

PROJECT	DOWNTOWN CARPARK SITE DEVELOPMENT
SUBJECT	DRAFT MANAGED ACCESS SERVICE ARRANGEMENT PLAN (M SOCIAL)
TO	PROJECT TEAM
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1 INTRODUCTION

Precinct Properties New Zealand Limited ("**Precinct**") has commissioned Flow Transportation Specialists Ltd to prepare a managed access service arrangement plan ("**MASAP**") for M Social's service driveway on Lower Hobson Street. This relates to the demolition and construction phases of the proposed development of the Downtown Carpark site into an integrated mixed-use precinct ("**Project**"), located at 2 Lower Hobson Street in the Auckland City Centre ("**Site**").

The purpose of the MASAP is to ensure that necessary measures are in place to manage scheduling and coordination of access / servicing requirements and delivery arrangements of M Social to and from their service driveway.

It is anticipated that this draft MASAP will be finalised in collaboration with M Social, and submitted for certification by Council. This plan should be prepared in parallel with the final Construction Traffic Management Plan, which is also a requirement for the demolition and construction phases of the Project.

2 BACKGROUND

2.1 The Proposal

The Project includes the demolition of the existing Downtown Carpark building (together with the Lower Hobson Street pedestrian bridge and Customs Street West vehicle ramp located within part of the road reserve) and development of the Site to provide for a mixed-use precinct providing for commercial, residential, hotel, retail, food and beverage, and civic uses.

2.2 Overview of demolition and construction

The following provides an overview of the demolition and construction phases, which will be subject to a final Construction Management Plan and Construction Traffic Management Plan being prepared by a contractor.

2.2.1 Overview of the demolition stage

The demolition of the Downtown Carpark will occur over an anticipated 11.5 to 12 month period. This will consist of the following stages, with indicative timeframes shown in brackets.

- ◆ Removal of the Lower Hobson Street pedestrian overbridge, requiring a full closure of Lower Hobson Street (x1 full weekend, 48 hours)
- ◆ Demolition of the of the Downtown Carpark building, utilising a top-down methodology (11.5 to 12 months, inclusive of 3 months of enabling works)
- ◆ Removal of Downtown Carpark ramp over Customs Street West onto Fanshawe Street, requiring a full closure of Customs Street West (x2 full weekends, 48 hours each)

2.2.2 Overview of the construction stage

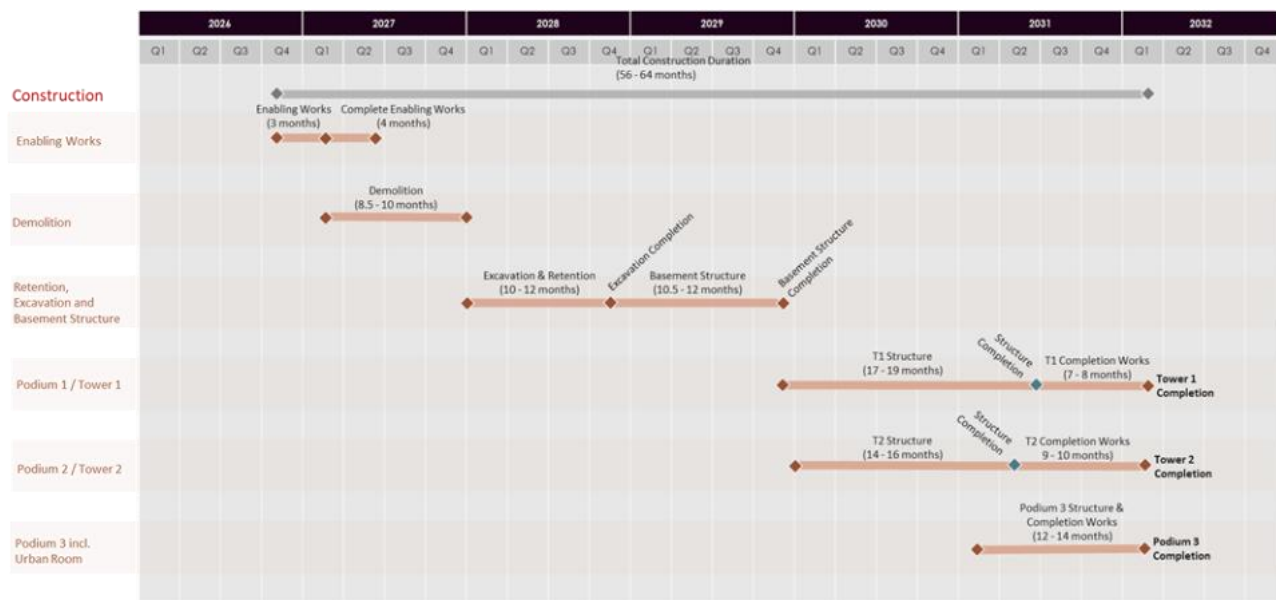
The construction will consist of the following key phases

- ◆ Retention and excavation (10 to 12 months)
- ◆ Basement structure LB4 to L00 (10.5 to 12 months)
- ◆ Main construction L00 and up (including podium and towers) (24 to 27 months)

The precise sequence and duration of each phase will be confirmed through contractor input.

An indicative summary programme is provided in Figure 1, accounting for both demolition and construction. The total duration is expected to be 56 to 64 months.

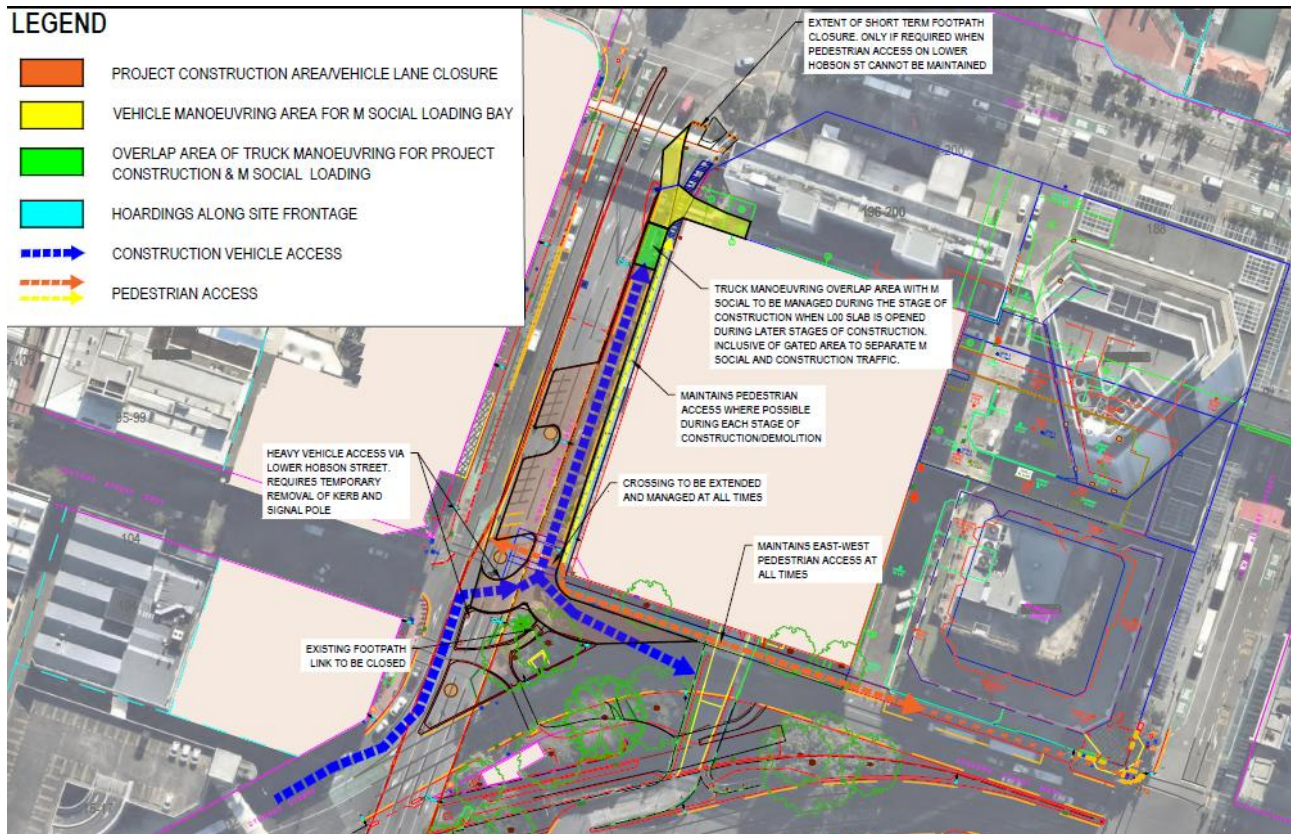
Figure 1: Indicative summary programme of construction and demolition



2.2.3 Construction work zone and road closure overview

Figure 2 below shows the proposed construction work zones around the perimeter of the Site.

Figure 2: Road closures and pedestrian routes during demolition and construction



The following road closures are proposed

- ◆ The entire Lower Hobson Street slip lane (southbound direction)
- ◆ The 60-degree car parking spaces that are under the flyover, which are accessed off the slip lane
- ◆ At the southern end of the slip lane, both the left turn (up to the intersection with Customs Street West/Sturdee Street) and right turn (up to the intersection with northbound Lower Hobson Street) towards Customs Street West will be closed.

Within the road closures, there will primarily be three work zone types as outlined in Figure 2

- ◆ Light orange – Work zone during demolition and construction to provide for vehicle access/circulation around the Site perimeter, as well as an opportunity to load or unload material
- ◆ Green – Overlap zone of M Social and construction truck manoeuvring
- ◆ Yellow – Manoeuvring area for M Social trucks only

These road closures are expected to be in place for the entire demolition and construction phase.

The east-west pedestrian route along the northern side of Customs Street West will be maintained at all times through the construction zone, while the north-south pedestrian route on the eastern side of Lower Hobson Street will be maintained for the majority of the time.

2.3 M Social service driveway

The M Social hotel is located at 196/200 Quay Street, north of the Site.

The servicing area for M Social is accessed via a vehicle crossing at the north end of Lower Hobson Street. This is accessed directly from the slip lane on the east side of the flyover.

As the Lower Hobson Street slip lane will be subject to a road closure throughout the demolition and construction periods, a managed access arrangement is required to ensure that M Social can have continued access of the servicing area.

The only period where no access into the servicing area can be provided is during the removal of the Lower Hobson Street pedestrian overbridge, which required a full closure of Lower Hobson Street (x1 full weekend, 48 hours).

3 MANAGEMENT PLAN OBJECTIVES

This management plan has the following objectives

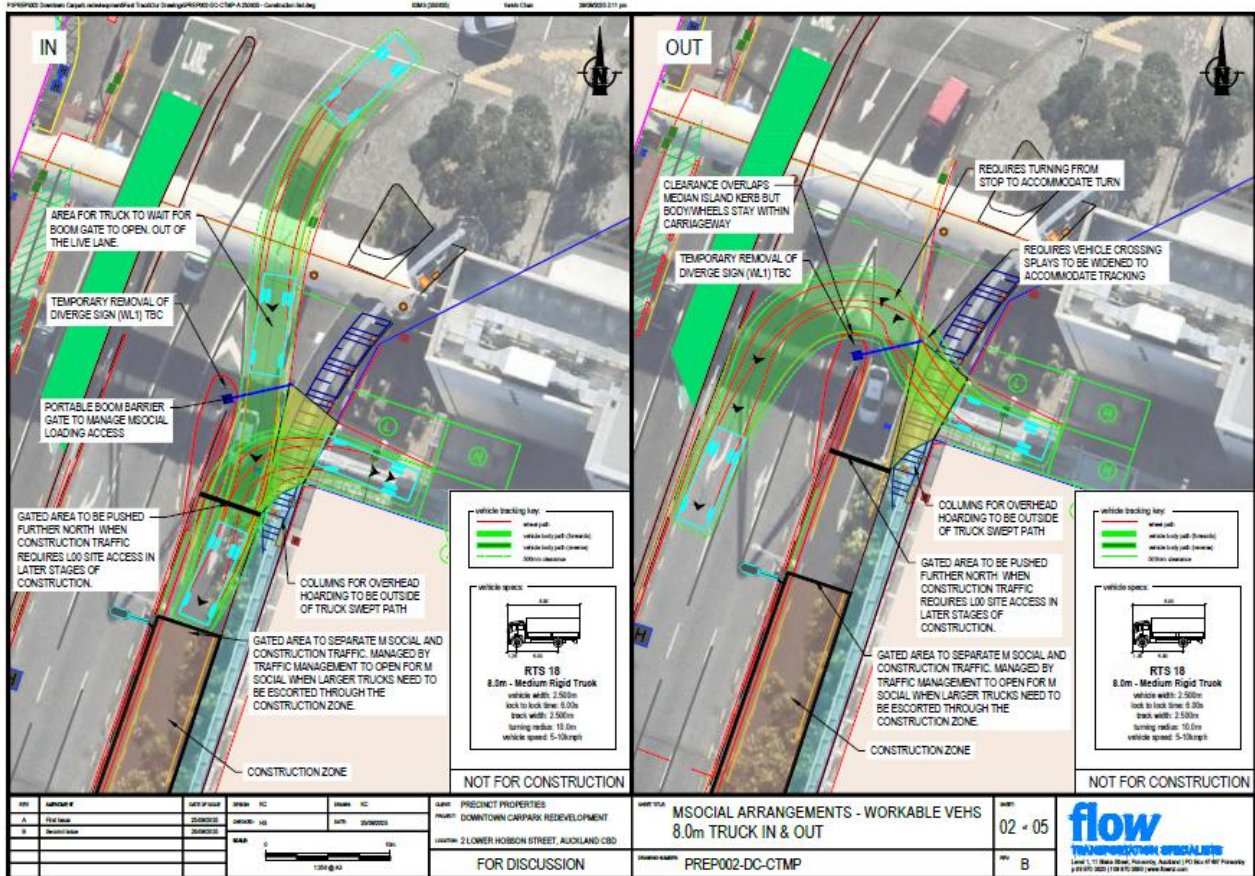
- ♦ To provide a clear framework for ongoing management of the M Social servicing area
- ♦ To allow ongoing communication and coordination between M Social and the contractors for the Project
- ♦ To ensure members of the public and general traffic do not enter the Lower Hobson Street slip lane during demolition and construction
- ♦ To coordinate and schedule booking of the loading spaces to manage the available capacity of loading spaces
- ♦ To ensure the servicing area operates safely.

4 ACTION PLAN DEVELOPMENT AND IMPLEMENTATION

The managed access arrangement should ensure vehicle access is maintained into the M Social loading bay as follows:

- ♦ Access into the northern section of the Lower Hobson Street slip lane is managed by contractors with a gate, to prevent access from general traffic
- ♦ Exit manoeuvres occur with a contractor acting as a spotter. Any gates can be closed after a vehicle has exited the loading zone
- ♦ Vehicles should be directed to exit onto the Lower Hobson Street flyover where possible, to avoid needing to go through the construction zone. These manoeuvres must occur in a forward direction, to avoid reversing onto live traffic lanes
- ♦ Oversized vehicles will need to be escorted through the construction zone by a contractor (indicatively trucks over 8.3 m in length, to be confirmed in the final plan)
- ♦ The vehicle crossing splay and traffic island at the base of the Lower Hobson Street flyover should be modified to provide more manoeuvring space where safe and practical. This will provide greater flexibility for vehicles to exit onto the flyover, instead of needing to be escorted through the construction zone

Figure 3: Concept plan of MASAP, showing access for an 8 m truck



5 MANAGEMENT PLAN REVIEW

The following information must be provided with the MASAP as part of the Council certification process:

- ◆ Records of consultation undertaken with M Social; and
- ◆ A summary of changes sought by M Social and a commentary from the consent holder in regard to the changes sought by M Social, whether the consent holder has not adopted any of these changes and the reason(s) for non-adoption of the changes.

Monitoring of the management plan will be important to ensure its effectiveness in allowing continued access into the M Social servicing area. Ongoing communication should be open between M Social and the contractor to allow for any issues to be discussed.

Following the completion of the construction period, the MASAP will no longer be required.

Reference: P:\PREP\002 Downtown Carpark redevelopment\ITA and reporting\Technotes\Managed access service arrangement plan\T10A251103 Draft Managed Access Service Arrangement Plan.docx