

1.0 APPLICATION DESCRIPTION

Application and property details

Fast-Track project name:

Downtown Carpark Site Development

Fast-Track application number:

FTAA-2512-1158

BUN60460864, LUC60460865, DIS60460866 and WAT60460867

2.0 Technical Specialist Memo - Traffic Engineering

To:

Sarah Wilson – Lead Planner & Adonica Giborees - PPL

From:

Trevor Lee-Joe – Principal Transportation Engineer, Stantec New Zealand

Qualifications
& Relevant
Experience:

I hold a Master of Engineering degree in Civil Engineering from the University of Auckland and have 28 years of experience in the field of traffic and transportation engineering.

I am a member of Engineering New Zealand.

I have prepared expert evidence and technical assessments for resource consent applications, plan changes and fast-track applications, and have appeared as an expert witness before consent authorities and the Environment Court on several occasions.

Preparation in
Accordance
with the Code
of Conduct:

I confirm that I have read the Environment Court Practice Note 2023 – Code of Conduct for Expert Witnesses ([Code](#)), and have complied with it in the preparation of this memorandum. I also agree to follow the Code when participating in any subsequent processes, such as expert conferencing, directed by the Panel. I confirm that the opinions I have expressed are within my area of expertise and are my own, except where I have stated that I am relying on the work or evidence of others, which I have specified.

Signature:



Date: 21/04/26

3.0 Executive Summary / Principal Issues

My review, as instructed by Auckland Council, has focused on the internal traffic arrangements and operation. It is understood that a review of external traffic effects, including those associated with construction, will be undertaken separately by Auckland Transport.

4.0 Documents Reviewed

The following documents have been reviewed in preparing this memorandum:

- Operational Integrated Transport Assessment (authored by Flow Transportation Specialists).
- Architectural drawings, primarily for context.
- Proposed consent conditions (Appendix 24 of the substantive application documents)
- Further information provided by the applicant (dated 07/04/26) in response to Section 67 (S67) requests issued by Council on 26/03/26.

5.0 Additional Reasons for Consent Not included in AEE / Incorrect Reasons for Consent

- An S67 further information response confirmed a further consent matter relating to the proposed new vehicle crossings to Custom Street West (an arterial road, subject to a VAR).

6.0 Specialist Assessment

E27 Standards Assessment

- 6.1. *Existing transport environment including safety – provided and adequate – accepted.*
- 6.2. *Trip Generation Assumptions – adopted from a mix of industry-standard guidelines, surveys and from first principles. Assumptions have been reviewed and are accepted.*
- 6.3. *Parking Provision – accepted.*
- 6.4. *Parking Layouts*
 - *Four parking spaces are proposed with non-compliant dimensions. These spaces are proposed to be allocated for ‘small’ vehicles only, which is accepted. However, the spaces should be clearly signed and/or marked accordingly.*
 - *Tandem parking spaces proposed for office activities – this is not technically compliant but as the tandem parking spaces will be allocated to office activities, this is not considered to be an issue and can be effectively managed – accepted.*
- 6.5. *Vehicle Manoeuvring – tracking paths provided for the most constrained parking spaces and tracking paths are considered acceptable.*

- 6.6. *Overhead Clearances – infringements are identified with respect to the servicing area and for the accessible parking spaces. These infringements have been assessed and the justification for the infringements are accepted.*
- 6.7. *Bicycle Parking – quantum of spaces accepted.*
- 6.8. *Servicing Arrangements – accepted, subject to draft servicing plans (currently under consideration by Auckland Transport) and final servicing plans subject to review by Auckland Council through the consent conditions.*
- 6.9. *Vehicle Crossings – three vehicle crossings are proposed off Customs Street West which is a technical infringement against the Unitary Plan requirement of no more than two. However, two of the crossings cater for the inbound and outbound traffic streams for the hotel porte cochere (one-way circulation) and this is considered acceptable. Vehicle crossing locations are also considered acceptable.*
- 6.10. *Vehicle crossing widths – infringements identified for the hotel porte cochere crossings and the Quay Street access. These are required to be wider than the Unitary Plan standards permit. However, additional width is required to accommodate the tracking of the largest vehicles anticipated to use these crossings. Proposed widths are accepted.*
- 6.11. *Access gradients – comply with the Unitary Plan standards and are accepted.*

PC79 Standards Assessment

- 6.12. *Bicycle Parking – already assessed under the operative E27 standards and accepted.*
- 6.13. *Loading Spaces – already assessed under the operative E27 standards and accepted.*
- 6.14. *Accessible Parking – technical infringement identified. However, the infringement has been assessed and is considered acceptable.*
- 6.15. *Pedestrian Access – not applicable.*
- 6.16. *Speed Calming – not applicable.*
- 6.17. *EV Charging – ITA notes that this will be covered by other disciplines. Should form part of the conditions of consent.*

Based on the review of the assessment which has been undertaken, the internal traffic engineering aspects of the proposal can be accepted and are supportable.

I have also reviewed the transportation response to S67 matters dated 7 April 2026, although the matters addressed relate primarily to Auckland Transport queries (retaining wall, hotel PUDO, CTMP and M Social access). There were no new issues arising in terms of the internal traffic arrangements. The s67 response includes an update regarding the proposal against the Consent Order version of PC79 relating to accessible parking. The Consent Order effectively reduces the quantum of accessible parking spaces required for the application from 55 spaces to 31 spaces. It is proposed to provide 18 accessible spaces, representing a shortfall of 13 spaces. The justification for this shortfall is accepted.

The ITA notes that the EV charging standards of PC79 would be covered by other disciplines. Whilst this has not been specifically addressed at this stage, the applicant offers a condition of consent to the effect of “Detailed plans will be provided showing the space identified for future Electric Vehicle Supply Equipment as required by Standard E27.6.7(1) and certified by Council prior to the lodgement of any building consent application.” This is considered acceptable.

8.0 Recommendation

The information provided within the Operational Integrated Transport Assessment (authored by Flow Transportation Specialists) has been reviewed. Whilst there are several matters which infringe the permitted activity standards of the Unitary Plan, these have been assessed and the justifications provided are considered acceptable and likely effects are considered to be acceptable. In summary, apart from clarification regarding EV charging provisions, I support the application based on the information available.

9.0 Proposed Conditions

A draft set of conditions of consent was issued with the original substantive application. These conditions have been reviewed and are generally acceptable, subject to the inclusion of an additional condition relating to EV charging equipment (as identified in Section 7 above) and signage/markings for the four ‘small’ spaces proposed for smaller vehicles (as identified in Section 6.4 above). This acceptance is without prejudice to Auckland Transport’s review of consent conditions relating to construction and servicing management plans.

Proposed additional conditions of consent:

- Detailed plans will be provided showing the space identified for future Electric Vehicle Supply Equipment as required by Standard E27.6.7(1) and certified by Council prior to the lodgement of any building consent application.*
- The four parking spaces identified in the Operational Integrated Transportation Assessment with non-compliant dimensions shall be clearly identified, by way of signage and/or pavement markings, and restricted to use by small vehicles only.*

10.0 Supporting Documents

None.

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