh produce / dry goods Mon – Fri, rubbish is daily, recycling every 2-3 days.
- We understand the M Social Loading Dock is also necessary for bag drop off and pick up for contracted cruise business, 200-300+ bags at a time and a truck that will hold that much luggage uses the Loading Dock. In this regard, the Loading Dock is a multi-functional space that is critical to Hotel operations and its continued (and preferably unfettered) use must be carefully considered by the Applicant.

We understand that there is a nearby Auckland Transport project regarding the replacement of a retaining wall between Customs Street and Fanshawe Street which may occur at the same time as the Development demolition and construction phases. In our opinion this is unlikely to affect the M Social operation.

2.3 LOSS OF PARKING DURING CONSTRUCTION

There does not appear to be any discussion in the Transport Assessment regarding the implications of the demolition and construction phases for the 121 parking spaces M Social currently uses in the downtown building.

We assume the 121 existing spaces will be unavailable for the majority of construction. From a review of the construction programme the construction will be around 5 years with the basement structure completed after approximately 3 years.

Subsequent to the Transport Assessment, Precinct's Property Team confirmed that they will provide replacement parking for the full quota of the 121 parking spaces M Social currently have in the Downtown Carpark building during construction. The replacement parks are to be provided in a yet to be determined location but within an agreed upon radius of the M Social site.

2.4 FUTURE OPERATION

We have reviewed the traffic modelling in the Traffic Reports and consider in general it is based on sound assumptions and shows little to no changes to the roading network. This is not surprising given that, while the development is predicted to increase traffic volumes out of the service lane access onto Quay Street, this is be offset by a reduction in through traffic on Quay Street, due to the reduction of trips travelling to and from the Downtown Carpark. While these existing vehicles gain access to the Downtown carpark via Customs Street, they also use surrounding roads (such as Quay Street) to travel to the entry / exit.

The results do show some queuing at the future service lane access onto Quay Street (which M Social carparks will be using in future) however the delay is minimal (15 seconds).

The SIDRA analysis also shows little to no change to the operation to the M Social driveways which appears reasonable.

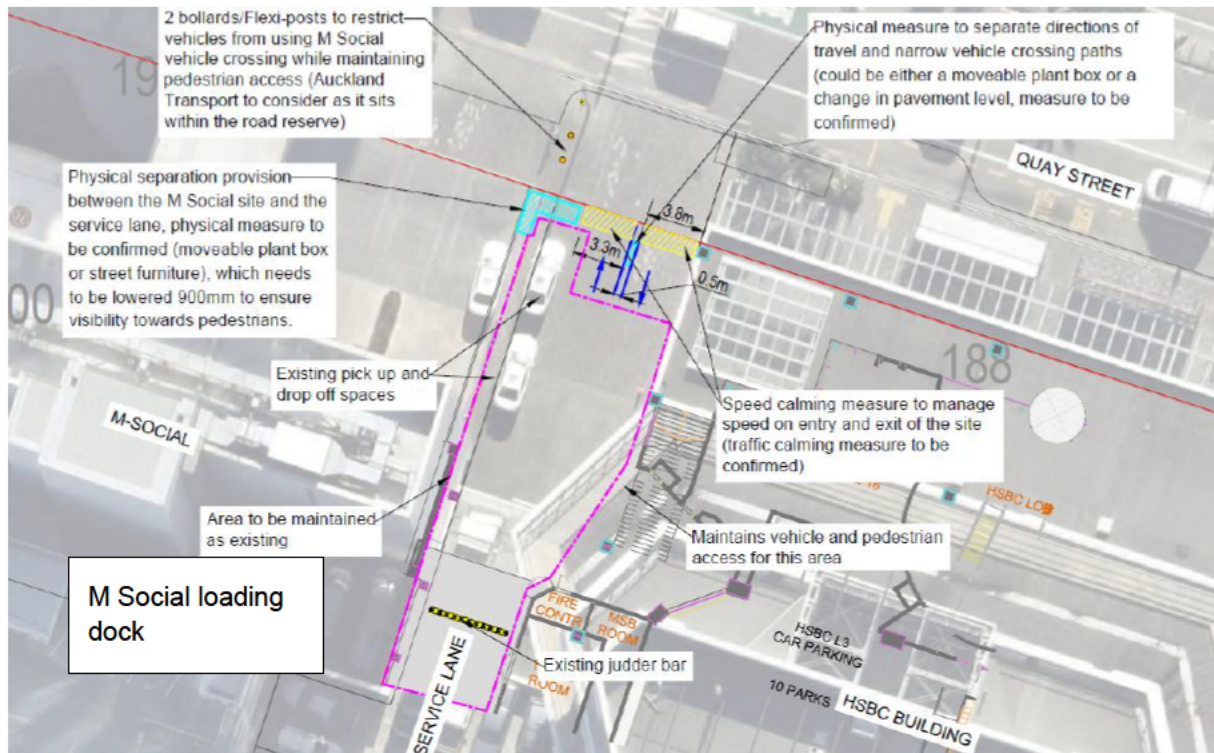
The key change in the future in relation to the M Social site relates to the Quay Street access. Appendix H of the ITA has the re-design of the access to the service lane on Quay Street. This is shown in Figure 3 below. Key aspects (in relation to M Social) include:

- The M Social driveway (Porte-cochère) will now be completely separate to the service lane access (separated by bollards / planting)
- M Social carparks (121) will be all accessed via the service lane (as will all their parking spaces)

In this regard it has been observed that currently M Social traffic (including taxis) using the entrance / Porte-cochère area travel to / from the current parking area without travelling back to Quay Street. With the design proposed (separated driveways and M Social carparks access from the service lane), all M Social vehicles using the Porte-cochère front area then wanting to travel to parking will need to travel via Quay Street and / or Customs Street to the service lane which then links to the parking area.

From a purely traffic engineering review, we consider this to be an improvement to the current situation especially relating to pedestrians, however it will add a degree on inefficiency to the M Social hotel operation and will likely result in some minor operation changes.

Figure 3: Permanent access (Quay Street)



3 CONCLUSION

Overall, from our review of the Downtown carpark redevelopment:

- The proposal (once construction is completed) will result in minimal changes in network operation;
- Once construction is complete, the Quay Street M Social driveway will be physically separated from the service lane driveway. We consider from a traffic engineering point of view this is positive however it will require some operational changes to the M Social hotel – namely that valet operations and guests will need to circle the block from the M Social hotel around the external road network to access the designated M Social hotel car parks within the development from the service lane, as opposed to the current arrangement where immediate access is provided from the hotel site into the Downtown Carpark basement;
- During construction the key traffic engineering issue relates to the operation of the M Social Loading Dock on Lower Hobson Street. Our review has shown that the proposal can be workable and of minimal disruption for trucks up to 8.3m long;
- Any truck greater 8.3m long will be required to be escorted through the construction site (against the proposed flow of construction traffic). This requires ongoing careful and coordinated communication between the M Social loading vehicle and the contractor;
- There is also proposed to be a full closure of Lower Hobson Street for the removal of the pedestrian overbridge which is likely to occur at an early stage of demolition. The documentation notes that it is anticipated that the bridge can be removed within 48 hours. The M Social Loading Dock on the Lower Hobson Street slip lane will need to be fully closed over this weekend due to the proximity to the bridge structure which is likely to occur during a long public holiday or school holiday weekend period. There is no discussion as to what / how loading will occur over this period. This will need very careful management / consultation with the Hotel; and

- During construction (3-5 years) M Social will likely have no on-site parking spaces. Subsequent to the Transport Assessment, Precinct's Property Team confirmed that they will provide replacement parking for the full quota of the 121 parking spaces M Social currently have in the Downtown Carpark building during construction. The replacement parks are to be provided in a yet to be determined location but within an agreed upon radius of the M Social site.

I trust this is sufficient for your requirements. Should you have any queries, please do not hesitate to contact me.

Yours sincerely

Commute Transportation Consultants



Leo Hills

Director

