

UNDER

the Fast Track Approvals Act 2024

IN THE MATTER

of an application by **Precinct Properties New Zealand Limited** for resource consents to demolish the Downtown Carpark Building, Auckland Central and to comprehensively redevelop the site into a mixed-use precinct

Statement of Takeshi Ito on behalf of Millennium & Copthorne Hotels New Zealand Limited regarding implications of the application for MSocial Hotel

Dated: 6 May 2026

Introduction

1. My name is Takeshi Ito. I am the Vice President Legal & Company Secretary of Millennium & Copthorne Hotels New Zealand Limited ("**MCK**") and am authorised to prepare and submit this memorandum on MCK's behalf.
2. The memorandum records MCK's concerns regarding the implications for the ongoing physical integrity and operation of the MSocial Auckland Hotel ("**the Hotel**") located at 196 – 200 Quay Street ("**the MSocial Site**") of the application under the Fast Track Approvals Act 2024 by Precinct Properties New Zealand Limited ("**the Applicant**") for the Downtown Carpark Redevelopment, Auckland CBD – Te Pūmanawa o Tāmaki ("**the Application**").
3. The Application involves:
 - a. Demolition of the Downtown Carpark Building and associated structures;
 - b. Comprehensive redevelopment of the cleared site ("**the Application Site**") into a mixed-use precinct comprising office, residential, retail, food & beverage, and hotel activities; publicly accessible open space activities; and supporting carparking and service areas within three podium buildings (2-3 storeys and 7-storeys in height, respectively), two towers (162m and 227m in height), and a four-storey basement; and
 - c. Associated earthworks, a discharge consent for contamination, and water permits for groundwater.
4. The MSocial Site is adjacent to the northern boundary of the Application Site and both the Hotel building and its operations will be directly affected by the proposed demolition and construction works, which are estimated to have a duration of seven years.
5. MCK supports the redevelopment of the Application Site but is concerned to ensure that the demolition, excavation, site preparation and construction programmes (in short, the demolition and construction work) are designed and implemented to minimise adverse effects on the MSocial Site and the

Hotel operations. MCK is concerned that the works may be innately incompatible with the 24-hour per day and 7-day per week operation of the Hotel and will render it unusable for extended periods of time during the demolition and construction phases.

MCK

6. MCK is an NZX-listed owner-operator of hotels trading under the Grand Millennium, MSocial, Millennium, Mayfair, Copthorne and Kingsgate brands across New Zealand. MCK has been a listed company in New Zealand for over thirty years and has owned, managed or operated hotels across New Zealand in key gateway cities and in regional tourism centres.
7. MCK is part of the global Millennium & Copthorne Hotels group, which operates over 120 properties across Asia, Europe, North America, the Middle East and New Zealand. The global group also has ownership interests in other hotels located in Australia, Japan and the United Kingdom.
8. MCK owns and operates the Hotel. It has owned the MSocial Site since 2008 and has operated a hotel there since 1994.
9. The MSocial Hotel opened to the public in late 2017 after an extensive rebuild and refurbishment of what had been the Copthorne Hotel Auckland Harbour City. With 190 rooms, all of which have views of the Waitemata Harbour, the Hotel is an outstanding Auckland hotel. It is centrally located and conveniently placed for various large international and entertainment venues such as the Viaduct Events Centre, ASB Centre and Spark Arena. Through its well-established restaurant and bar Beast & Butterflies, the Hotel offers outstanding and innovative cuisine, served within a stylish atmosphere.

The MSocial Site and Operations

10. The Hotel is a 13-storey building on a site with broad frontage to Quay Street but limited depth to the south. All guest rooms are single loaded, with views to the north across Quay Street to the Waitemata Harbour. The Hotel's conference facilities, circulation space and back of house functions are located along the southern façade of the building.

11. A porte-cochere is located towards the eastern end of the northern frontage, with access and egress to and from Quay Street. Car-parking for the Hotel is currently provided on the Application Site via a contractual agreement, with vehicle access to the carparks being provided at the eastern end of the Hotel building. Carparking is to be reinstated on the Application Site once the project has been completed but the existing carpark arrangements will be affected through the demolition and construction phases. Following construction of the project, changes to the layout of the Application Site will result in the loss of the current direct access to carparking from Quay Street, with carparking requiring a drive around the block to Customs Street West for valet operations and guests.
12. The Hotel provides accommodation, dining and conference facilities at all times of each day and week:
 - a. An important component of the Hotel's operation is the provision of accommodation for international airline crew (United Airlines and Cathay Pacific) who often need to sleep during daylight hours. As a consequence, the Hotel operations are susceptible to noise and vibration effects at all hours of the day. That means that the Hotel is unusually if not uniquely sensitive to the effects that may be generated through the demolition and construction phases on the Application Site.
 - b. The Hotel also contains a popular and award-winning restaurant, Beast & Butterflies, which due to its location and ambience is more likely to be adversely affected by the demolition and construction works than is the case with other restaurants in the general vicinity.
 - c. Conference room facilities are available and are frequently utilised, including over weekends, with training, seminars and meetings supplementing the Hotel's accommodation and restaurant activities. The demolition and construction works will be taking place along the exterior wall of one of the larger meeting rooms, which will cause disruption and potential concerns for meeting attendees and presenters.

In contrast, activities on other sites nearby tend to operate or be susceptible

to disruption during limited times of the day or week (e.g.: offices are usually occupied during weekday daytimes; residential units tend to be used for sleeping during evening hours; entertainment activities tend to operate into evening hours but also to generate internal noise and activity when in operation).

13. Servicing for the Hotel is largely provided via a service lane and loading dock at the rear (southern side) of the Hotel building, with vehicle access off Lower Hobson Street.
14. Towards the eastern end of the common boundary between the Hotel and Application Sites, the buildings on the two properties abut each other and, in some locations, the existing carpark structure extends across the common boundary into the MCK Site. That makes it difficult to understand how the demolition of the carpark building can occur without incursion and therefore disruption or potential safety effects on the Hotel's loading dock and building.
15. As a result, there is an increased potential for demolition and construction in the vicinity of that boundary to directly affect the structure of MCK's buildings on the Hotel Site. More broadly, the proximity of the Hotel to the proposed works in the vicinity of the common boundary raises the risk of adverse effects arising during the demolition and construction phases from:
 - a. Geotechnical factors and structural engineering solutions that will be adopted.
 - b. Noise and vibration experienced by Hotel guests and visitors.
 - c. Effects on vehicle access to the service land and loading bay.
16. For that reason, MCK has retained independent experts to review the Application and advise on the potential for adverse effects to arise and methodologies (most notably conditions of consent) that might reduce the risk and impact of the demolition and construction phases.

MCK's key concerns

17. MCK's overriding concern is that the demolition and construction works may in practice prove innately incompatible with the 24-hour per day and 7-day per week operation of the Hotel and render it unusable or severely

constrained for extended periods of time throughout the seven year works period.

18. In short, MCK is operating an accommodation business catering to guests who choose to stay at the Hotel in preference to competing venues and rightly have an expectation that they will be able to sleep in a calm and comfortable environment as well as use the other on-site facilities and enjoy the adjacent waterfront environment. The disruption that is likely to be generated by the demolition and construction activities will inevitably detract from the experience of guests and has the potential to compromise the reputation, standing and financial performance of the Hotel over an extended period of time. It is those adverse effects that MCK is keen to minimise or eliminate through suitable terms and conditions of consent.
19. MCK acknowledges that the Application incorporates significant changes to the construction methodology in comparison with the initial proposal that was subject to a resource consent application to Auckland Council. From MCK's perspective, subject to the details that are expected to be provided in management plans, those changes have improved the demolition process and management of the road network thus reducing the potential adverse effects on the Hotel operations. Material adverse effects will still be generated by the revised proposal, however.
20. For the reasons touched on above, however, the Hotel is inherently more sensitive to noise and vibration than a commercial or office use and arguably more sensitive than residential activities given it is common to cater for guests who collectively require the ability to sleep around the clock (e.g.: airline crew on stopovers).
21. MCK's hope is that the Community Liaison Group and Management Plan approach proposed by the Applicant will address many, if not all, of MCK's concerns. That approach relies heavily on buy-in from the Applicant and contractors and an element of trust in relation to the techniques that will ultimately be adopted for addressing key geotechnical and structural engineering matters. From MCK's perspective, the greater the degree of certainty that can be provided now as to existing geotechnical conditions and structural engineering and construction methodologies that will be adopted the more certainty MCK and its consultants will have as to whether and to

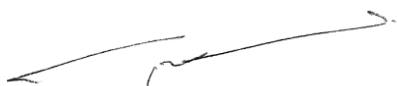
what extent adverse effects might arise and might be mitigated or eliminated. These are issues that MCK has asked its consultants to address in their comments on the Application.

22. MCK acknowledges that its request will likely require the Applicant to provide more certainty as to conditions and methodologies in respect of the common boundary with the Hotel than with regard to the Application Site's other (e.g.: western, southern and eastern) boundaries. That additional level of information and certainty arises, however, from the uniquely sensitive nature of the Hotel operation and its location in the immediate vicinity of the northern boundary of the Application Site.

Comments on Appropriate Conditions of Consent

23. MCK's consultants have identified the issues raised by the demolition and construction phases of the project in their reports and, in light of that advice, MCK seeks the amendments to conditions of consent discussed in the report prepared by its planner, Kay Panther Knight.

Dated this 6th day of May 2026



Takeshi Ito