



The Point Mission Bay Fast-Track Consent

Draft Construction Traffic Management Plan

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flow

TRANSPORTATION SPECIALISTS

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Prepared by: Charyne Sundgren and Gerhard van der Westhuizen
Reviewed by: Ian Clark

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1 INTRODUCTION

Flow Transportation Specialists Ltd (Flow) has prepared this draft Construction Traffic Management Plan (CTMP) to support the resource consent application under the Fast-track Approvals Act 2024 for the proposed retirement village development referred to as 'The Point Mission Bay', which includes 5 multi-storey buildings, associated site works, and the integration of the existing aged care facility.

As shown in Figure 1, the application site comprises the land at the northernmost end of Te Arawa Street, Rukutai Street and Aotea Street in Ōrākei, south of Takapararua (the Site). The western end of the Site, between Kupe Street and Te Arawa Street, is occupied by an existing aged care facility, which will remain in its current form, and be integrated with the overall village.

Figure 1: The Site (with the Site Boundaries shown in yellow)



The proposed development includes 5 multi-storey buildings (containing approximately 256 apartment style retirement units) with associated site works and infrastructure, and the integration of the existing care facility containing approximately 90 units.

There are existing vehicle crossings on Kupe Street, Te Arawa Street, Rukutai Street and Aotea Street that will be used temporarily for construction access. The existing crossings on Rukutai Street and Aotea Street will be widened temporarily to serve as the construction access for the Site.

The key construction traffic effects associated with the proposal have been identified and include:

- ♦ Bulk excavation to establish basements and building platforms. The earthworks proposed include a cut volume of approximately 25,000m³ and fill volume of 6,055m³.

- ◆ General site works, including underground infrastructure/services.
- ◆ The construction of 5 multi-storey buildings.
- ◆ The construction of new (and upgrade of existing) vehicle crossings from Aotea Street, Rukutai Street, and Te Arawa Street, and linking internal at-grade accessways.

This draft CTMP has been prepared to include measures to appropriately manage these transport effects during the construction period based on an understanding of the construction staging and timing, and focuses on the following transport matters:

- ◆ Proposed construction routes and access to the Site.
- ◆ The amount of construction traffic expected to be generated during the excavation stage, which is expected to generate the highest amount of heavy vehicle movements.
- ◆ Parking provision during construction for contractors, as well as any temporary on-street parking removed to facilitate sufficient manoeuvring for heavy construction vehicles.
- ◆ Pedestrian access.
- ◆ Principles of temporary traffic management.
- ◆ Proposed communication protocols.
- ◆ Contractor obligations for preparing the final CTMP.

Overall, it is intended that this draft CTMP will form the basis of the final CTMP, which will be required to be developed, certified and implemented as a condition of consent for The Point Mission Bay, as recommended in the Integrated Transport Assessment.

A final CTMP will be prepared once a contractor has been appointed to undertake the physical works, however the key principles of this draft CTMP will remain.

2 SITE LOCATION

The Site is located at the northernmost end of Te Arawa Street, Rukutai Street and Aotea Street in Ōrākei, to the south of Takaparawhau.

The location of the Site and its connections to the wider road network is shown in Figure 2.

The Site has good vehicle accessibility to the strategic highway network including:

- ◆ SH16/SH1 onramp and offramp interchange at Grafton Gully, via Kepa Road, Tamaki Drive and The Strand.
- ◆ SH1 Green Lane East interchange, via Kepa Road, Orakei Road and Ascot Avenue.

The SH16/SH1 onramp and offramp interchange at Grafton Gully is located approximately 7.5 km from the Site, while the SH1 Green Lane East interchange is situated around 6 km away.

These motorway interchanges can be accessed via various arterial roads (as classified within the Auckland Unitary Plan (AUP)). These roads include Kepa Road, Tamaki Drive, The Strand, Orakei Road and Ascot Avenue. The Site does not front arterial roads, and requires access from Kupe Street, Te Arawa Street, Matatua Street, Rukutai Street and Aotea Street.

A more detailed description of the roads fronting the Site are provided in the Integrated Transport Assessment dated September 2025, submitted as part of the resource consent application.

Figure 2: Site location in the wider road network



3 THE DEVELOPMENT PROPOSAL

Figure 3 shows the site plan of the proposed The Point Mission Bay.

Figure 3: Proposed site plan and extent of construction (produced by Boffa Miskell)



In summary, those elements of the Proposal that are relevant to the CTMP include:

- ◆ Bulk excavation to establish basements and building platforms. The earthworks proposed include a cut volume of approximately 25,000m³ and fill volume of 6,055m³.
- ◆ General site works, including underground infrastructure/services.
- ◆ The construction of 5 multi-storey buildings.
- ◆ The construction of new (and upgrade of existing) vehicle crossings from Aotea Street, Rukutai Street, and Te Arawa Street, and linking internal at-grade accessways.

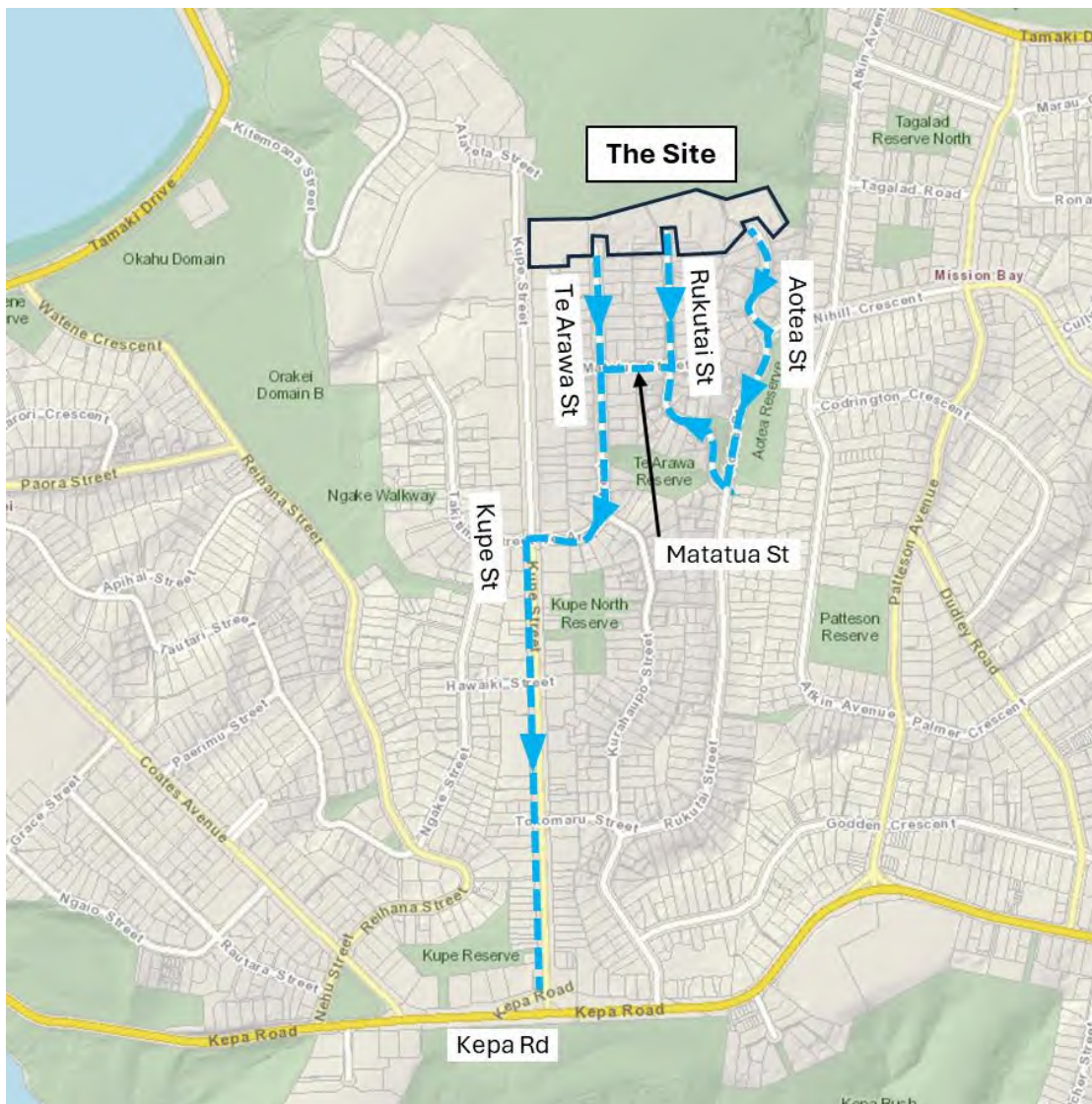
4 PROPOSED HEAVY VEHICLE ROUTES AND SITE ACCESS

The Site has two heavy vehicle route options to access the strategic road network via arterial roads during construction, as shown in Figure 2. Arterial roads are expected to carry a higher volume of general traffic and a higher proportion of heavy commercial vehicles and are, therefore, suitable as heavy vehicle routes for construction activities.

The heavy vehicle route from the Site to Kepa Road has been selected to avoid narrow local roads as much as possible and to use Kupe Street (via other intervening roads) towards Kepa Road, as this road

has a wide carriageway of 7.5 m with parking shoulders on both sides (the parking shoulders are in addition to the 7.5m). These routes are shown in Figure 4.

Figure 4: Heavy Vehicle Route from the Site to Kepa Road



Temporary construction traffic management and the temporary removal of parking at intersections and sections of local road may be required to allow safe manoeuvring of construction vehicles accessing the site. These restrictions are subject to the space requirements of the construction vehicles and will be confirmed in the final CTMP.

There is an existing bus route that runs on an hourly service along the proposed heavy vehicle route. The proposed construction traffic management measures can accommodate adequate space for a heavy vehicle and a bus to pass each other in some of the straight sections of road.

These proposed construction traffic management measures are proposed to remain in place for the duration of construction only and will be reinstated upon construction completion. The proposed construction will be carried out in stages, and temporary traffic measures will be located in accordance with the section of route required for each respective stage.

The construction vehicle access is subject to a Corridor Access Request (CAR) to be approved by Auckland Transport.

Road pavement monitoring is proposed for a section of the heavy vehicle routes during the construction period. Requirements for the monitoring and any repairs necessary will be detailed in the final CTMP.

4.1 Site access

To provide suitable access to the site by construction vehicles, it is proposed to use and temporarily widen the two existing vehicle crossings on Aotea Street and Rukutai Street. No changes are needed to the vehicle crossing at Te Arawa Street to provide construction vehicle access.

Trucks will be able to enter the Site in a forward direction and turn within the Site to exit in a forward direction.

Traffic management is proposed on site during construction to ensure trucks can enter and exit the site safely, and if any reverse manoeuvres need to occur, there will be a spotter to guide the safe interaction between trucks and other site users and to ensure pedestrian safety.

5 ANTICIPATED CONSTRUCTION STAGING

The construction is anticipated to occur over the following stages outlined in Table 1.

Table 1: Proposed Staging

Stage	Indicative Scope of Works
Enabling Works	<ul style="list-style-type: none">◆ Site establishment◆ Underground services/infrastructure install.
Stage 1	<ul style="list-style-type: none">◆ Construction of basement and podium level for Building 2 and 3.◆ Construction of Building 2◆ Construction of restaurant
Stage 2	<ul style="list-style-type: none">◆ Construction of basement and podium for Building 3.◆ Construction of Building 3.◆ Demolition of Aotea Street Apartment blocks◆ Construction of Basement to B1 and Entry Pavilion (finished at podium level)◆ Construction of restaurant on podium between Buildings 3 & 4.
Stage 3	<ul style="list-style-type: none">◆ Construction of Building 1.
Stage 4	<ul style="list-style-type: none">◆ Construction of Building 4 and basement◆ Construction of remaining L2 basement◆ Amenity space on podium
Stage 5	<ul style="list-style-type: none">◆ Construction of Building 5

Construction traffic associated with each stage will generate heavy vehicle movements associated with:

- ◆ The excavation within the Site to provide for the basement parking and removal of the cut material.
- ◆ The delivery to the Site of materials to enable the construction of the different stages.

It is proposed that heavy vehicles will access the Site only during the following times:

- ♦ Monday to Saturday: 7:30 am to 6:00 pm
- ♦ No works on Sundays or public holidays.

6 CONSTRUCTION TRAFFIC VOLUMES

The excavation activity associated with The Point Mission Bay is expected to generate the highest amount of heavy vehicle movements on the surrounding road network, concentrated over a relatively short period. The earthworks quantities have been received from CLC Consulting, which estimates 25,000 m³ of cut materials to be transported off site and 6,055 m³ of fill to be transported to the site. The size and type of vehicle that will be used to remove the cut material will be confirmed in the final CTMP.

Based on the above information:

- ♦ A semi-trailer has a 13 m³ capacity and a 12.6 m truck has a 10 m³ capacity.
- ♦ A bulking factor of 1.3 (adjusted cut volume of 32,500 m³).
- ♦ This will result in a total number of truckloads ranging from 2,500 to 3,250, depending on the truck size used.
- ♦ There will be approximately 32-48 trucks per day, assuming an 8-hour day, mostly accessing Rukutai Street and Aotea Street, corresponding to up to 5 truckloads per hour (10 movements per hour).
- ♦ Approximately 55 (semi-trailers)-105 (12.6 m truck) days of excavation (about 2-5 months based on 22 working days a month).

Ten one-way truck movements per hour (one truck movement entering or exiting the Site every 6 minutes) are considered to be acceptable and can be safely accommodated on the surrounding road network. A small degree of congestion on the local roads surrounding the Site is possible as trucks negotiate intersections, however, is expected to be highly localised, of a short duration.

We note that there will be other truck movements associated with the construction activities, including material deliveries, concrete pours and equipment deliveries (etc). However, we consider the frequency and number of these truck movements to be minimal and that the excavation period introduces the most critical number of heavy vehicles onto these local roads.

Heavy vehicle access to and from the Site will be managed through the use of live traffic management, to be carried out by the contractors.

7 PARKING FOR CONTRACTORS

Construction staff parking will be accommodated entirely within the Site and will be managed on an ongoing basis by the contractor, with details to be included in the final CTMP.

8 PEDESTRIAN ACCESS

The existing footpaths on Aotea Street, Rukutai Street, Kupe Street and Te Arawa Street will remain open and function as normal throughout the construction period. Proposed temporary traffic management measures are all located within the carriageway of these roads.

All loading areas for the Site will be located outside the road reserve and within the Site and therefore, there will be no temporary traffic management measures required on the public footpath.

Pedestrian access to the existing aged care facility will be maintained during the works, and a separate route will be provided within the Site that is separate from the construction zone, with details to be confirmed in the final CTMP.

9 PRINCIPLES OF TEMPORARY TRAFFIC MANAGEMENT

Temporary traffic management (TTM) required to manage access to the site is to be undertaken in accordance with the New Zealand Guide to Temporary Traffic Management (NZGTTM).

TTM is to be flexible and will respond to changing intensities of construction activities and prevailing road conditions.

The contractor will appoint a Site Traffic Management Supervisor (STMS) and will maintain that role for the duration of the works. This may be a specialist sub-contractor.

Detailed TTM measures and layout plans will be provided by the Contractor to Council for approval in accordance with the consent conditions. TTM measures should focus on assisting drivers travelling along Te Arawa Street, Matatua Street, Rukutai Street and Aotea Street.

It is anticipated that the TTM measures may include:

- ◆ Temporary removal of on street parking.
- ◆ Temporary changes to vehicle access into the Site

No changes will be made to the approved TTM unless agreed in advance with Auckland Transport or considered necessary to do so by the STMS or NZ Police to maintain the safe operation of the road network. Any such changes will be reported to Council.

10 COMMUNICATIONS PROTOCOL

The following sets out the proposed communications protocol for the project.

Throughout the construction stages, hazard signs and contact details for the site manager will be provided at the site. The details for the site manager will be confirmed once a contractor is appointed.

The site manager will consult with designated contacts at Council on a regular basis at a frequency to be agreed through the final CTMP to discuss any concerns or issues arising, inform of expected over dimension loads or any variation in traffic demands, and conditions associated with the construction.

Any properties along Te Arawa Street, Matatua Street, Rukutai Street and Aotea Street likely to be affected by the temporary on street parking restrictions will be contacted at least two weeks before the restrictions are first put in place. Access to these properties will always be kept available. These temporary measures are typical for construction in residential areas.

Any complaints received from members of the public or the Council / AT in relation to driver behaviour during construction will be investigated within 24 hours and appropriate action taken in accordance with contractor's health and safety policies and disciplinary processes. All complainants will receive a response from the contractor confirming that the matter has been addressed. Council will also be kept informed of all complaints raised in relation to this CTMP.

A communications protocol will be developed and implemented as part of the construction management measures, including but not limited to the following matters:

- ◆ Names and contact details of key staff and/or contractors responsible for implementing the CTMP.
- ◆ Contact details of key staff within AC, AT, and/or any other third party who have operational interests in the surrounding road network.
- ◆ Contact details and location of the main site office and any satellite offices.
- ◆ Details of signage to be established, including content and locations.
- ◆ Location of all relevant consents, management plans, health and safety plans, and other key project documentation.
- ◆ A process for receiving and responding to complaints, including a register for recording all complaints and actions taken.
- ◆ A process for scheduling planned heavy haulage and over-sized load vehicle trips.
- ◆ A list of people and organisations whom the CTMP will be distributed to. All amendments and updates to the CTMP will then be forwarded to those named on the list.

11 CONTRACTOR OBLIGATIONS FOR FINAL CTMP

The following items summarise the obligations of the contractor in developing the final CTMP to ensure that the recommendations in this draft CTMP are addressed.

The final CTMP is to be prepared by a suitably qualified expert and submitted to the Council for certification a minimum of ten (10) working days prior to the commencement of any construction works authorised by this consent.

The CTMP shall be generally in accordance with the draft CTMP prepared by Flow Transportation Specialists. The objective of the CTMP is to ensure that during construction, the surrounding road network (including footpaths) operates safely and efficiently for all road users, including pedestrians.

The following information (at a minimum) is to be included within the final CTMP:

- a) Details of the construction programme, including hours of work, any staging of the development, and the estimated construction period.

- b) Identification and contact details of the person(s) responsible for monitoring construction traffic and receiving any complaints in respect of construction traffic, including name, phone number, email address and postal address
- c) Procedures for the recording of complaints, comments and feedback received regarding construction traffic from any members of the public.
- d) Ingress and egress routes to/from the site for vehicles associated with construction and the delivery of materials, equipment, and machinery
- e) Estimation on the numbers of heavy vehicle movements per hour and per day during the stages of the construction period, and proposed routes
- f) Identification of heavy vehicle routes, any associated road pavement assessment and road pavement monitoring details, and proposed road pavement repair measures
- g) A Parking Management Plan for construction related vehicles
- h) The location of loading/working areas
- i) Temporary Traffic Management Plans to be agreed (if required) in detail with Council with advance notice of any specific requirements to be agreed
- j) Any need for temporary road closures and/or other restrictions on the surrounding road network for the transportation of plant, machinery and materials, or for other reasons relating to construction activities
- k) Details of the timing and duration of the temporary on-street public parking restrictions
- l) The location of traffic signs on surrounding streets and the location of traffic management personnel for construction traffic management purposes
- m) Measures to ensure satisfactory and safe vehicle and pedestrian access is maintained to adjacent properties at all times
- n) Measures to prevent unauthorised ingress into the Site by members of the public or others, while it is under construction
- o) Procedures for ensuring that the owners and/or occupants in the immediate vicinity of the construction area and the routes where closures or temporary parking restrictions are proposed to apply are given prior notice of the commencement of construction activities and are informed about the expected duration of works and potential effects of the works
- p) The transportation and parking of oversize vehicles such as cranes
- q) The extent of over dimension vehicle permits (if required)
- r) In conjunction with the Construction Management Plan, measures to control the tracking of dust and sediment onto the road network which may include measures such as
 - (i) Sealed construction entrance between the property boundary and road edge of seal
 - (ii) Wheel wash-down facilities provided at each access to prevent tracking mud or gravel onto the road corridor
 - (iii) Covering any loose loads which might create dust

- s) A code of conduct for drivers. This may include measures such as
- (i) All drivers obeying the rules of the NZ Road Code
 - (ii) All staff members, including external sub-contractors, attending a health and safety briefing at the start of their shift
 - (iii) Ensure trucks pass through a wheel wash when exiting the construction site to minimise the amount of potential dirt transported onto the road
 - (iv) Drivers being courteous to other road users
 - (v) Drivers ensuring trucks are in good and clean condition. This includes ensuring that all vehicles have up to date warrants and certificates of fitness
 - (vi) Drivers ensuring that loads are covered and secured before leaving the site.

12 SUMMARY

This draft CTMP has been prepared to provide information in regard to the construction traffic management requirements associated with the Proposal. It has included:

- ◆ identification of routes for heavy vehicle construction traffic
 - The proposed construction routes between the SH16/SH1 onramp and offramp interchange at Grafton Gully (via Kepa Road, Tamaki Drive and The Strand) and the Site and between SH1 Green Lane East interchange (via Kepa Road, Orakei Road and Ascot Avenue) and the Site has been selected to avoid narrow local roads as much as possible.
 - Some on-street parking (on one side of the local roads and on both sides of the roads around intersections) may need to be restricted during daytimes to allow for safe manoeuvring of construction vehicles accessing the site. These restrictions are subject to the space requirements of the construction vehicles and will be confirmed in the final CTMP. The proposed construction will be carried out in stages, and temporary traffic measures will be located in accordance with the section of route required for each respective stage.
 - the volume of heavy vehicle traffic predicted to be generated by the excavation phase of the project, and how these are to be managed, noting that the excavation activity associated with The Point Mission Bay is expected to generate the highest amount of heavy vehicle movements on the surrounding road network, concentrated over a relatively short period. Taking into account the proposed mitigation measure of restricting the hours during which this heavy vehicle construction traffic can access the road network, it is predicted that during the excavation phase, there will be a maximum of 10 truckloads per hour.
- ◆ the provision of contractor parking during construction
 - Construction parking will be fully provided within private property on the Site to cater for contractors.
- ◆ pedestrian access
 - The existing footpaths on Aotea Street, Rukutai Street, Kupe Street and Te Arawa Street and pedestrian access to the existing aged care facility will be maintained during the works and will function as normal throughout the construction period.
- ◆ relevant temporary traffic management principles
 - Detailed TTM measures and layout plans should focus on assisting drivers travelling along Te Arawa Street, Matatua Street, Rukutai Street and Aotea Street.
- ◆ communication protocols
 - A summary of the proposed communications protocol for the project.
- ◆ Contractor obligations for the final CTMP
 - A summary of the obligations of the contractor in developing the final CTMP to ensure that the recommendations in this draft CTMP are addressed.

Flow recommends that this draft CTMP be included in the contract documents for the principal contractor appointed to manage the project, and a final CTMP should be prepared once the appointment is made.