Auckland Transport Meeting PRR00043684 - Minutes

Project: 100 Halsey Street Development: Transport Methodology Discussion

Date: 24 August 2026

Time: 10 am

Location: Online

Attendees:

Name	Role/Organisation
Masato Nakamura (MN)	Collab Planning, consultant planner assisting Auckland Council
Russell Butchers (RB)	Auckland Council, Premium Team Project Lead
Vignesh Divakar (VD)	Auckland Transport, Senior Development Planner
Paul Schischka (PS)	PTM Consultants, consultant traffic engineer assisting Auckland Transport
Georgia Foley (GF)	RP Financial
Marne Cole (MC)	Barker & Associates
Gerard Thompson (GT)	Barker & Associates
Manuel Diaz (MD)	Peddle Thorp, Director / Project Architect
Georgia Ganley (GG)	Peddle Thorp
John Parlane (JP)	Traffic Engineer, Parlane & Associates
Julian Russell (JR)	Neoscape, Project Manager
Janitha Rainbow (JRai)	Neoscape

Item	Detail	Action
1	The substantive fast-track application was in preparation, with a target lodgement date of 22 October 2026. The meeting focused on the proposed traffic survey and modelling methodology.	
2	MD outlined changes since referral: Building 3A had increased marginally in footprint and height, Building 2's footprint had increased, and Building 1 had reduced marginally. The overall masterplan arrangement remained unchanged.	
3	The access layout included a southern entry serving the southern buildings and a route entering from Halsey Street and exiting onto Pakenham Street West. Existing and proposed vehicle crossings would be identified in the developing drawing set.	
4	JP proposed surveying more recent office developments within the Wynyard Precinct rather than relying on the older building list in Appendix 1. The proposed sample comprised One New Zealand, Air New Zealand, Datacom, Genesis, Bayleys and Fonterra, with the existing Site accesses also to be surveyed.	

Item	Detail	Action
5	JP proposed using 2023 Census journey-to-work data and Wynyard Travel Management Association surveys instead of street-intercept surveys. VD considered the approach acceptable in principle but would check with the AT team, including Miguel.	VD to confirm AT's position on the proposed mode-share data sources.
6	PS requested comparison of the 2023, 2024 and 2025 mode-share results, including changes associated with working from home. JP confirmed the assessment would compare the available datasets alongside the new traffic counts.	JP to include the mode-share comparison in the assessment.
7	Private car park occupancy surveys were not proposed because of access constraints and limited value to the traffic-generation assessment. PS accepted that the access difficulties and value of the information did not justify the surveys.	
8	Tube counts would cover all five precinct access points. The Westhaven Drive count location would be moved further along the road near Swashbucklers to capture the relevant precinct area.	JP to relocate the Westhaven Drive tube count.
9	Westhaven Drive and Pakenham Street West / Daldy Street intersection counts would be added to the survey programme. VD requested clarification of the Pakenham Street West exit movements and associated queuing implications.	JP to add both intersection counts and address the exit movements and queuing implications in the assessment.
10	JP proposed updating the SIDRA Network model with new counts and using SIDRA Assign for traffic assignment. JP noted concerns about the existing EMME model's representation of Fanshawe Street and Victoria Street; the meeting did not record formal AT acceptance of the modelling platform.	
11	Number plate surveys were not proposed because JP did not identify an assessment question they would resolve beyond the proposed traffic counts. Following discussion of their purpose and limitations, PS accepted their omission.	
12	Two consented but unbuilt developments were identified for consideration: a retirement village near 200 Pakenham Street and an office development near the Bravo / Cracker Bay area. These were not presented as a complete list.	
13	VD questioned retaining Halsey Street access and requested assessment of queuing while entering vehicles yield to pedestrians. JP explained that the existing Travelodge access would become entry-only, with exits directed to Pakenham Street West and existing bus exits removed.	JP to address pedestrian-related entry queuing on Halsey Street.
14	PS maintained AT's preference for vehicle access from Pakenham Street West, with Gaunt Street as a second option, and remained	

Item	Detail	Action
	opposed to Halsey Street access. JP advised that the existing building required access to be retained and that the proposed entry-only arrangement would carry substantially fewer vehicles than the existing accesses.	
15	Traffic surveys were scheduled to start that week, with counts planned for Thursday. The methodology would be updated to record the changes discussed and circulated to AT and Council.	JP to update the methodology. GT to arrange circulation to AT and Council.

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Project: 100 Halsey Street Development: AT Streetscape Meeting

Date: 16 October 2026

Time: 11 am

Location: Online

Attendees:

Name	Role/Organisation
Masato Nakamura (MN)	Planner, CoLab Planning (for Auckland Council)
Putri Kusumardani (PK)	Principal Specialist, Auckland Transport
Paul Schischka (PS)	Traffic Engineer, Auckland Transport
Vignesh Divakar (VD)	Auckland Transport
David Boulton (DB)	Auckland Transport
Gerard Thompson (GT)	Barker & Associates
Marne Cole (MC)	Barker & Associates
Andrew Hope (AH)	Tonkin & Taylor
John Parlane (JP)	Parlane & Associates
Yoko Tanaka (YT)	Boffa Miskell

Item	Detail	Action
1	GT advised that substantive fast-track application lodgement was planned for the following week. Road reserve design discussions and asset-owner approvals would continue alongside the application process.	
2	YT presented the one-way service routes: Lane 5 to Lane 4, and Lane 2 to Lane 3. Vehicle exits to Halsey Street have been removed, with basement parking accessed separately from Pakenham Street West and Gaunt Street.	
3	PS supported removing vehicle exits to Halsey Street and accepted the closer spacing of the Pakenham Street West crossings as a trade-off, given the low service-vehicle volumes. Most of Lane 1 and the central plaza would remain pedestrian-only.	
4	YT presented changes to Pakenham Street West, including modifying raingardens around the Lane 3 exit and providing a hard-standing parking/drop-off area outside B3. AT requested that opportunities to retain or increase on-street parking be explored.	YT to review the frontage layout.

Item	Detail	Action
5	YT presented Gaunt Street changes to accommodate service lanes and basement access. PK requested consideration of an informal pedestrian connection towards the park south of Gaunt Street.	YT to investigate the informal crossing connection.
6	The Halsey Street proposal closes the bus depot crossing and introduces raingardens, raised planters and potential cycle or motorcycle parking. PS noted that a clear pedestrian through-route must be retained.	YT to develop the street furniture layout while retaining pedestrian access.
7	PK requested that existing metal-grate informal crossings over raingardens be shown on the plans and that further crossings respond to pedestrian desire lines.	YT to update the streetscape plans in consultation with PK.
8	AT advised that raingarden performance cannot be established from linear length alone. Specialist review is needed to address treatment requirements, flood storage and whether capacity can be relocated between sections of road.	MN to identify the appropriate AT stormwater liaison and circulate preliminary specialist comments.
9	GT and AH noted that the scope and level of stormwater assessment required at concept stage remained unclear. Further information would be reviewed before determining whether a specialist meeting was needed.	AH to provide stormwater and flood assessment information to VD. VD to coordinate specialist review; B&A to arrange a follow-up discussion if clarification is required.
10	JP advised that basement parking was proposed and that the transport assessment would address parking across the whole site.	
11	JP outlined the SIDRA network assessment and advised that it indicated available network capacity, accounting for existing site traffic. PS requested that the assessment also address pedestrian effects and street character, rather than relying solely on traffic modelling.	JP to include pedestrian effects and street character in the transport assessment.
12	JP identified consent requirements relating to basement ramp gradients and loading spaces marked by signs rather than pavement markings. VD requested that cyclist amenity and separation from service vehicles also be considered.	JP to document transport consent requirements.
13	GT confirmed that further meetings would be arranged to progress the streetscape and stormwater matters.	B&A to arrange the follow-up meeting, coordinating with Russell during MN's absence.

From: [redacted]
To: [redacted]
Cc: [redacted]
Subject: FW: [PREMIUM] PRR00043684 100 Halsey Street - On Street Changes
Date: Friday, 16 October 2026 6:57:37 pm
Attachments: [redacted]

This message was sent from outside the company by someone with a display name matching a user in your organisation. Please do not click links or open attachments unless you recognise the source of this email and know the content is safe.

Hi Marne and Gerard,

Further to the meeting this morning please see below the comments from the SW specialist at AT.

Suggest any further queries (or any future meetings) are arranged with Russell and Vignesh in my absence.

Cheers,
Masato

Masato Nakamura
Resource Management Planner
MNZPI, RMLA
[redacted]

From: Vignesh Divakar (AT)[redacted]
Sent: Friday, October 16, 2026 2:52 PM
To: Masato Nakamura[redacted]
Cc: Russell Butchers <[redacted]
Subject: RE: [PREMIUM] PRR00043684 100 Halsey Street - On Street Changes

Hi Masato,

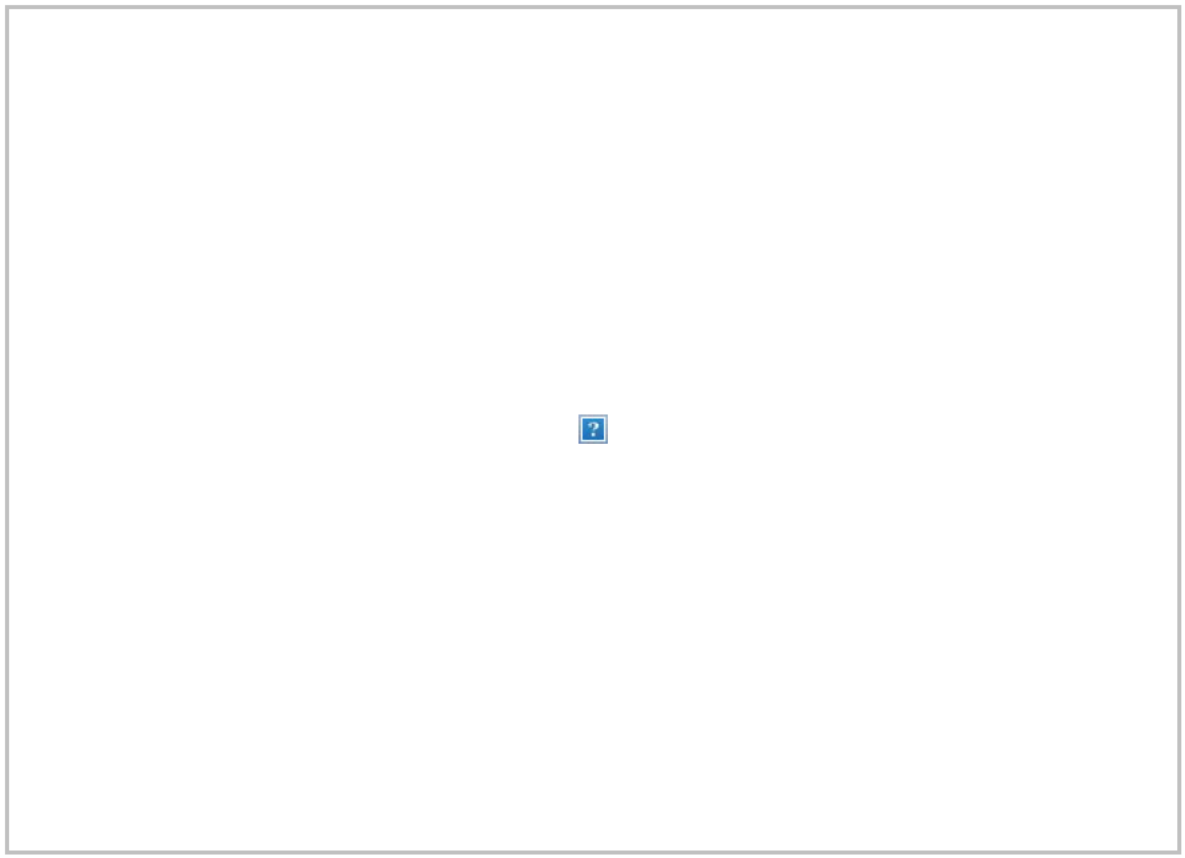
The below are the preliminary SW feedback I received prior to the meeting.

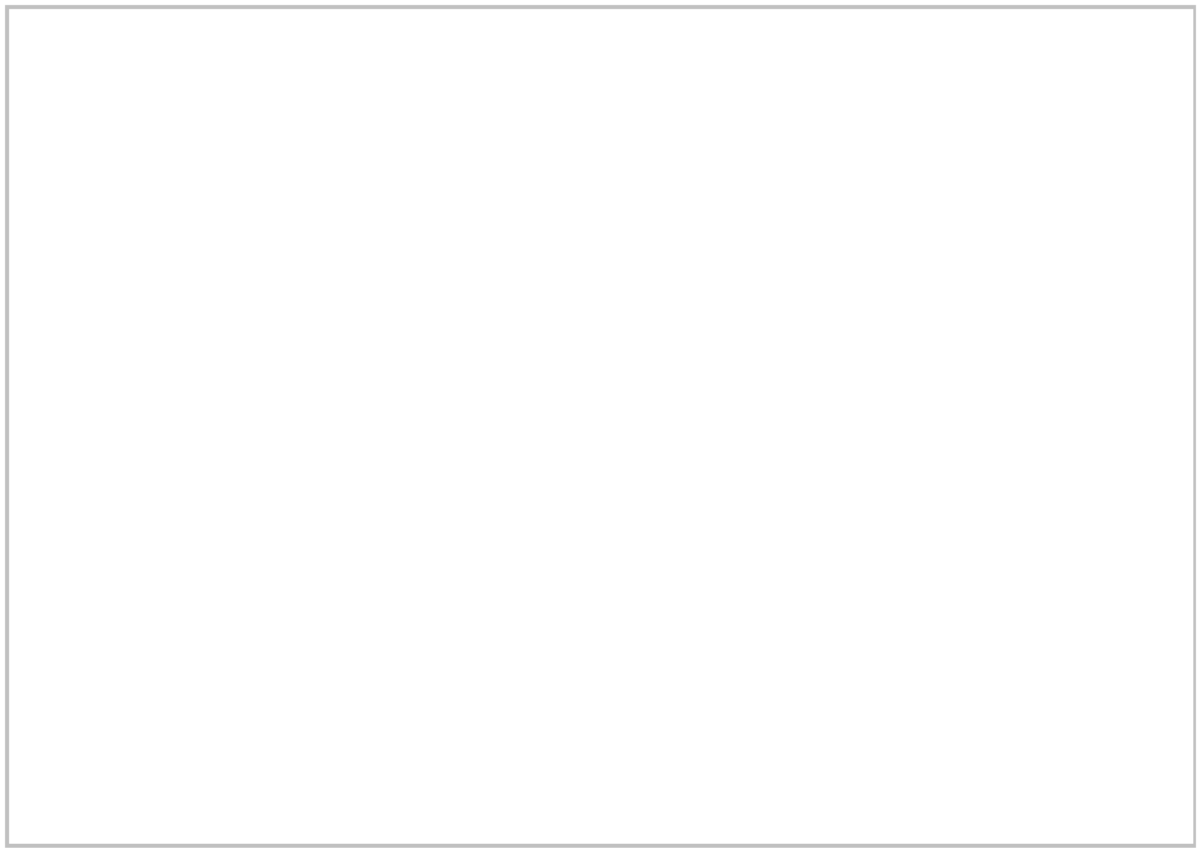
"SW & Road Drainage requirement is listed below,

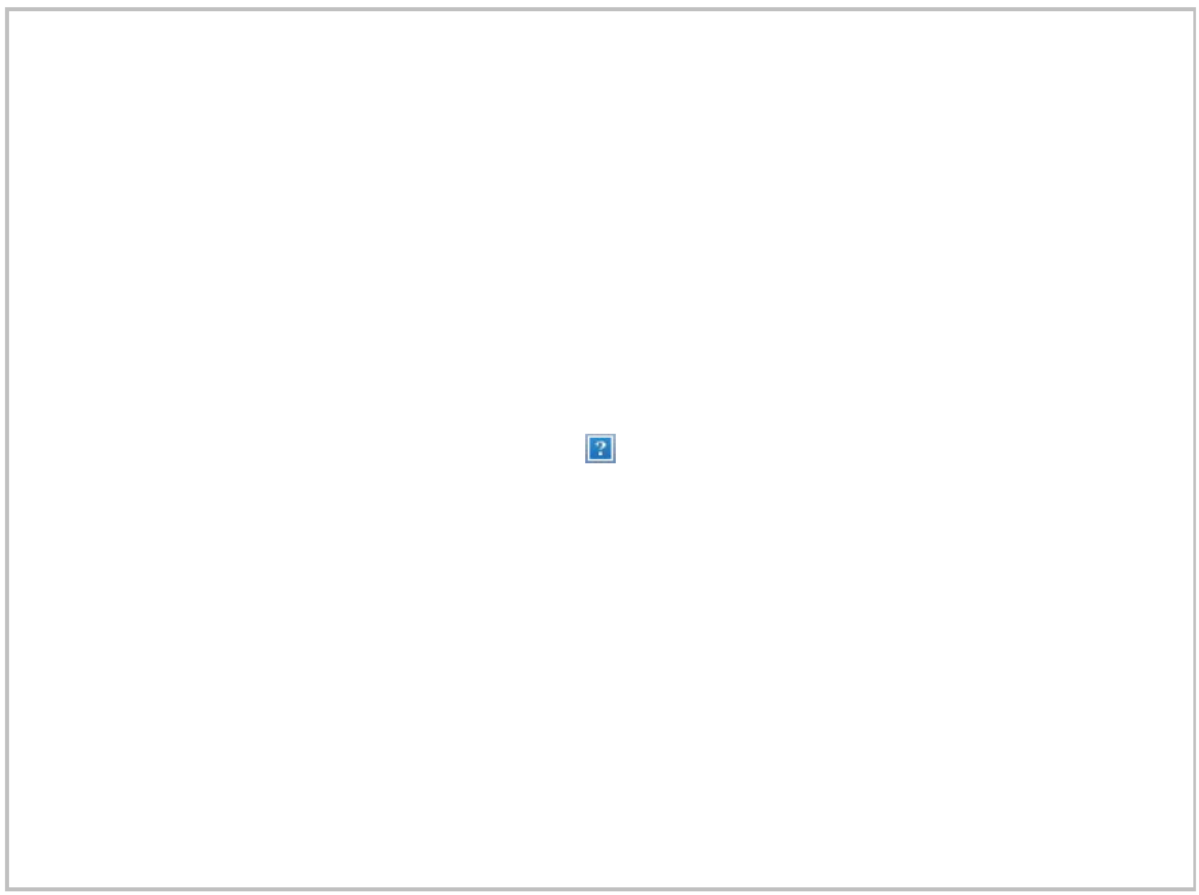
1. *Raingarden (RG) should be designed and constructed is accordance with AT - Bioretention guideline and ac GD01.*
2. *Planting in RG need to meet AT landscape planting guideline*
3. *Daldy, Halsey and Gaunt Street has an existing OLFP and 1% AEP Flood plain, demonstrate road improvement and drainage meets the minimum TDM Road Drainage Serviceability and Major event design management.*
4. *Demonstrate how loss of existing flood storage is mitigated on site and on the roads.*
5. *Demonstrate freeboard requirements for the ground floor level meets AC CoP v4 and AC GD 13 - Freeboard for Auckland Region.*
6. *Confirm is basement work is proposed if so, need to demonstrate items 3, 4 and 5 above. Avoiding basement car parks becoming 'flood storage' is important "*

Happy to circulate any further SW information to the relevant SMEs and facilitate further discussions as required.

Regarding on-street parking vs raingardens, AC Transport's Parking Design SME has recommended exploring inclusion of additional on-street parking as per the snips below, subject to adequate SW mitigation on the road reserve.







Please have a look and let me know for any further queries.

Regards,

Vignesh Divakar | Senior Development Planner
Transport Performance and Optimisation
[redacted]