

100 HALSEY STREET, WYNYARD QUARTER, AUCKLAND CENTRAL

INTEGRATED TRANSPORT ASSESSMENT

21 October 2026

Prepared for RP Financial

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RP Financial

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1. SUMMARY

This Integrated Transport Assessment assesses potential transport effects of a proposal to develop offices and a data centre at 100 Halsey Street. The development would include approximately 80,000 sqm of commercial activities, the majority of which would be offices. Specifically, this report addresses potential adverse transport effects in the local area as well as wider transport issues and factors affecting travel demand in the area.

The Wynyard Quarter is part of the Business - City Centre zone and, like most of that zone, it is an area of Auckland where high accessibility by public transport results in a higher mode share for buses and trains than other areas outside of the centre, and indeed higher public transport mode share than most areas even within the Central Area. The area also has a much higher number of people arriving at work on foot due to the large resident population in apartments. This makes it an ideal area to increase jobs while also achieving a more sustainable transport outcome.

The Wynyard Precinct rules were originally developed in the early 2000s - at that time there was a concern about the effect of additional traffic on Halsey Street and Beaumont Street and in particular the impact that additional traffic might have on existing commuter traffic on Fanshawe Street. This means the Wynyard Precinct standards set limits for office areas by sub-precinct and require a detailed assessment of trip generation when office floor area limits are triggered. These limits and requirements for traffic assessment made sense at the time the Wynyard Precinct rules were developed and were consistent with the old Auckland Council District Plan - Central Area Section. However, the more recent Auckland Unitary Plan took a very different view to transport planning and seeks to increase offices and employment in important centres. Unfortunately, the Wynyard Precinct standards were not updated at that time when the change in approach occurred which means they now seek a different outcome to the Business - City Centre Objectives and Policies and they are more limiting on growth than in any other Central Area precinct.

In terms of effects this means that the existing Precinct standards do not reflect current thinking on what is a desirable transport outcome. Nevertheless, a full traffic assessment using the current standards has been carried out as part of the substantive application. That assessment has shown that the development can be approved under the current Precinct assessment criteria due to the significant decline in traffic on Fanshawe Street that has occurred over the last 20 years.

The proposed development is consistent with the principles of integration of transport and land use. Furthermore, it would be consistent with the City Centre Master Plan and its transport vision

contained in the Access for Everyone document. An assessment under the detailed requirements of the Wynyard Precinct Plan has shown that the development can be approved because it will not adversely affect traffic flow on Fanshawe Street.

All of the wider transport infrastructure needed to support the proposed development is already in place.

2. STATEMENT OF QUALIFICATIONS AND EXPERIENCE

John Parlane.is a Traffic Engineer and a Director of Parlane and Associates Limited. He holds Bachelor's Degree in Civil Engineering and Certificates of Proficiency (Masters Level) in Traffic Engineering and Transportation Planning from the University of Auckland. He also holds a Bachelor of Applied Economics from Massey University. He is a Chartered Member of Engineering New Zealand (CMEngNZ).

For the last thirty-eight years John has worked as a specialist Traffic Engineer and Transportation Planner, first as a staff member of Auckland City Council and then North Shore City Council and then in private practice both in London and Auckland. He has been involved in the transport planning for new infrastructure and in providing access to developments on busy roads for most of my career. More recent work has focused on assessing effects of development projects and designing traffic mitigation measures.

Further recent work has included reviewing the Drury Town Centre Plan Change and appeal and consenting associated with Sylvia Park.

Kristen Wenzlick has reviewed this report. She is a Transportation Planner and a Director of Parlane and Associates Limited. She holds a Bachelor of Arts from the University of Auckland and a Masters of Regional and Environmental Planning from Massey University.

Kristen has worked as a specialist transportation planner in private practice for the last 23 years.

3. INTRODUCTION AND SCOPE

The site at 100 Halsey Street is currently used predominantly as a bus depot despite the fact the surrounding roads and footpaths were redeveloped years ago to accommodate more people-friendly activities as envisioned by the Wynyard Precinct plan. It is noted that a Travelodge has been developed recently on the Halsey Street/Packenham Street West corner of the site.

The purpose of this report is to set out an Integrated Transport Assessment of the proposal as required by the Auckland Unitary Plan. The format of the report follows the requirements of Auckland Transport's ITA guidelines. This ITA also includes a traffic model validation report, a Site Travel Management Plan and a draft Construction Traffic Management Plan.

No traffic or transport constraints have been identified which would prevent the Resource Consent from being approved. Essentially all of the transport infrastructure needed is already in place.

3.1 Subject Site

The site at 100 Halsey Street is shown below in **Figure 1** as identified in the Auckland Council GIS system.



Figure 1: Aerial image of the Site Location (100 Halsey St on Auckland Council GIS)

Not all of the site would be redeveloped. The northeastern corner of the site already has a new hotel (Travelodge) and car park building, and the lane beside Amey Daldy Park would also be excluded from development. The area proposed to be developed is shown in **Figure 2**.



Figure 2: Development Area

The site currently has five accesses. There is a very wide entry from Gaunt Street used by buses (approximately 15m wide). There are three accesses to Halsey Street which include a two-way access to a car park, a triple-width exit for buses and a single width access to a loading area associated with the Travelodge hotel. There is also a two-way access onto Pakenham Street from the carparking building. These accesses are all shown in **Figure 3**.

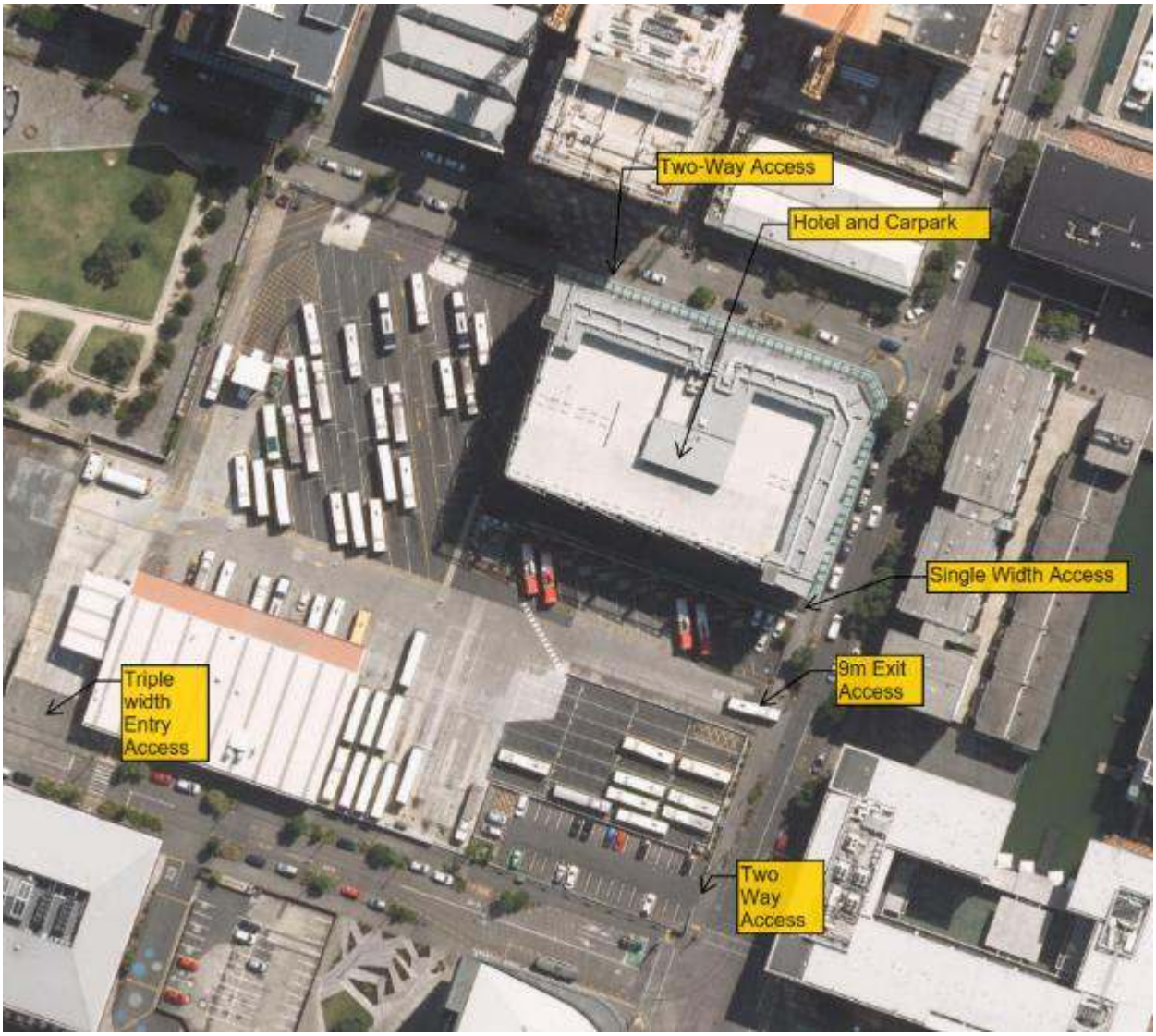


Figure 3: Aerial image of the sites (Source Urban Design Report, McIndoe Urban)

The aerial image also shows the traffic light controlled intersection where Gaunt Street meets Halsey Street.

4. EXISTING LAND USE

The part of the site at 100 Halsey Street to be developed is currently used as a bus depot and car parking area. There are approximately 116 bus parking spaces on the site using a one-way circulation system with an entry from Gaunt Street and an exit onto Halsey Street. These spaces are used for storing buses throughout the day in the interpeak period and overnight. The site generates a significant flow of buses entering and leaving and these bus movements have a noticeable impact on both the amenity of the area and on the operation of the traffic lights on Halsey Street at Gaunt Street and at Fanshawe Street.

There are 41 car parking spaces which all have access to Halsey Street.

The redevelopment would mean that these bus spaces and their associated traffic movements would all be removed from the local area. Each bus has the equivalent impact of two car movements when considering traffic capacity which means that removing the bus depot would result in a noticeable improvement to baseline traffic flow.

5. CURRENT TRANSPORT ENVIRONMENT

5.1 Existing and Proposed Walking Routes

All of the streets fronting the site have complying footpaths and all of the streets have been rebuilt to a high standard and provide excellent pedestrian amenity with seating and planting.

Figure 4 below shows the current Precinct Plan lanes and viewshafts. This network of lanes will further improve the walkability of the area.

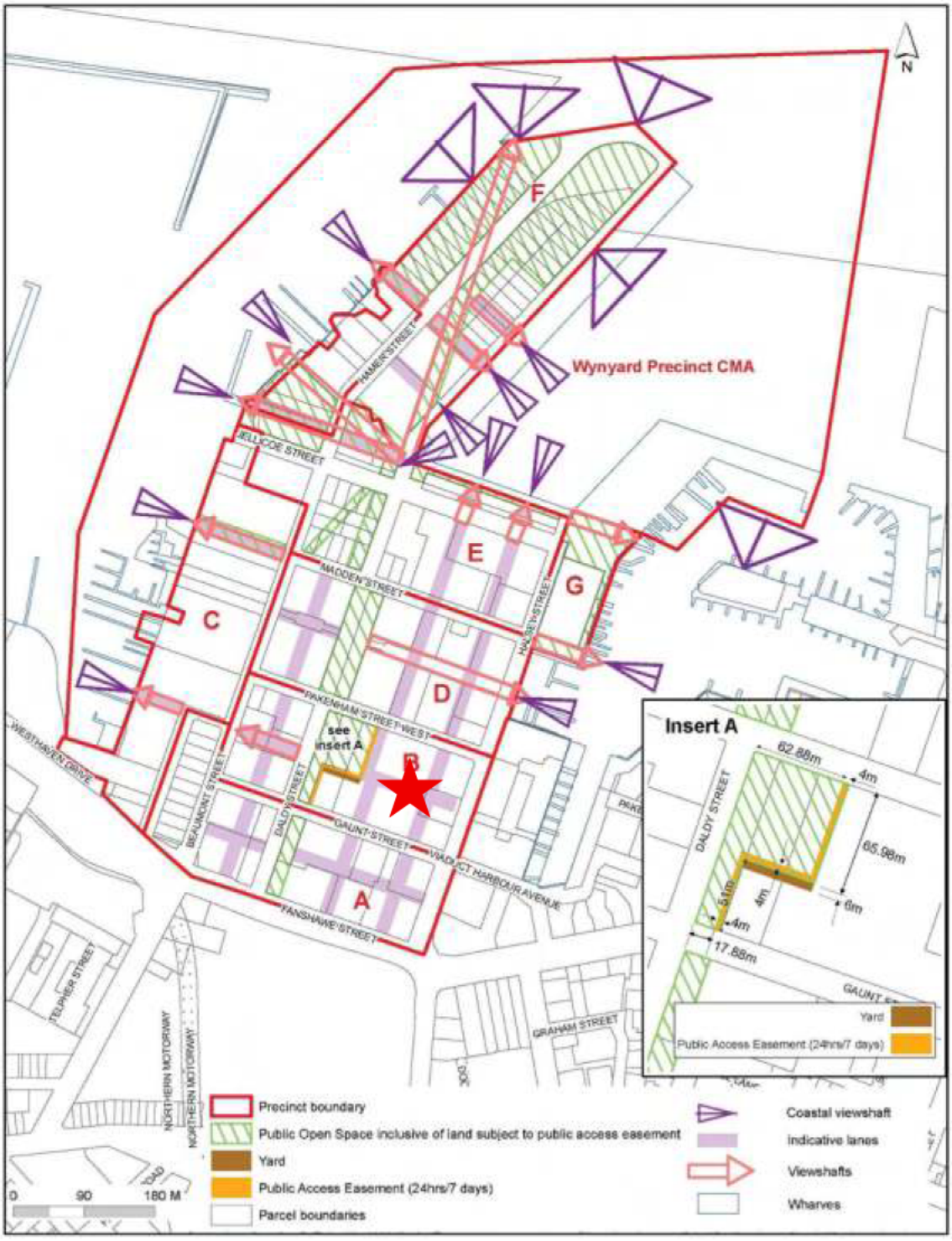


Figure 4: Lanes and Open Space Required by Precinct (Red Star marks The Site)

To demonstrate the walking catchment from the Wynyard area, a 10 minute, 20 minute and 30 minute walk from Daldy Street has been plotted, shown in **Figure 5**.

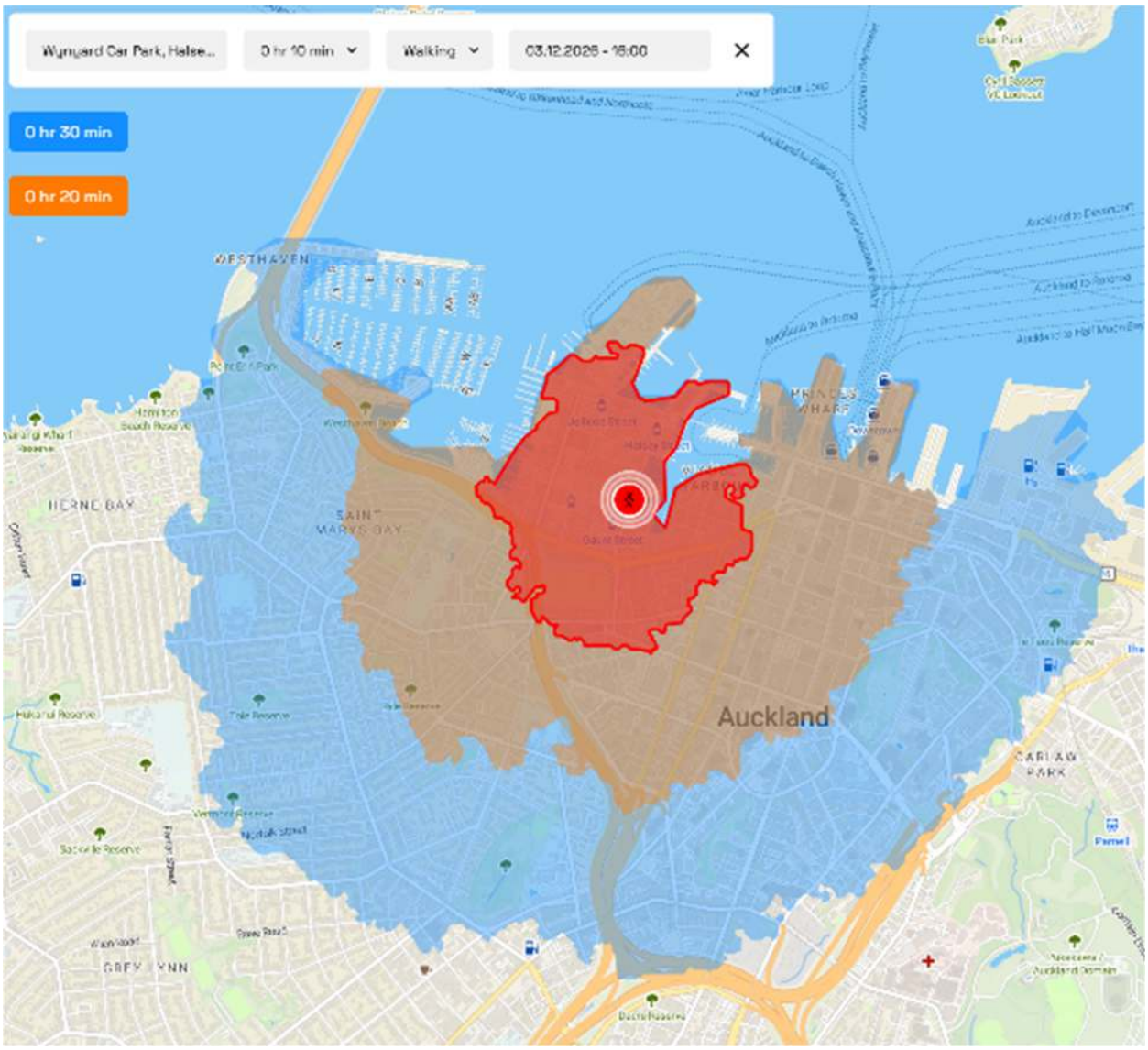


Figure 5: Walking Catchments for Wynyard

The local area (which includes some small local supermarkets and healthcare facilities), buses, Victoria Park and the Victoria Park supermarket are all within a 10 minute walk. The trains and ferries are within 20 minutes, and the entire CBD and fringe are within the 30-minute catchment.

5.2 Cycling Facilities

The Wynyard Precinct and Viaduct Precinct are well served by cycle lanes around the area and shared paths within the area as shown in **Figure 6**.

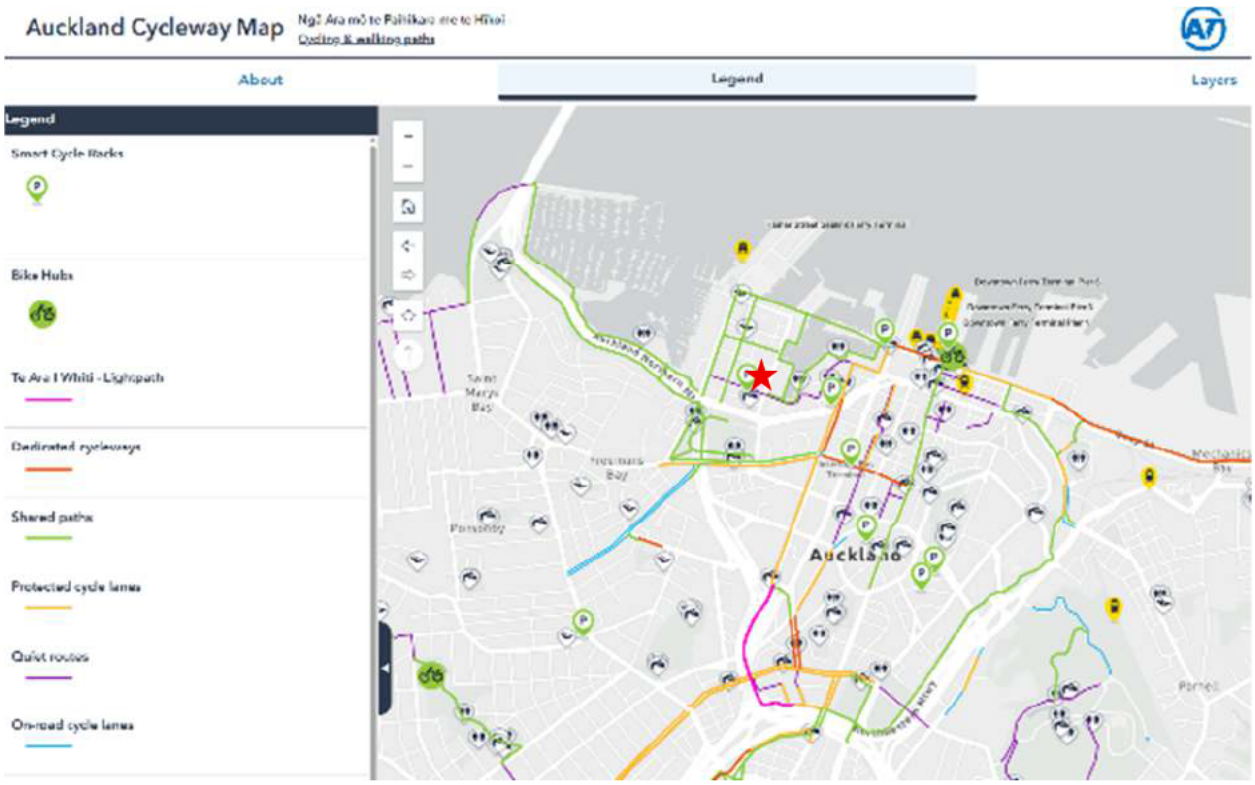


Figure 6: Auckland Cycleway Map[1]

5.3 Public Transport

The area is served by a high quality bus service as shown in **Figure 7**. Local services include the City Link, Number 20 and Number 75. A short walk to Fanshawe Street gives access to the Northern Busway services which are part of the Rapid Transit Network (RTN).

[1] Auckland Transport Website. Retrieved from: https://mahere.at.govt.nz/portal/apps/webappviewer/index.html?id=5657c881e13b4ef68cbe8690f6889d28/&_gl=1*6jq0yu*_ga*MTY1MTA1ODY1MC4xNjI3NTk2NTQz*_ga_WNC2W47P8Y*MTcwMDc3Mzk1Ni4xMjYuMC4xNzAwNzczOTU5LjU3LjAuMA



Figure 7: Bus Services[2]

Two new railway stations have opened in the vicinity when the City Rail Link (CRL) was recently completed. These stations complement the existing Waitemata station.

McIndoe Urban and Peddlethorp have illustrated access to public transport from the site in **Figure 8**.

[2] Auckland Transport Central Guide. Retrieved from AT.govt.nz



Figure 8: Access to Public Transport[3]

5.4 Fanshawe Street

The function of Fanshawe Street has changed markedly since Plan Change 4 (PC4) was first approved in 2010. Fanshawe Street was previously one of the busiest arterial roads serving the Central Area and its role was moving private vehicles (many of which had one occupant) as efficiently as possible onto and off the Northern Motorway.

It was assumed in PC4 that the majority of traffic entering and leaving Fanshawe Street at the Northern motorway was an axiom and so the ability of Fanshawe Street to also cater for traffic accessing the Wynyard Quarter was limited. This resulted in the fixed capacity assumption that was baked into the Precinct rules when they were written. At the time it was thought that traffic capacity could be calculated and set as an unchanging limit to future development. The problem is that the assumed 3650 vehicles per hour two-way and 2500 vehicles per hour one way on Fanshawe Street are based on a whole series of assumptions that are simply no longer valid.

[3] Travelodge added to McIndoe Urban Graphic

The last twenty years of traffic counts available from NZTA[4] for the motorway onramp and off ramp at Fanshawe Street have been plotted in **Figure 9**. The data clearly shows an ongoing decline in traffic on both the onramp and the off ramp. The time period is significant because it covers the lifespan of the Wynyard Precinct rules and it shows how the external traffic that was assumed to be a fixed amount has actually halved. Auckland Forecasting Centre modelling shows this decline will continue.

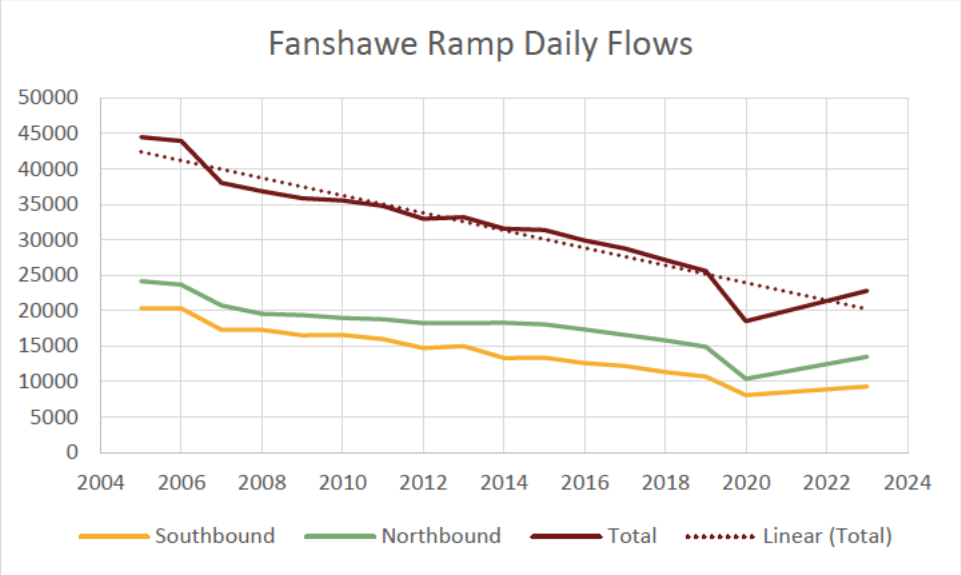


Figure 9: Long Term Traffic Decline on Fanshawe Street Motorway Ramps

Since the time that the Wynyard Precinct rules were written, traffic entering and leaving the central area on Fanshawe Street has declined from 44,477 vehicles per day to 22,770 vehicles per day in 2023.

This decline in traffic of around 25,500 vehicles per day is largely the result of the Northern Busway which officially opened in February 2008. Both the Constellation Station and Albany Station had already been operating since December 2005 with buses using the shoulder lanes on the motorway and their patronage has steadily increased since the opening of the Busway. While we don't have access to bus passenger numbers along Fanshawe Street total monthly patronage on the whole Northern Busway has been plotted in **Figure 10**.

[4] https://www.nzta.govt.nz/resources/state-highway-traffic-volumes

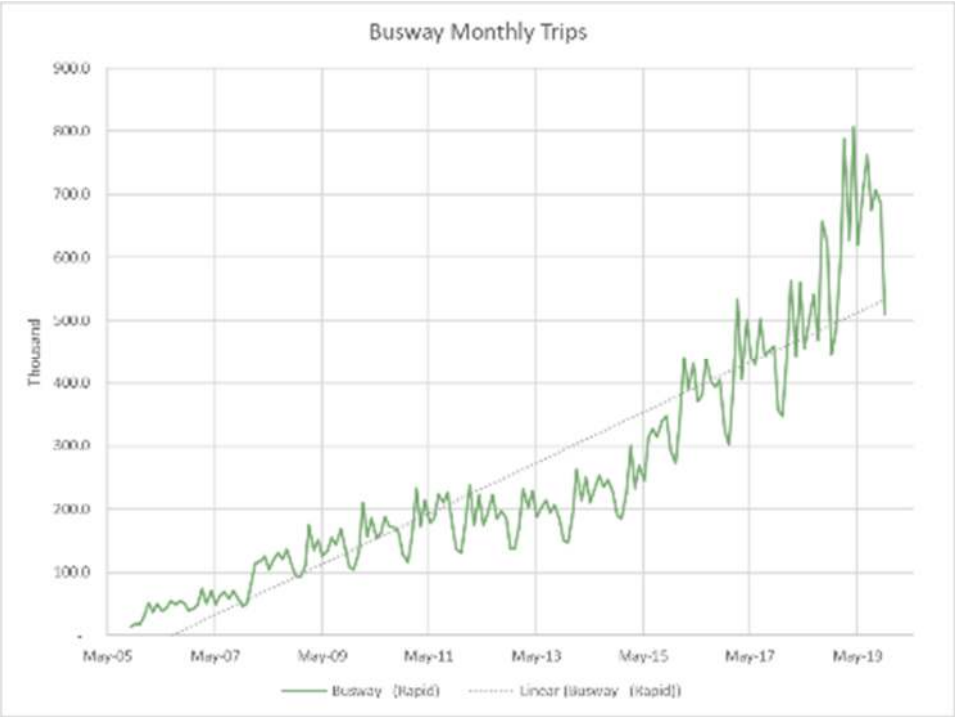


Figure 10: Northern Busway Monthly Ridership[5]

This figure shows the rapid growth in the order of 25% per year that has occurred from 2008 until the end of 2019 just prior to the Covid-19 pandemic. AT's own forecasts are that this growth will continue into the future with an expected increase in patronage of 170% to 21,700,000 annual trips expected by 2038[6].

The long-term impact of the Northern Busway on the Fanshawe Street corridor was not well understood at the time the Wynyard Precinct provisions were written.

The move from being a major car route to being a part of the Rapid Transit system can be seen in the current form of Fanshawe Street in **Figure 11**.

[5] Data retrieved from https://at.govt.nz/about-us/reports-publications/at-metro-patronage-report

[6] Auckland Transport Board Meeting agenda 29 April 2021 Item 11, Northern Busway Enhancements Detailed Business Case, Retrieved from https://at.govt.nz/media/1986368/11_northern-busway-enhancements-dbc_board-pap.pdf



Figure 11: Fanshawe St showing Bus Lanes

Fanshawe Street now has a bus lane on either side, numerous bus stops along either side of the road to ensure capacity for passenger boardings and alightings and also has bus lanes leading into the Halsey Street right turn and the Daldy Street signalised right turn.

5.5 Future Traffic on Fanshawe Street

Modelling work carried out by the Auckland Forecasting Centre, who hold and operate the regional transport models, has shown that traffic flows on Fanshawe Street are expected to continue to decline in the future. **Table 1** below shows modelled traffic flows in the morning and evening peak periods[7] on the Fanshawe Street on ramp and off ramp. We can see from the table that the traffic flows in terms of total vehicles using the ramps is expected to continue to decline. This is despite the total number of person trips increasing as a result of more use of public transport.

AM	Off	On	Both
2016	3724	334	4058
2034	2850	517	3367
2041	2263	489	2752
2051	1724	732	2456
2041/2016	0.61	1.46	0.68

[7] Both are shown as two hour flows. Morning peak period is 7am to 9am and the evening peak period is 4pm to 6pm.

PM			
2016	738	3952	4690
2034	789	3255	4044
2041	526	3076	3602
2051	1377	894	2271
2041/2016	0.71	0.78	0.77

Table 1 Future Peak Period Flows

To put these forecasts into context we have added the peak period flows together and factored the sum upwards to represent an estimate of daily traffic flow to provide a comparison with the historical counts. The daily flow estimates have been indexed to 2016 because we have both modeled peak flows and observed daily flows for that year.

Figure 12 below shows the historical counts on the Fanshawe Street on and offramp (added together as a two-way demand) together with estimated future daily flows from factoring the model results. We see that the long-run trend of a decline in vehicle numbers is expected to continue.

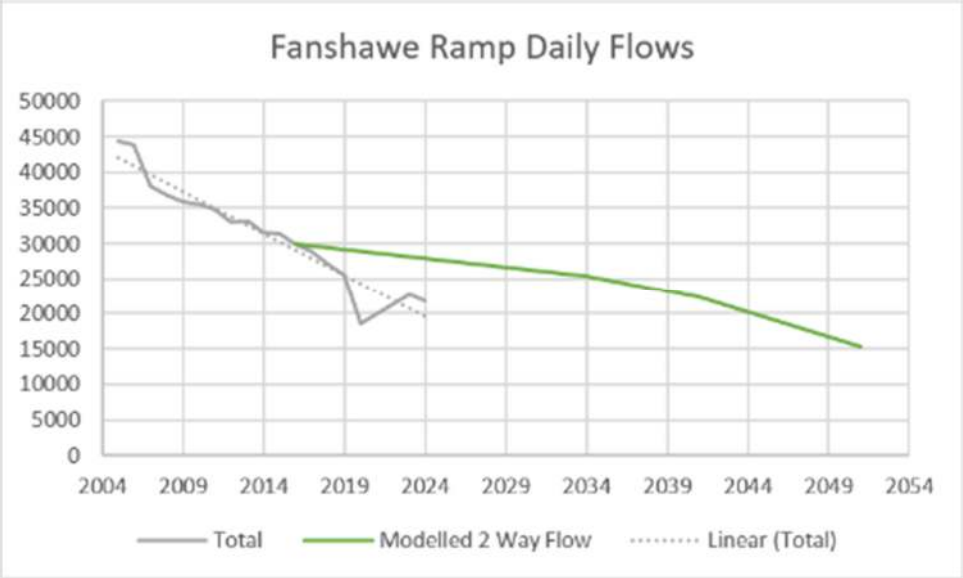


Figure 12: Expected Daily Flows on Fanshawe St Motorway Ramps

5.6 Traffic Flows In and out of the Wynyard Quarter

Traffic has been counted on all routes into and out of the Wynyard Quarter as required by the Precinct Plan provisions. The results of traffic counts carried out in September 2026 are shown in **Table 2**.

Street	Location	Date	Weekday	7-Day	Saturday	Sunday	Am Peak	PM Peak
Westhaven Drive	West of Beaumont	25 Aug 2026	3243	3197	2768	3398	251	219
Beaumont Street	North of Fanshawe	25 Aug 2026	10645	9514	6653	6718	926	799
Daldy Street	North of Fanshawe	25 Aug 2026	1746	1545	1028	968	167	163
Halsey Street	North of Fanshawe	25 Aug 2026	8882	7985	6141	5346	766	637
Viaduct Harbour Drive	East of Halsey	25 Aug 2026	5013	4425	3320	2589	434	458

Table 2 Traffic Flows

In total 1501 vehicles entered the Precinct in the morning peak hour (8am to 9am) and 859 vehicles left. During the evening peak hour (430pm to 530pm) 811 vehicles entered and 1226 departed.

Plotting cumulative arrivals and departures allows us to estimate vehicle accumulation in the Precinct as shown in **Figure 13**.

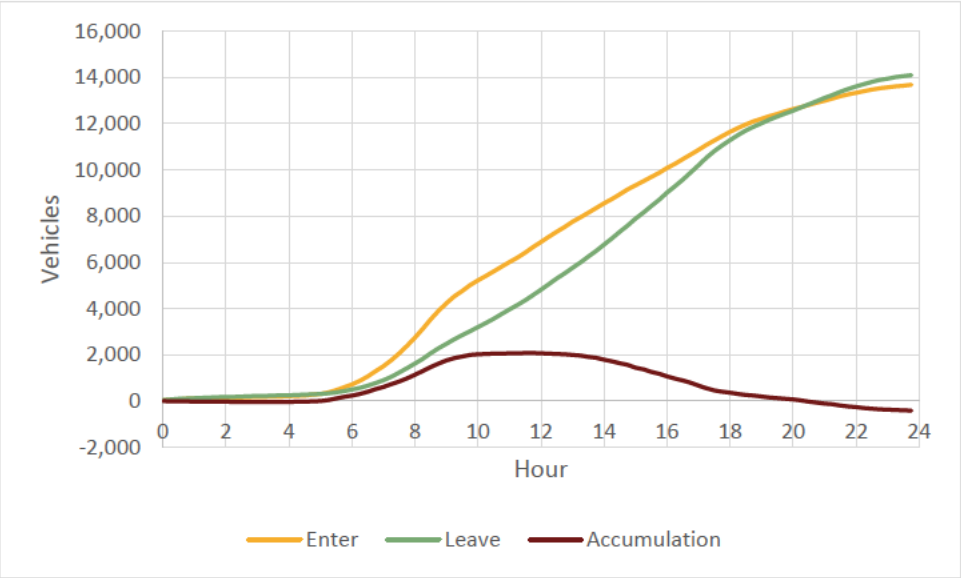


Figure 13: Vehicle Accumulation in Wynyard

By 10am there are approximately 2000 vehicles within the area and that starts to decline around 1pm.

5.7 Road Safety

A search of the NZTA Crash Analysis System for the five year period 2021 to 2026 shows there have been 7 crashes reported on the roads that the site gains access from. Of these 7 crashes, 6 resulted in minor injuries and none resulted in serious injuries or death. None of the crashes occurred at the traffic signals at the intersection of Halsey Street with Gaunt Street. The crash diagram is shown in **Figure 14**.

Three of the crashes occurred at the intersection of Pakenham Street with Gaunt Street where the proposed development is unlikely to add any traffic or have any effect. Two crashes involved vehicles failing to give way on Daldy Street at Pakenham Street and one crash involved a pedestrian crossing Gaunt Street.

There is nothing about the pattern of crashes or the types of crashes that indicate a particular issue that should be addressed prior to this development taking place.

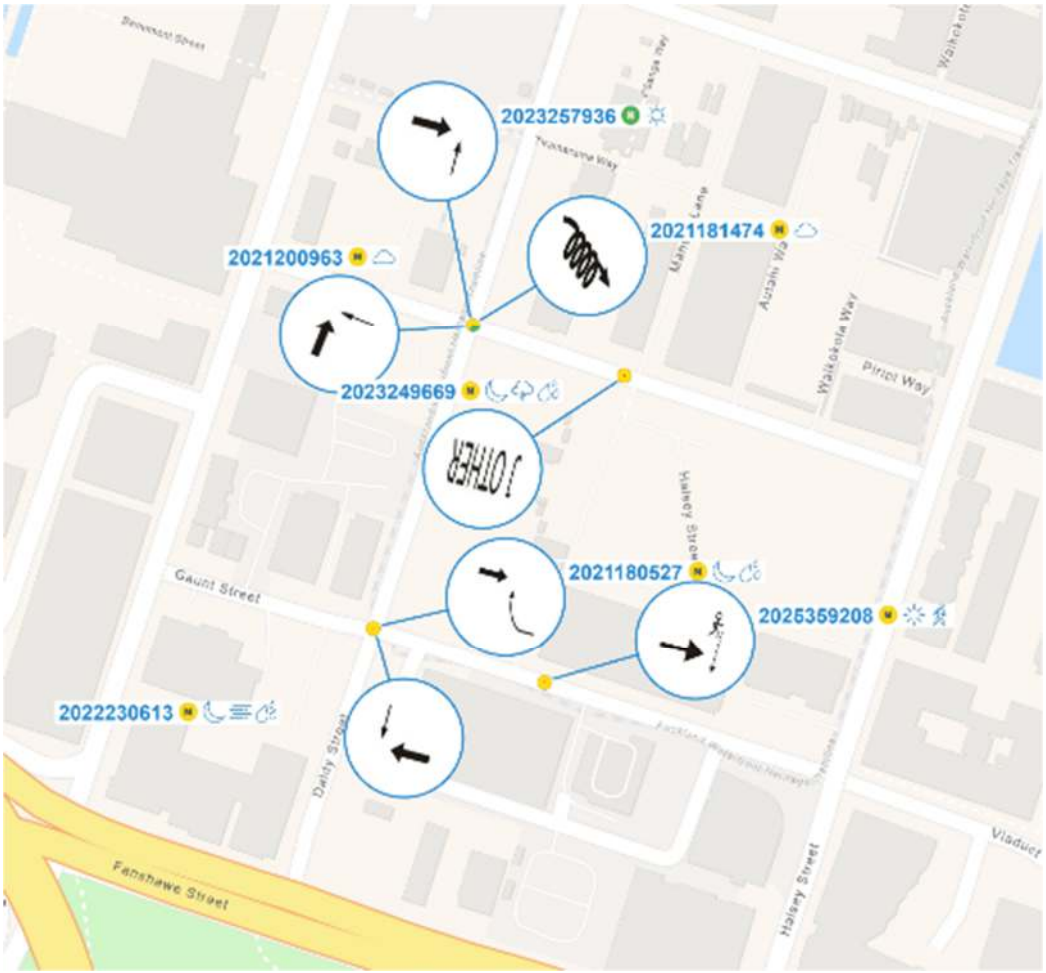


Figure 14: Reported Crashes 2021 to 2026

6. THE PROPOSAL

The proposed development would see the construction of 5 buildings as shown in **Figure 15** below**.** Building 3 would be split by a covered link to create B3A and B3B.



Figure 15: Proposed Development (Peddle Thorp)

The Gross floor area of the new buildings is shown in **Table 3**.

Building	Total	Retail	Office	Data Centre	Parking Spaces
1	9878.1	170.5	9707.6		
2	10832.2	0	231.4	10600.8	
3	29517.3	889.4	28627.9		74
4	13122.7	419.2	12703.5		46
5	12296.0	371.1	11924.9		70
Total	75646.3	1850.2	63195.3	10600.8	190

Table 3 Building Gross Floor Areas

This is in addition to the existing 154 room Travelodge hotel which has a gross floor area of 5403sqm and the retail on the ground floor of the Travelodge building which has a gross floor area of 2058sqm. The existing carparking building has 366 spaces consented.

In total there would be approximately 83,107 sqm of gross floor area on the site including the existing and proposed buildings and 556 parking spaces.

6.1 Parking

Parking is limited by maximum rates for activities in the area. The application seeks to establish parking in two basement areas. Beneath building B3 there would be 74 parking spaces accessed from Pakenham Street West and beneath building 4 and 5 there would be 116 parking spaces accessed from Gaunt Street. There are 366 existing consented spaces in the Travelodge building. That gives a total of 556 parking spaces.

Accessible parking is proposed in accordance with NZS4121, with 15 spaces provided across the new parking areas

Staff cycle parking for 219 bikes is shown in the plans in secure rooms while 60 bike spaces are to be located throughout the site for use by visitors.

6.2 Building 3 Parking

The Building 3 parking basement is shown in **Figure 16** together with tracking by the B85 car. The basement parking layout is shown with the AS/NZS2890.1 clearance template areas marked on each parking space. These extend into the aisle and show areas that must be clear of obstructions (but are available for manoeuvering).

Tracking is shown on the plan for cars entering and leaving the ramp, travelling around the carpark, and entering and exiting the last space on a blind aisle.

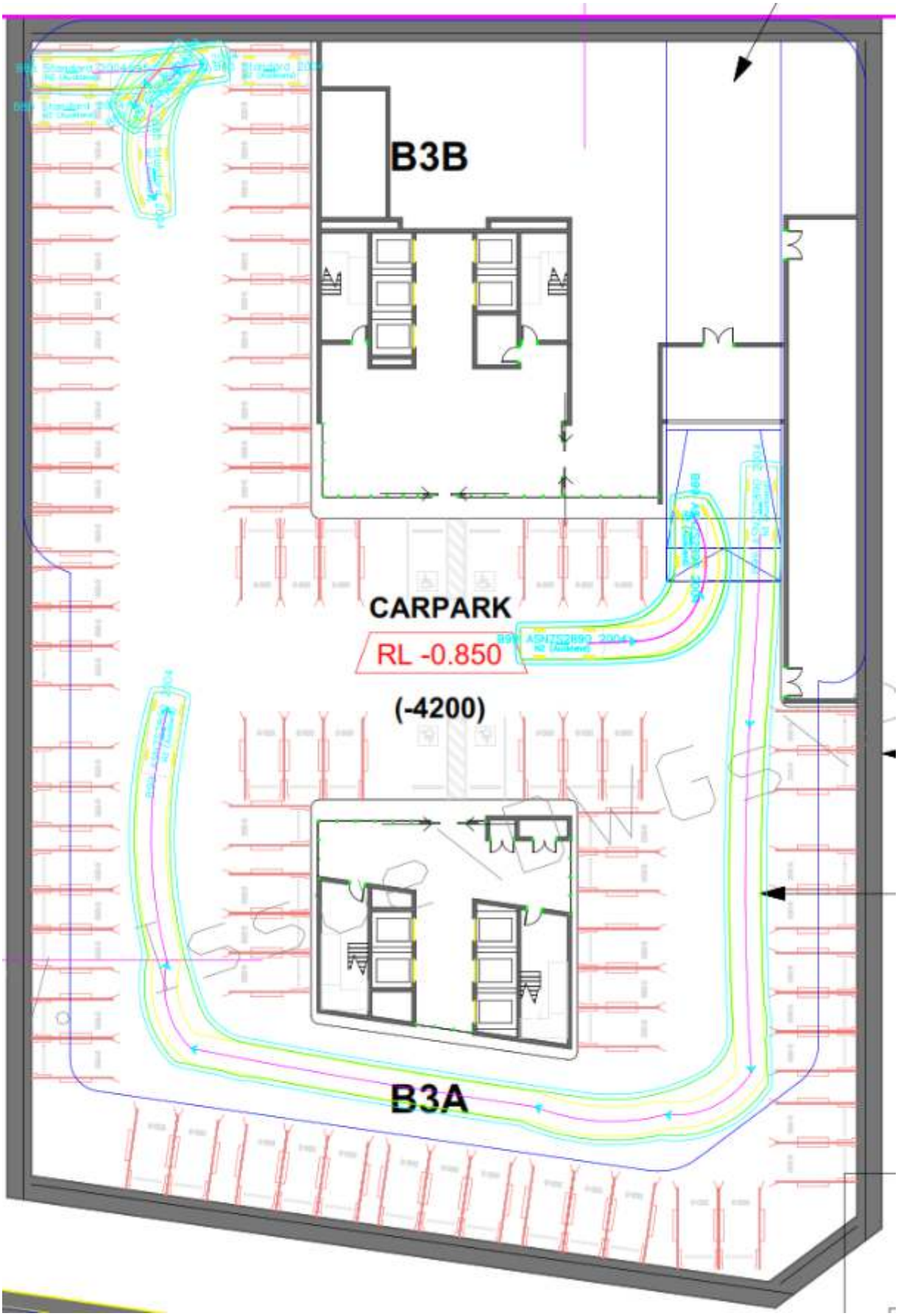


Figure 16: Pakenham Street West Parking Basement

6.3 Building 4 and 5 Parking

The upper level of the Building 4 and 5 parking basement is shown in **Figure 17** together with tracking by the B85 car. Again, the spaces show the AS/NZS2890.1 template for clearance. All spaces comply with the AUP requirements.

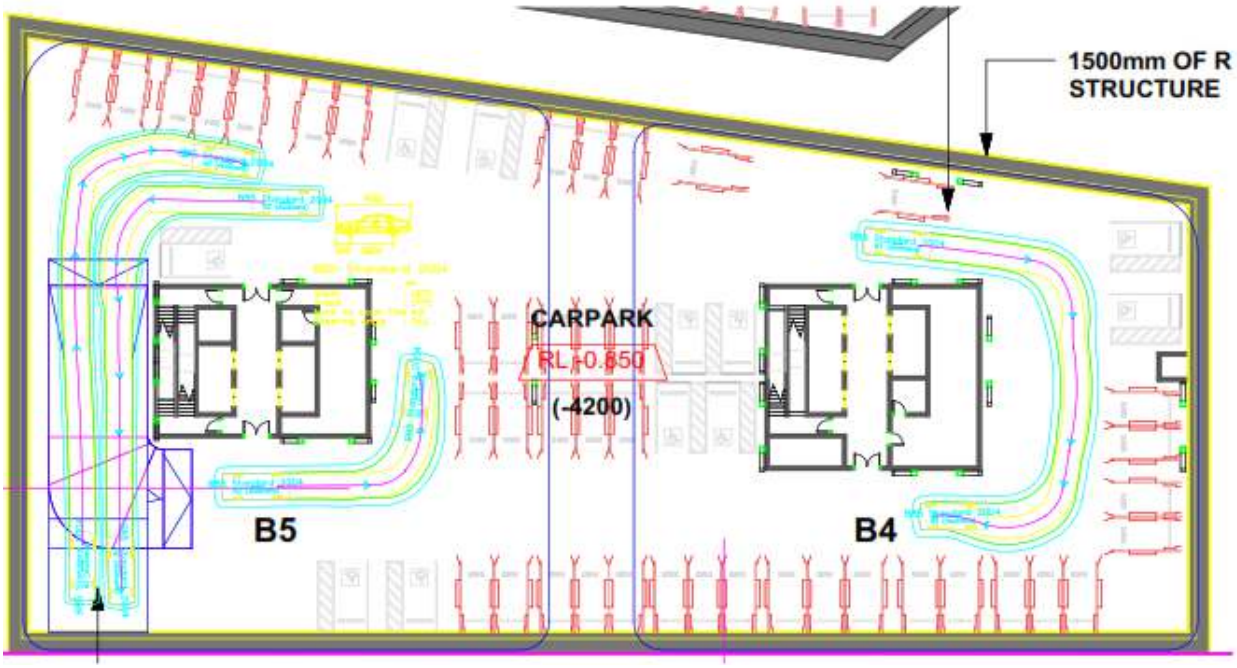


Figure 17: Basement 1 of the Gaunt Street Parking

The lower level of the parking basement is shown in **Figure 18**. Tracking for two-way vehicles on the internal ramp system is shown.

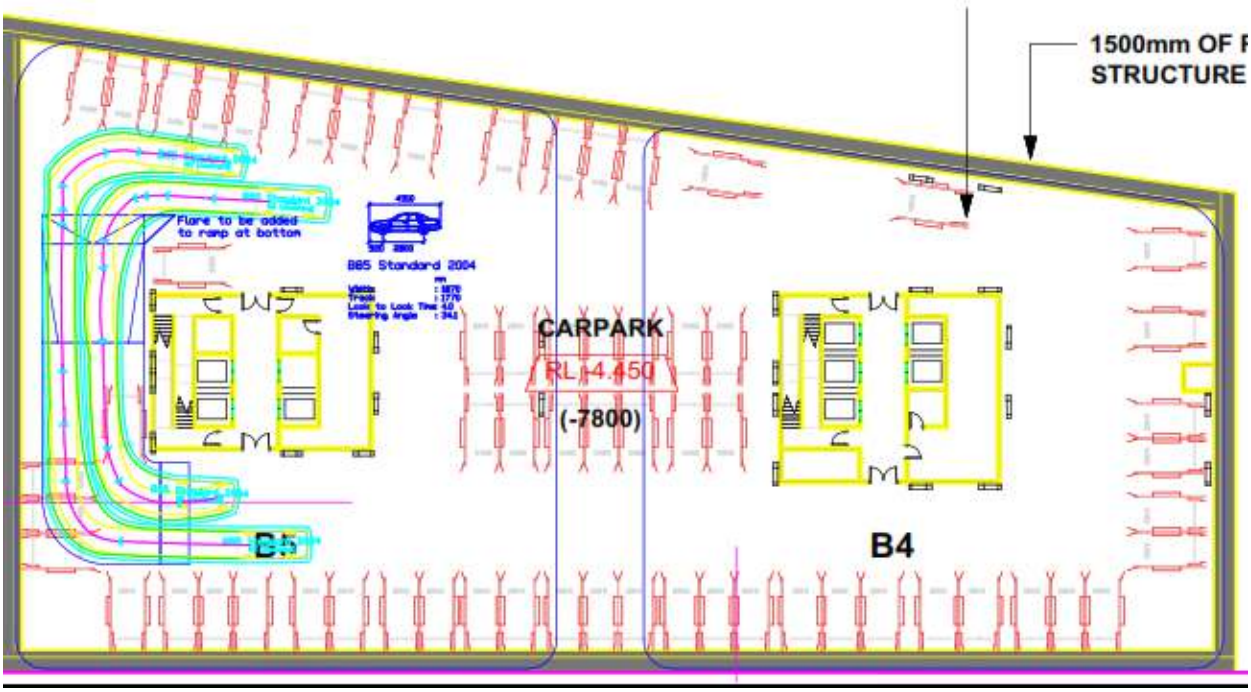


Figure 18: Basement 2 of the Gaunt Street Parking

6.4 Loading and Servicing

Loading and rubbish removal would be facilitated by a system of one-way shared lanes through the site. A one-way system avoids the need for trucks to turn around or reverse on the site.

These lanes will be available for pedestrian access throughout the day, and the design integration encourages slow vehicle movements through the precinct. It is proposed that truck access will be controlled and limited to early mornings for waste collection and large deliveries. This will be managed by way of a servicing and loading management plan.

Five loading spaces will be signposted within the lanes.

6.5 Access

Access to the B3 basement parking will be via a new two-way vehicle crossing on Pakenham Street West and access to the combined B4 and B5 basement will be from Gaunt Street close to where the existing triple width vehicle crossing is located. New complying vehicle crossings are to be built.

Access to the service/pedestrian lanes will be via one way vehicle crossings. Two will be located on Gaunt Street, one on Pakenham Street West and one will use the existing crossing on Halsey Street. While that existing crossing is currently a two-way vehicle crossing, the plan provides for it to be reduced to entry only. This is a significant change from the plans included in the referral application and this has been made as a result of consultation with Auckland Transport staff who prefer having no vehicles exiting onto Halsey Street. Service vehicles exiting Lane 3 to Pakenham Street West will range in size up to 11m single unit trucks. Building 3 includes a corner set-back to ensure intervisibility between pedestrians and exiting vehicles. **Figure 19** below shows the AS/NZS2890.1 visibility triangle (2m by 2.5m on the exit side) in yellow superimposed on the lane 3 exit and the exit from the parking area under B3.

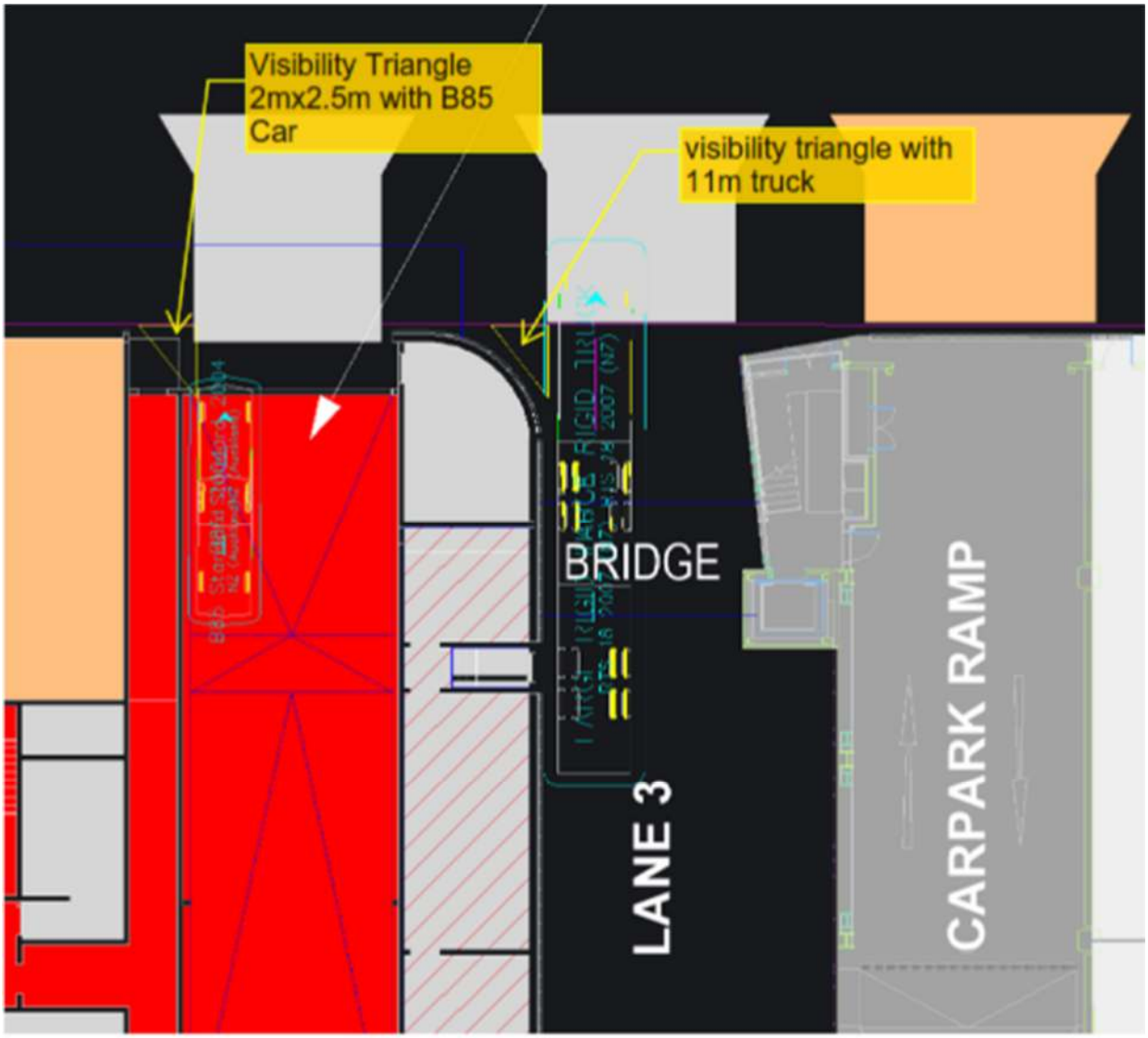


Figure 19: Pedestrian Safety Visibility on Pakenham Street West

Figure 20 shows the AS/NZS2890.1 pedestrian visibility triangle on the B5 carpark exit that will be used by cars and the Lane 4 exit that will be used by 8m single unit trucks. Buildings B4 and B1 have rounded corners to provide the necessary sight line.

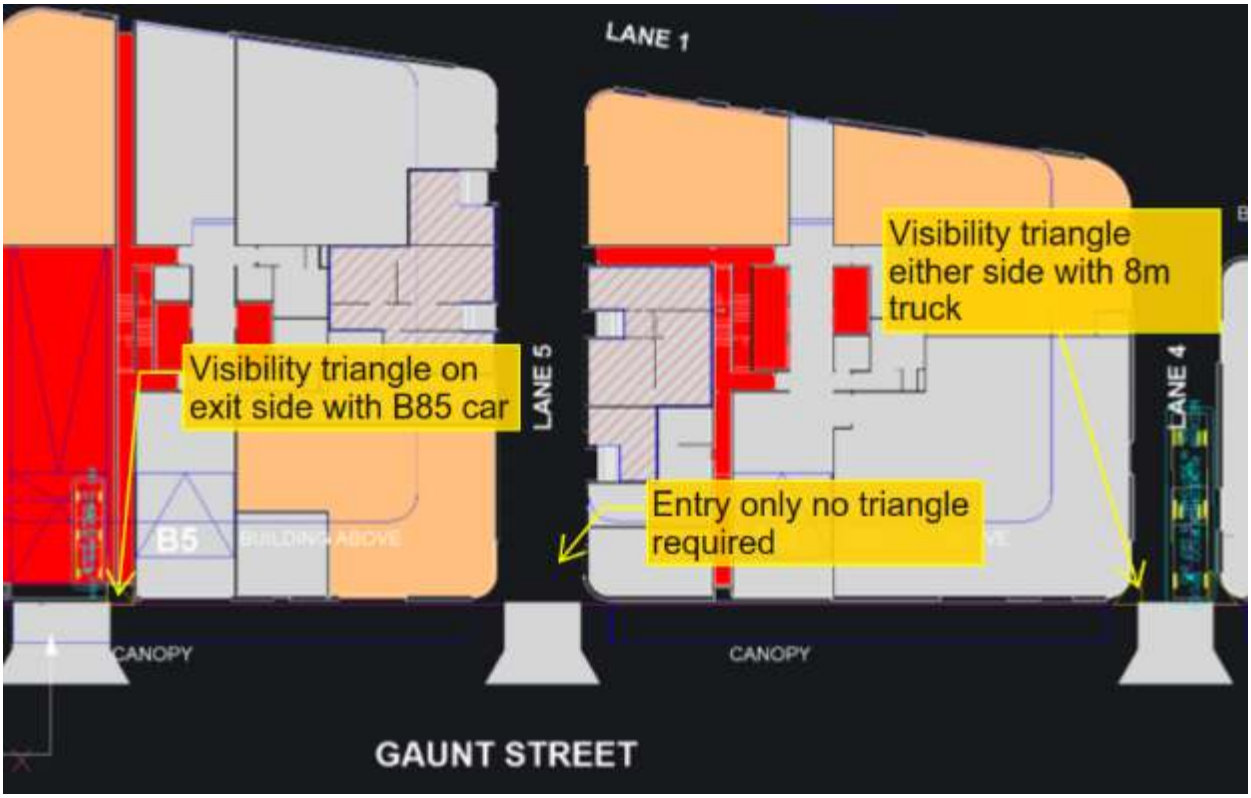


Figure 20: Pedestrian Safety Visibility on Pakenham Street West

6.6 Pedestrian Facilities

Laneways and connections are proposed as shown in **Figure 21**.

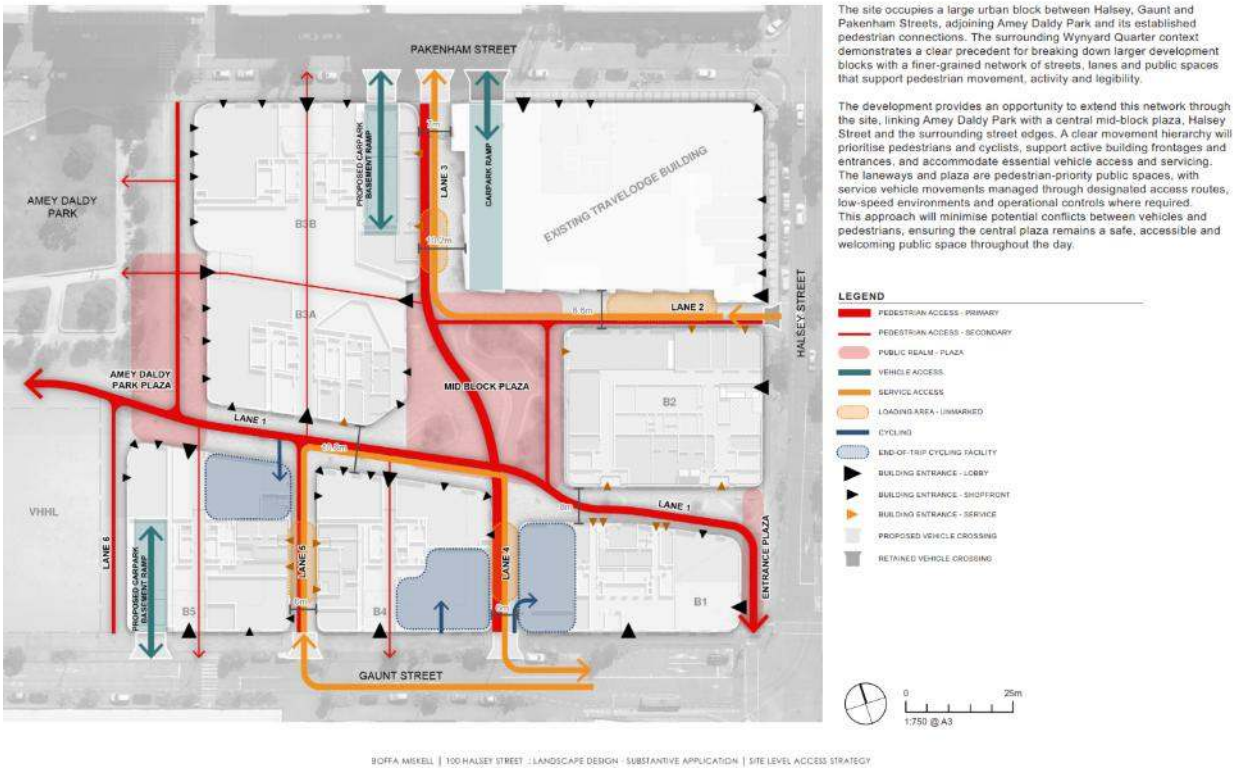


Figure 21: Laneways and Pedestrian Connections (Source Boffa Miskell p11)

The proposed laneways would connect with the existing and planned pedestrian routes throughout the greater Wynyard Precinct as is required by the AUP. A benefit of these laneways is that they provide alternative pedestrian linkages that result in reduced pedestrian flows on Halsey Street. This is important because vehicle access will be required to Halsey Street for servicing.

7. TRIP GENERATION

7.1 Traffic Generation Rates

Traffic generation at six commercial buildings *within* the Wynyard Precinct area have been surveyed to obtain up to date traffic generation data. The non-statutory appendix to the Wynyard Precinct specifies using a number of sites *outside* the Wynyard area but that is because at the time there were few buildings in the Precinct when that appendix was written (and none of them had been developed under the Precinct standards).

It was agreed in pre-application consultation with Auckland Transport staff that the buildings surveyed would include the former Air New Zealand building, One NZ, Genesis Energy, Datacom House, Fonterra, and Bayleys House. Traffic was counted in and out of these buildings at the time the other traffic surveys were being carried out. Observed traffic generation rates are calculated in **Table 4** below.

Building	Address	Spaces	GFA	Morning Peak				
				In	Out	Total	Trips per 100sqm	In%
The Hub (Air NZ)	185 Fanshawe St	133	15600	39	1	40	0.26	0.98
One.NZ	30 Daldy St	118	23500	33	4	37	0.16	0.89
Te Kupenga (Genesis)	155 Fanshawe St	80	20520	25	6	31	0.15	0.81
Datacom House	58 Gaunt St	130	17000	41	0	41	0.24	1.00
Fonterra	109 Fanshawe St	193	16000					
Bayleys House	30 Gaunt St		8090					
Sub total Bayleys and Fonterra		193	24090	69	7	76	0.32	0.91
Total for all		654	100710	207	18	225	0.22	0.92

Table 4 Observed Traffic Generation for Commercial Activities Morning Peak Hour.

Building	Address	Spaces	GFA	Evening Peak				
				In	Out	Total	Trips per 100sqm	In%
The Hub (Air NZ)	185 Fanshawe St	133	15600	2	30	32	0.21	0.06
One.NZ	30 Daldy St	118	23500	4	22	26	0.11	0.15
Te Kupenga (Genesis)	155 Fanshawe St	80	20520	2	23	25	0.12	0.08
Datacom House	58 Gaunt St	130	17000	19	14	33	0.19	0.58
Fonterra	109 Fanshawe St	193	16000					
Bayleys House	30 Gaunt St		8090					
Sub total Bayleys and Fonterra		193	24090	0	53	53	0.22	0.00
Total for all		654	100710	27	142	169	0.17	0.16

Table 5 Observed Traffic Generation for Commercial Activities Evening Peak Hour.

The proposed Data Centre has a very different expected level of trip generation compared to the proposed office buildings. The entire building is expected to require only approximately 26 full-

time equivalent staff. Traffic for that building has been estimated on the basis of 75% of the staff entering or leaving during the peak hour.

Based on these assumptions, trips estimated for the morning peak hour are shown in **Table 6**.

Activity	Number	GFA (sqm)	Morning Peak				
			In		Out		Trips
			Rate	Ins	Rate	Outs	in+out
Office		63195	0.2024	127.9	0.0176	11.1	139
Retail		1850	0.41	7.6	0.41	7.6	15
Data Centre	26		0.5625	7.6	0.1875	4.9	20
Total Trips				150		24	174

Table 6: Morning Peak Trip Generation

Evening peak hour trips are shown in **Table 7**.

Activity	Number	GFA (sqm)	Evening Peak				
			In		Out		Trips
			Rate	Ins	Rate	Outs	in+out
Office		63195	0.0272	17.1	0.1848	116.8	134
Retail		1850	2.5	46.3	0.41	7.6	54
Data Centre	26		0.2475	6	0.5025	13	20
Total Trips				70		137	207

Table 7: Evening Peak Trip Generation

However the existing carparking building on the site has a consent for 366 spaces of which 27 are allocated to the existing hotel, and 21 are allocated to the retail which will remain. The consent allocates 61 spaces to NZ Bus who will be leaving the site, and the remaining 257 spaces are unallocated but are currently being used as parking for other activities in the area and are currently generating trips. This means 48 spaces are allocated to activities that remain and the other 318 spaces are to be allocated to the site development.

The net effect of the new activities is therefore the total traffic generation assessed above, minus the existing trips generated at the carpark entrance by activities that will not park there in future. **Table 8** sets out the adjustment to take account of the existing traffic being generated by the carpark building that will no longer be on the road network. The existing building trips are the counted totals at the carpark entrance (90 in the morning and 72 in the evening minus the traffic generated by the Travelodge) and existing retail activities (9 cars in the morning and 9 in the evening peak hour). That then gives the new trips that must be added to the road network which

have then been distributed between Gaunt Street and Pakenham Street West by factors that result in an even parking occupancy in the 3 buildings.

Activity	Split	Morning Peak			Evening Peak		
		Ins	Outs	in+out	Ins	Outs	in+out
Total Trips		150	24	174	70	137	207
Minus Existing Bldg		77	1	78	4	58	63
New Trips		73	23	96	66	79	145
Building 3	0.58	42	13	55	38	46	84
Building 4&5	0.42	31	10	40	28	33	61

Table 8 Adjustment for Net Effect of New Activities

The new trip ends were then distributed in a pro-rata manner based on current counts into and out of the area. That gives a morning peak development trip matrix as shown in **Table 9**.

	Pakenham St W Entrance	Gaunt St Entrance	Westhaven	North	Beaumont	Halsey	Fanshawe	Viaduct Harbour	Total
Pakenham St W Exit	0.0	0.0	1.4	1.2	3.3	2.3	2.6	2.4	13.2
Gaunt St Exit	0.0	0.0	1.0	0.8	2.4	1.7	1.9	1.7	9.5
Westhaven	2.7	1.9	0.0	0.0	0.0	0.0	0.0	0.0	4.6
North	10.0	7.2	0.0	0.0	0.0	0.0	0.0	0.0	17.2
Beaumont	10.8	7.8	0.0	0.0	0.0	0.0	0.0	0.0	18.6
Halsey	8.4	6.1	0.0	0.0	0.0	0.0	0.0	0.0	14.5
Fanshawe	7.2	5.2	0.0	0.0	0.0	0.0	0.0	0.0	12.4
Viaduct Harbour	3.2	2.3	0.0	0.0	0.0	0.0	0.0	0.0	5.5
Total	42.2	30.6	2.4	2.0	5.7	4.0	4.4	4.2	95.5

Table 9 Trip Matrix for Morning Peak (Origins on left, Destinations on top)

Similarly the evening peak trip matrix is shown in **Table 10.**

	Pakenham St W Entrance	Gaunt St Entrance	Westhaven	North	Beaumont	Halsey	Fanshawe	Viaduct Harbour	Total

Pakenham St W Exit	0.0	0.0	3.5	12.1	12.2	8.3	4.5	5.4	46
Gaunt St Exit	0.0	0.0	2.5	8.7	8.8	6.0	3.3	3.9	33
Westhaven	3.1	2.3	0.0	0.0	0.0	0.0	0.0	0.0	5
North	7.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	13
Beaumont	6.8	4.9	0.0	0.0	0.0	0.0	0.0	0.0	12
Halsey	9.1	6.6	0.0	0.0	0.0	0.0	0.0	0.0	16
Fanshawe	5.3	3.8	0.0	0.0	0.0	0.0	0.0	0.0	9
Viaduct Harbour	6.4	4.6	0.0	0.0	0.0	0.0	0.0	0.0	11
Total	38	28	6	21	21	14	8	9	145

Table 10 Trip Matrix for Evening Peak (Origins on left, Destinations on top)

8. EFFECT OF THE ADDITIONAL TRAFFIC

A Sidra Network model has been built to compare base flows (without any development on the site) with forecast flows that would result from the five new buildings. Traffic counted in September 2026 was input to Sidra using three classes of vehicles to enable cars, trucks and buses to be dealt with separately. Models were built for the morning peak hour (8am to 9am) and the evening peak hour (430pm to 530pm). **Appendix 1** sets out details of the model development and validation.

The validated models were first modified to remove traffic currently being generated by the site activities. These models were run using Sidra Assign with additional flows generated by the development assigned using the Sidra route choice algorithm.

8.1 Morning Peak Traffic Effects

The existing morning peak network model resulted in degrees of saturation (volume to capacity ratios) as shown in **Figure 22**. The whole of the network runs well in the morning peak hour, and the bottlenecks at that time of day are elsewhere such as north of the Harbour Bridge and at the Nelson Street offramps to the Southern and Northwestern motorways. Halsey Street at Fanshawe Street is the controlling intersection in the local network and as shown in the diagram there is a level of service of **C** (using the degree of saturation definition). There are similar Levels of Service on Halsey Street just north of Fanshawe Street.

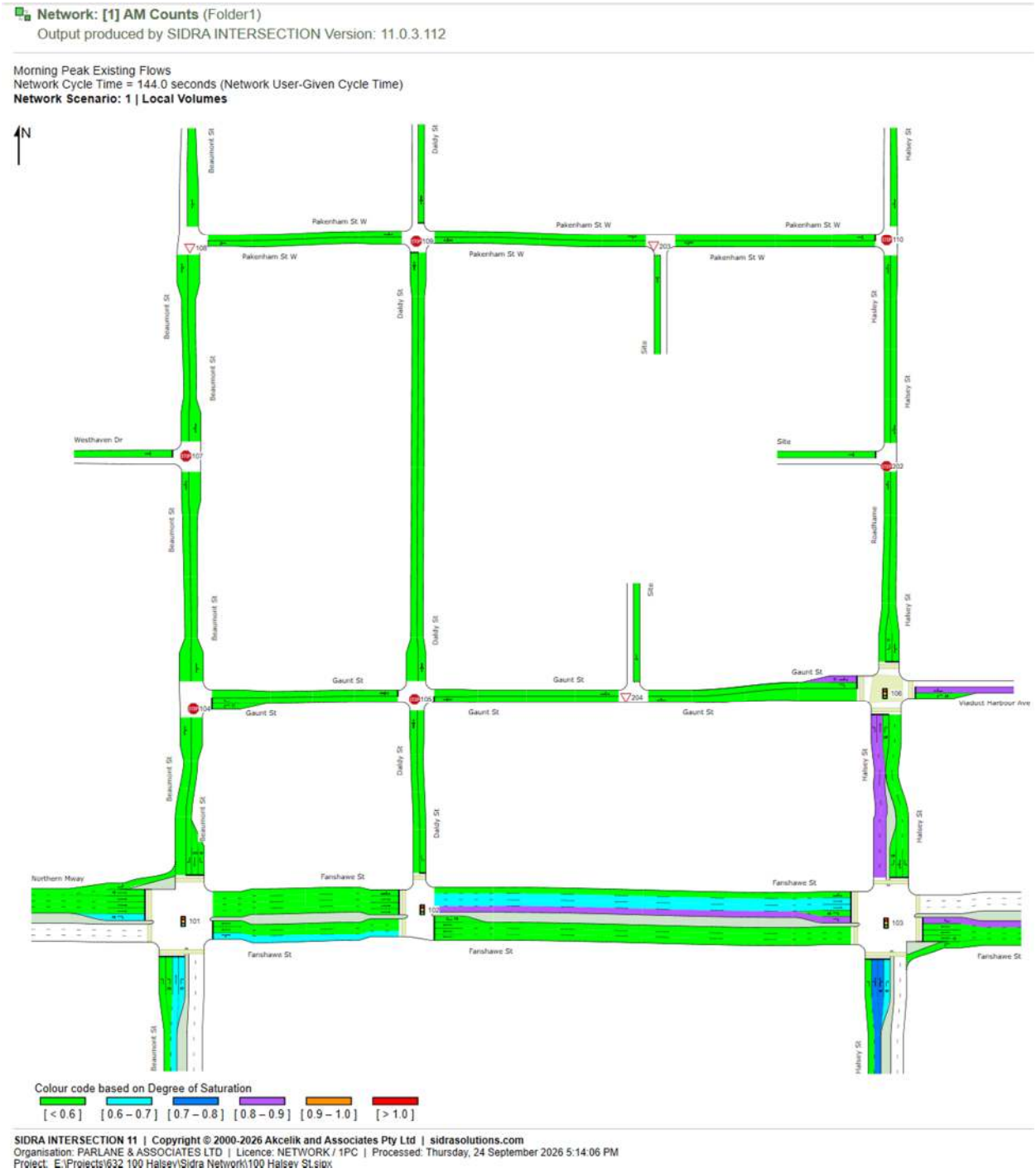


Figure 22: Morning Peak Existing Traffic Conditions

The Sidra model was rerun with base flows used as fixed demands but with the proposed development traffic trip matrix also assigned to the network. That results in some very minor changes to the degree of saturation at Beaumont Street where traffic enters the Wynyard Precinct as shown in the assignment report in **Figure 23**.



Figure 23: Morning Peak Development Traffic Conditions

This indicates the detailed changes expected as a result of the development. For most lanes there is no noticeable change in traffic conditions. The changes are as follows[8]:

- Beaumont Street through and right turns south of Fanshawe Street move from level of service **C** to **D**.
- The right turn into Beaumont Street also moves from **C** to **D**.
- The Halsey Street / Gaunt Street intersection actually performs slightly better as a result of removing the parking and buses from the site. However, inspection of the detailed model output shows it is a marginal improvement on four movements from a degree of saturation just over 0.8 to just under.

The conclusion is that the additional traffic generated by the proposed development is well within the carrying capacity of the local road network. At no time do any of the critical movements exceed a degree of saturation of 1.0 (where demand equals capacity) and at no time does an approach exceed the practical capacity limit of 0.95. Any adverse traffic effects are less than minor.

8.2 Evening Peak Traffic Effects

The existing evening peak model results are shown in **Figure 24**.

[8] All Levels of Service discussed are based on Degree of Saturation and not delay because we are interested in showing whether there is sufficient capacity for the development.

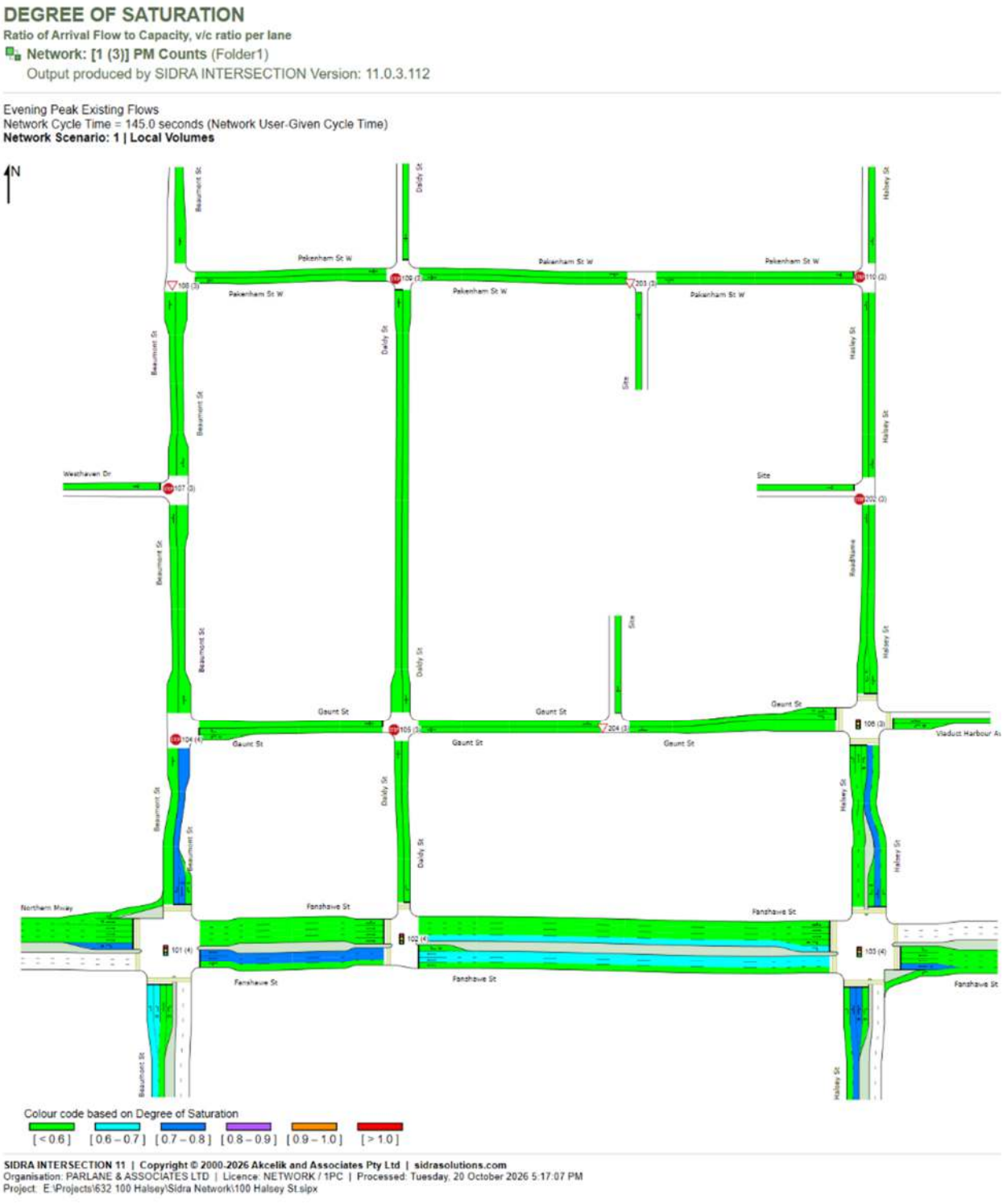


Figure 24: Evening Peak Existing Traffic Conditions

When the development traffic is added to the network the model gives results for degree of saturation as shown in **Figure 25**.

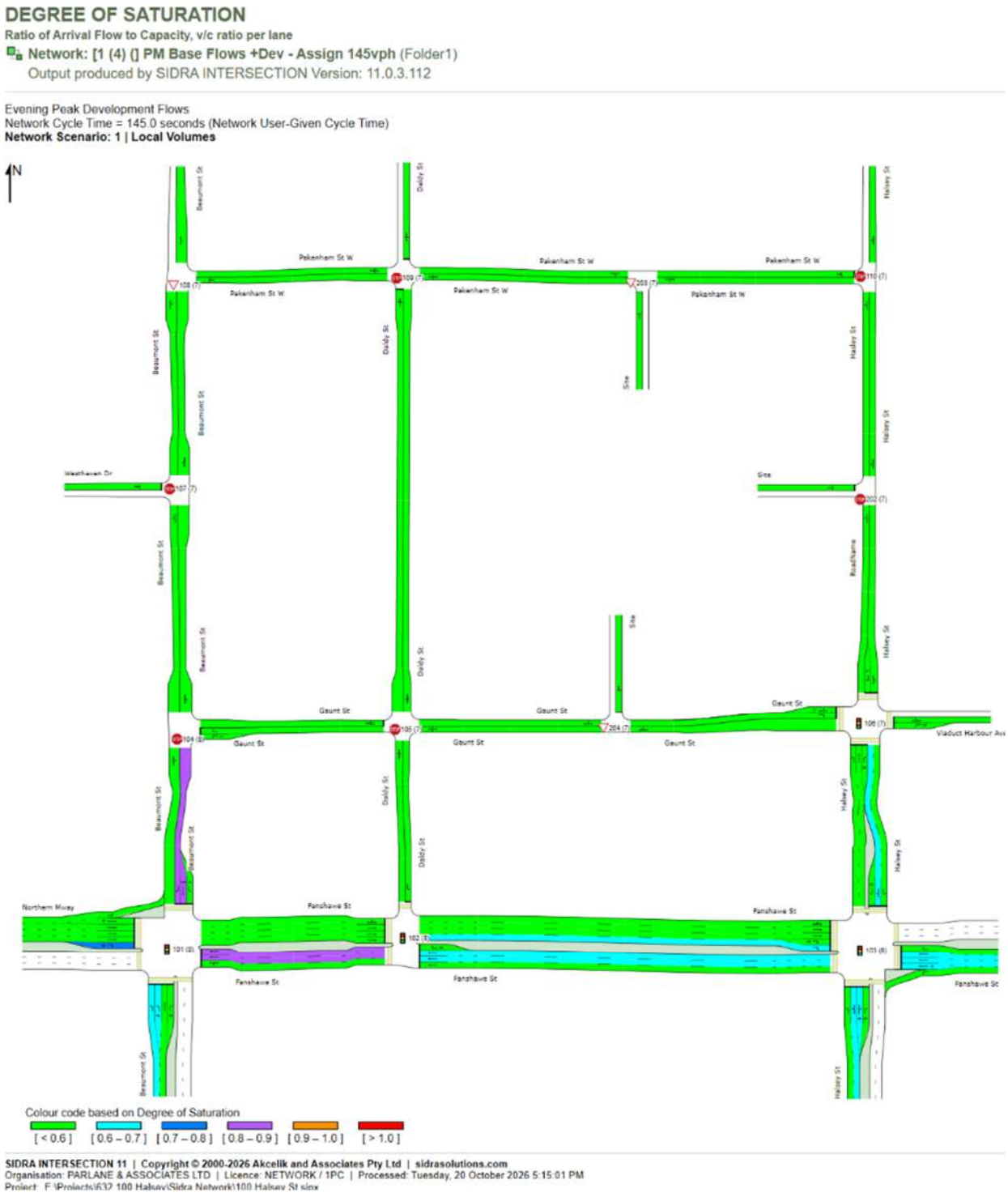
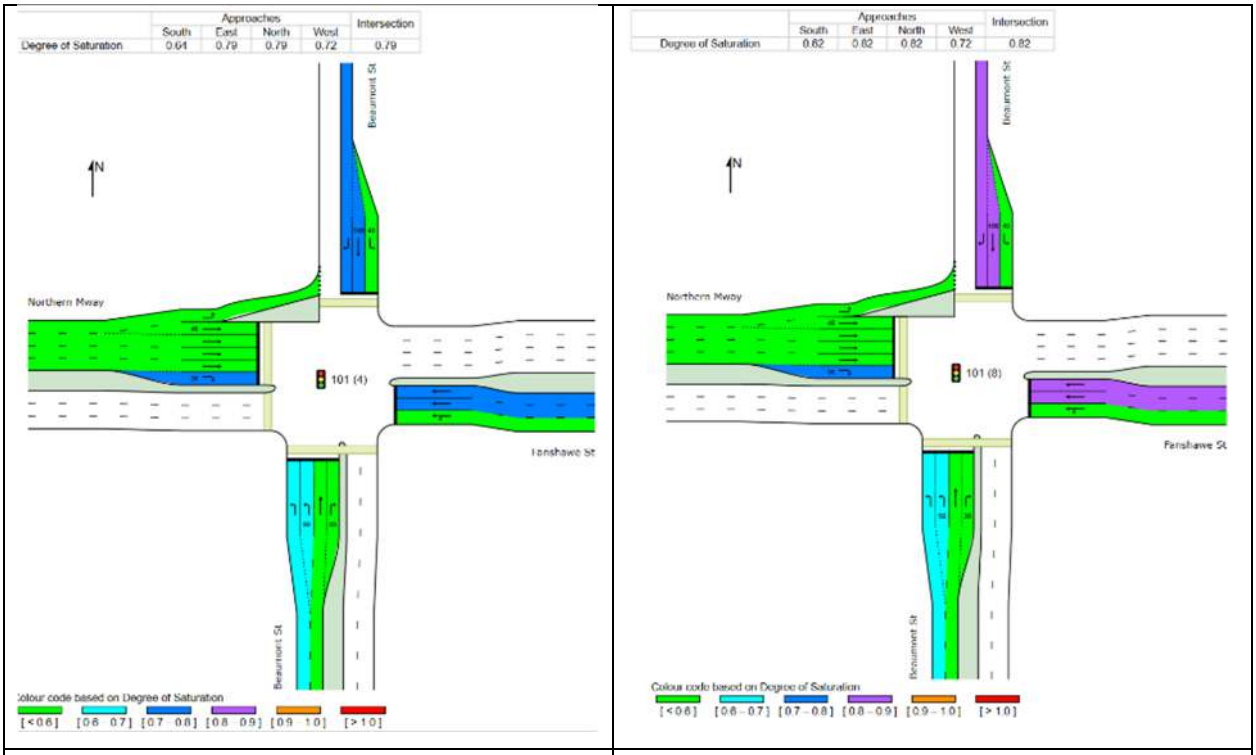


Figure 25: Evening Peak With the Development

The development results in some minor changes at the Beaumont Street intersection with Fanshawe Street where the degrees of saturation increase from 0.79 (or 79%) to 0.82 (or 82%) on three movements. These are acceptable changes and reflect a situation where the development has less than minor effects.



Existing Flows	Development Flows

Figure 26: Evening Peak Development Effects at Fanshawe St Beaumont Street

8.3 Overall Traffic Effects

Overall, the modelling shows that the development will not overload the available capacity in the surrounding network. Within the Wynyard Quarter most streets will continue to operate as very quiet streets with low traffic loading. This means that people will still be able to cross Gaunt Street, Pakenham Street West and Daldy Street without needing to walk to a pedestrian crossing. Halsey Street and Beaumont street will barely change. Outside the Wynyard Quarter there will be very little impact on Fanshawe Street and the intersections at Beaumont Street and Halsey Street will continue to operate as they currently do. This is because the development will remove a level of the base traffic through removing parking for cars and buses on the development site itself. Each bus movement removed is equivalent to two car trips.in terms of impact at the intersections. On top of this effect, the current base also includes traffic travelling to and from the existing Travelodge parking building on the site which currently has a significant number of non-accessory parking spaces. The consent for that building requires that these spaces are used as part of the parking for the further development of the site rather than for the hotel. This means that there is already traffic being generated by that building that is included in the traffic counts, so part of the impact of the proposed development has already been accounted for in the base.

9. MODE SHARE

9.1 How Do People Travel?

To understand the traffic and transportation effects of offices in different parts of Auckland we have reviewed the Census Journey to Work data collected by Statistics New Zealand as part of the Census of Population and Dwellings. The most recent set of data is from the 2023 census.

The Wynyard-Viaduct Statistical Area covers broadly the areas of both the Wynyard Precinct and the Viaduct Precinct. A plot of mode share for all of Auckland and for people who work in the Wynyard and Viaduct area travelling to work is shown in **Figure 27**. These have been prepared from a search of the Census Journey to Work tables provide by Statistics New Zealand showing trips by workplace destination rather than by residential address. This means we know how people travelled to work in the Wynyard area on the census day.

There are some very important differences between the aggregate data for Auckland and the Wynyard Viaduct Statistical area. Firstly, fewer people drive to work in Wynyard. 65% of people in Auckland drive to work in either their own or a company provided vehicle, but in Wynyard it is only 45%.

Secondly far more people travelling to Wynyard for work do so on a public bus. Buses are used by 24% of people in the Wynyard area but only 6% on average across Auckland. That means a worker in Wynyard is four times as likely to travel by bus to work. Similarly, 7% of people will choose the train compared to an Auckland average of 2% so Wynyard employees are 3.5 times more likely to use the train. Wynyard employees are also 3 times as likely to walk to work and twice as likely to cycle.

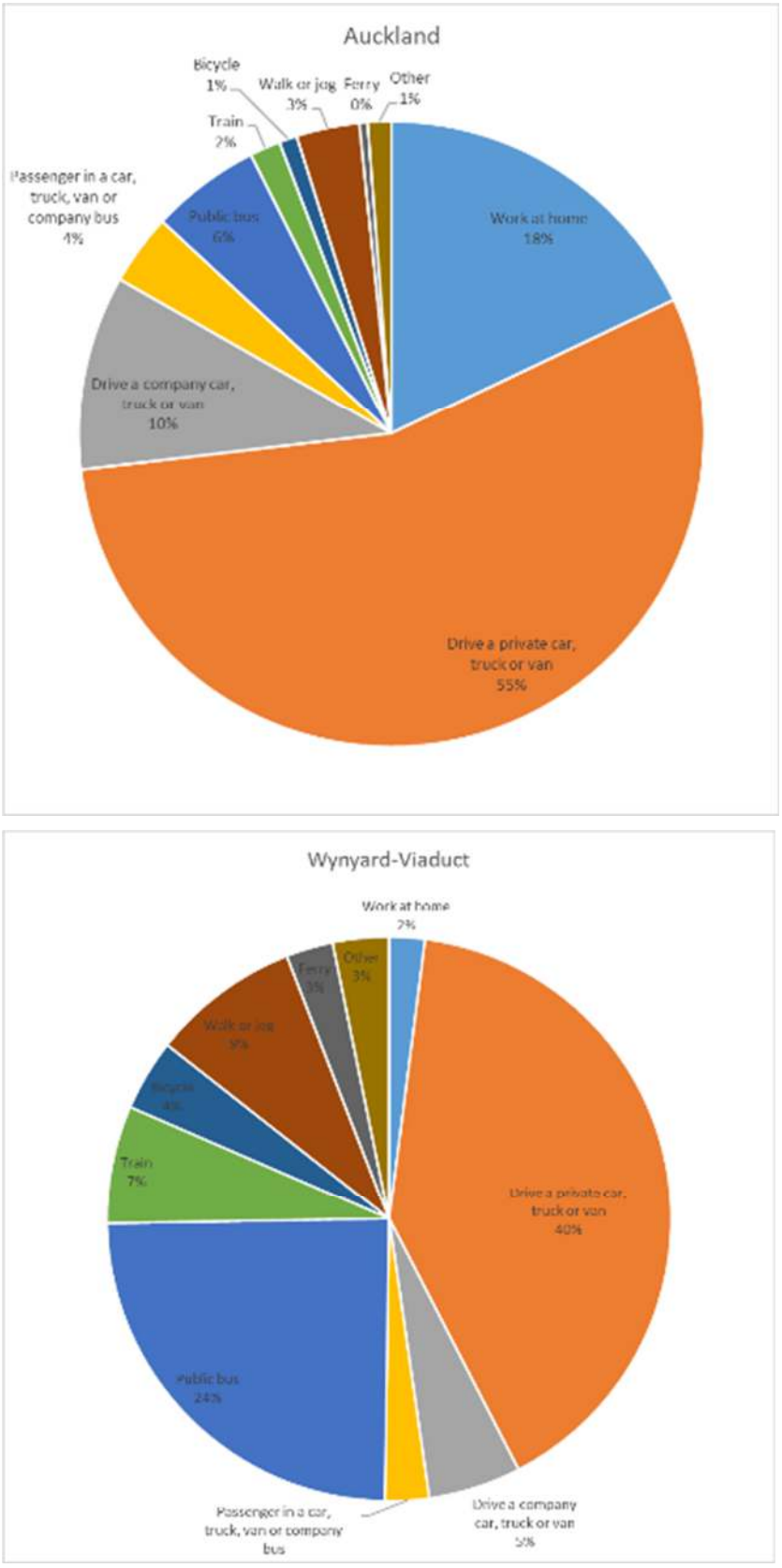


Figure 27: Mode Share for Wynyard-Viaduct Statistical Area[9]

[9] Statistics NZ, Census of Population and Dwellings 2018

Clearly people employed in the Wynyard area are much more likely to choose to travel by means other than private vehicle. But to understand where the area sits in comparison to other busy Statistical areas, we have sorted the travel data by mode share as shown in **Table 11**. This diagram shows only a part of the full table. There are 633 Statistical Areas in the Auckland Region, and we have included only the top of that table with the 50 areas that have the highest rate of use of public transport.

All of Auckland	18%	65%	4%	6%	2%	0%	1%	3%	1%	8%	
	%Work from Home	%Drove	%passenger	%Bus	%Train	%ferry	%bike	%walk	%other	%PT	Rank PT
Auckland-University	0%	35%	3%	33%	5%	3%	5%	13%	2%	41%	1
Queen Street	2%	38%	3%	28%	9%	3%	2%	12%	2%	41%	2
Quay Street-Customs Street	2%	41%	2%	24%	12%	4%	2%	10%	2%	40%	3
Symonds Street North West	12%	33%	3%	29%	4%	2%	3%	12%	2%	36%	4
Hobson Ridge North	3%	43%	3%	25%	7%	3%	3%	10%	2%	36%	5
Shortland Street	4%	43%	2%	23%	8%	4%	3%	10%	3%	35%	6
Wynyard-Viaduct	2%	46%	3%	24%	7%	3%	4%	8%	3%	34%	7
Victoria Park	5%	49%	2%	23%	5%	2%	3%	9%	2%	30%	8
Hobson Ridge South	7%	45%	2%	25%	3%	2%	5%	9%	2%	30%	9
Queen Street South West	8%	48%	3%	21%	3%	1%	2%	11%	3%	25%	10
Symonds Street East	15%	39%	4%	22%	2%	1%	5%	12%	2%	24%	11
Symonds Street West	12%	46%	3%	21%	2%	1%	1%	12%	2%	24%	12
Anzac Avenue	18%	44%	2%	15%	7%	2%	2%	8%	2%	24%	13
Newmarket	2%	62%	4%	16%	6%	0%	2%	5%	2%	23%	14
Grafton	2%	62%	4%	15%	5%	1%	3%	7%	2%	21%	15
Hobson Ridge Central	17%	48%	2%	17%	2%	1%	3%	9%	2%	20%	16
Gulf Islands	47%	29%	0%	6%	0%	12%	6%	18%	6%	18%	17
Karangahape East	11%	49%	3%	15%	1%	1%	4%	13%	3%	17%	18
The Strand	32%	40%	3%	11%	4%	1%	1%	6%	1%	16%	19
College Hill	6%	66%	2%	12%	2%	1%	2%	5%	4%	15%	20
Sylvia Park	0%	72%	8%	10%	5%	0%	0%	2%	1%	15%	21
Newmarket Park	12%	65%	2%	9%	4%	1%	2%	4%	2%	14%	22
Parnell West	6%	68%	2%	8%	4%	1%	3%	5%	2%	13%	23
Middlemore	0%	78%	5%	2%	11%	0%	1%	2%	1%	13%	24
St Lukes	10%	61%	8%	12%	1%	0%	0%	6%	1%	13%	25
Grey Lynn East	4%	65%	3%	11%	1%	1%	3%	10%	3%	12%	26
Takapuna Central	7%	72%	3%	11%	0%	0%	1%	4%	1%	12%	27
Grafton West	5%	73%	2%	9%	3%	0%	2%	4%	2%	11%	28
Freemans Bay	18%	58%	2%	10%	1%	1%	2%	7%	2%	11%	29
Oneroa West	26%	47%	6%	6%	0%	5%	3%	5%	3%	11%	30
Botany Central	0%	71%	12%	10%	1%	0%	0%	5%	1%	11%	31
New Lynn Central	1%	78%	5%	8%	2%	0%	1%	4%	1%	11%	32
Onetangi	34%	40%	5%	6%	0%	4%	2%	6%	2%	11%	33
Eden Valley	12%	67%	4%	9%	1%	0%	2%	5%	1%	10%	34
Royal Oak East (Auckland)	17%	60%	6%	9%	1%	0%	1%	6%	1%	10%	35
Eden Terrace	10%	68%	3%	7%	2%	1%	2%	5%	2%	10%	36
Ponsonby East	19%	58%	3%	9%	1%	0%	1%	8%	2%	9%	37
Point Chevalier East	30%	49%	5%	9%	0%	0%	1%	5%	1%	9%	38
Takapuna West	3%	79%	3%	8%	0%	0%	2%	3%	1%	9%	39
Onehunga Central	13%	67%	6%	8%	1%	0%	0%	4%	1%	9%	40
Glenfield Central	22%	57%	6%	9%	0%	0%	0%	5%	1%	9%	41
Karangahape West	13%	64%	1%	7%	1%	0%	2%	7%	3%	9%	42
Akoranga	3%	80%	4%	8%	1%	0%	1%	2%	1%	9%	43
Remuera West	27%	58%	2%	6%	2%	0%	1%	3%	1%	8%	44
Albany Central	2%	80%	6%	8%	0%	0%	0%	2%	1%	8%	45
Balmoral	32%	46%	4%	8%	0%	0%	1%	7%	1%	8%	46
Mount St John	8%	75%	3%	6%	2%	0%	1%	4%	1%	8%	47
Mount Eden North East	5%	78%	2%	6%	2%	0%	2%	4%	1%	8%	48
Epsom Central-North	31%	53%	2%	7%	1%	0%	1%	3%	1%	8%	49
Ostend	26%	54%	3%	3%	0%	5%	2%	5%	1%	8%	50

Table 11: Statistical Areas with lowest proportion Driving to Work

The table shows Wynyard Viaduct sits in seventh place overall in propensity to use public transport. This is because they are 6th most likely to use a bus, 6th most likely to use the train and 12th most likely to use the ferry out of all 633 areas considered.

In the table we have coloured other Central Area Statistical areas red and Metropolitan Areas blue so we can understand how the Wynyard Viaduct area performs. Clearly, it sits in the top half of Central Areas, and above all Metropolitan Areas for use of public transport.

Repeating this analysis we have also found that the Wynyard Viaduct workers are 5th out of 633 areas for cycling to work and 17th for walking to their work. The area is performing strongly in terms of sustainable travel by workplace destination.

More recent mode share data has been published by the Wynyard Quarter Travel Management Association and Beca as part of their annual surveys of businesses in the area.

The 2025 survey showed that 69% of respondents used sustainable modes to travel to their office in the Wynyard Quarter while only 31% used a car. Of those who did use a car a further 4% of the total were passengers and 1% were in taxis or Uber, meaning only 26% were car drivers. The full details are shown in **Figure 28**.



Mode Share 2025 – Longest Distance and Arrival

Usual mode of transport used on longest section of commute and to arrive into Wynyard Quarter

Longest Distance Mode	%	Count
Bus	39%	1642
Car – as driver (alone)	20%	826
Train	14%	609
Walk	5%	213
Car – as driver (with passenger)	4%	166
Car – as passenger	4%	162
Ferry	4%	152
Bicycle	3%	131
E-Bike	3%	107
Motor bike or moped	2%	94
E-Scooter	1%	40
Taxi / Uber	1%	29
Other	1%	26
Work vehicle	1%	25
Run	0%	3

Arrival Mode	%	Count
Walk	43%	1829
Bus	26%	1112
Car – as driver (alone)	14%	581
Bicycle	3%	146
Car – as passenger	3%	116
E-Bike	3%	109
Car – as driver (with passenger)	2%	96
Motor bike or moped	2%	91
E-Scooter	2%	69
Taxi / Uber	2%	29
Work vehicle	1%	25
Other	0%	18
Run	0%	4

WQTMA Beca

Figure 28: Current Mode Share 2025 (Source WQTMA and Beca)

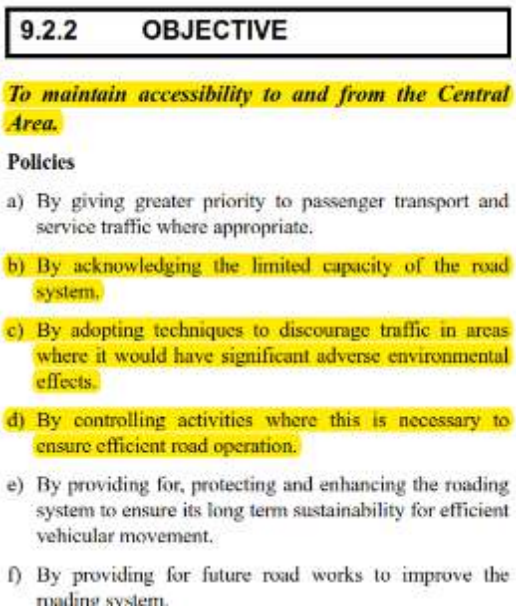
This confirms that the Wynyard Quarter is an area where offices can be built and staff can travel using active modes or public transport to a very high degree.

10. POLICY ASSESSMENT

10.1 Why there are currently limits in the Wynyard Precinct

Development in the Wynyard Quarter is currently controlled by the provisions of the Wynyard Precinct which have largely stayed the same since they were introduced into the previous Auckland City District Plan in 2010 through Plan Change 4 (PC4). The transport assumption embedded in the Wynyard Precinct provisions is that there is a fixed capacity available for traffic entering and leaving the Precinct that will not change. This is based on an earlier assumption that primacy needed to be given to the operation of Fanshawe Street which because of the motorway on ramp and off ramp was one of the major routes into the Central Area.

This earlier assumption resulted in indirect limits on offices, through height controls, and direct limits on office space in I214.6.2 which are there for the sole purpose of limiting traffic. Should someone apply to exceed those limits in office space then they are required to assess the effects in terms of I214.8.2 which sets prescribed traffic generation rates and a traffic capacity limit stated in terms of the number of vehicles per hour in each direction and both ways. These rules all exist because the former Auckland City District Plan – Central Area Section included objective 9.2.2 which required this type of control as shown below (colour added).



9.2.2 OBJECTIVE

To maintain accessibility to and from the Central Area.

Policies

a) By giving greater priority to passenger transport and service traffic where appropriate.

b) By acknowledging the limited capacity of the road system.

c) By adopting techniques to discourage traffic in areas where it would have significant adverse environmental effects.

d) By controlling activities where this is necessary to ensure efficient road operation.

e) By providing for, protecting and enhancing the roading system to ensure its long term sustainability for efficient vehicular movement.

f) By providing for future road works to improve the roading system.

Figure 29: Former Auckland City District Plan Central Area Section (colour added)

There have been three major changes since the Wynyard Precinct provisions were adopted in the former District Plan, each of which we believe renders the approach used in the Precinct no longer

necessary or appropriate. Firstly, the AUP has been developed and adopted. Secondly, Transport policy has changed. Thirdly, there has been a marked decline in vehicle numbers using the Fanshawe Street motorway ramps and a notable increase in bus patronage to and from the North Shore due to the Northern Busway.

10.2 The Auckland Unitary Plan

The Auckland Unitary Plan made a significant change to how land use and transport are integrated in Auckland and in how traffic effects are assessed and evaluated. Whereas the previous District Plan required incoming development (including that located in centres) to establish that it would not add to congestion, the AUP does not place limits on the traffic effects of housing or offices located in major centres, including in the Central Area.[10]

The AUP does not actually require any assessment of traffic effects of office development on roads and intersections if the development is located in the City Centre zone, a Metropolitan Centre, a Town Centre, within a Terraced Housing and Apartment Building zone or the City Fringe zone[11].

Within the City Centre, the Wynyard Precinct is therefore unique in requiring an assessment of traffic effects and in setting limits on trips. There are fifteen precincts in the City Centre and none of these apart from the Wynyard Precinct have controls on development or limits on trips due to traffic effects.

In our view the Wynyard Precinct traffic rules should have been deleted at the time the AUP was being developed because it is now an anomaly in the Plan and inconsistent with the integrated approach taken in every other major centre or part of a major centre. That is exemplified by the absence in Wynyard Precinct of a provision that replicates Objective 9.2.2 of the previous District Plan (i.e.: the AUP does not assume that protecting the use of Fanshawe Street by private cars is a pre-requisite).

[10] Policy E27.3(1) only requires development that has more than minor adverse transport effects to manage those effects if the development is outside major centres, the THAB zone or City Fringe Office Control area.

[11] Rule E27.6.1 Trip Generation does not apply to major centres, THAB or the City Fringe Office Control area.

10.3 Transport Policy Has Changed

Since the adoption of the Wynyard Precinct rules there has been a fundamental shift in transport planning for the City Centre. Most significant is the City Centre Master Plan (CCMP) and its Access for Everyone (A4E) concept which replaced the transport goals of the earlier plans. In terms of the Wynyard Quarter, we can see from the CCMP and A4E that the intended traffic circulation concept makes use of the motorway system for through trips between the North Shore and Port and Eastern suburbs.



Figure 30: Traffic Circulation Concept (Component 1) Access For Everyone[12]

Fanshawe Street should no longer be thought of as a major through route and instead is just one of the ways for people to enter the City Centre and associated precincts. **Figure 31** below shows this concept of how existing major through routes would change to become main access roads to each area.

[12] Auckland Council, Access for Everyone, retrieved from https://www.aucklandccmp.co.nz/access-for-everyone-a4e/

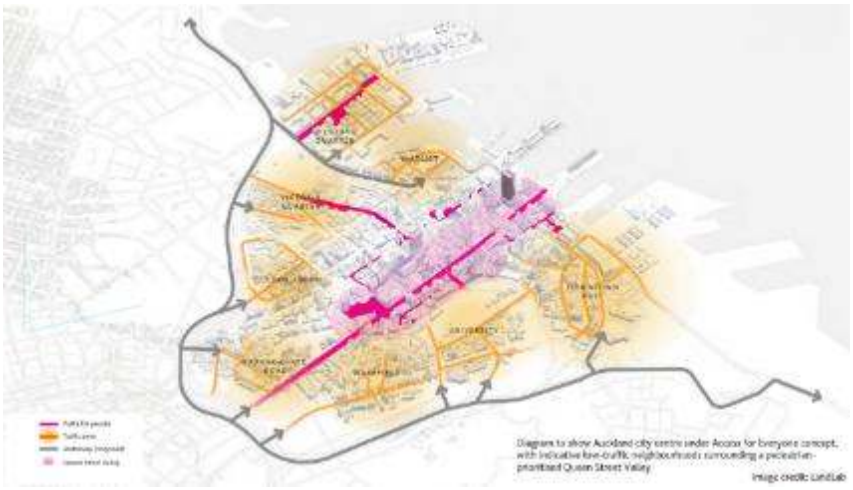


Figure 31: Access for Everyone[13]

The A4E and CCMP concept represents major changes in transport policy from what existed when the Wynyard Precinct provisions were first written. First is the obvious one - that Fanshawe Street is not a through route any longer. Less obvious is the fact that the Wynyard Precinct is considered to be fully part of the Central Area, whereas earlier it was an adjunct area with some future potential at best.

Taken as a whole we see that growth limits within the Wynyard Precinct to achieve a transport outcome exist because a former policy required that outcome. Those policies no longer exist. Current transport policies in the AUP and the City Centre Master Plan encourage growth in the Central City rather than discourage it, and Fanshawe Street in particular is recognised as a road that will function as an access to local areas rather than as a through route to east Auckland and the Port.

Increasing the office space in the Wynyard area is therefore consistent with current transport policies.

11. AUCKLAND UNITARY PLAN

While it is our view that the current Wynyard Precinct provisions represent an outdated view of what should be one of the preferred areas for development in the City, they are nevertheless the current standards against which we need to assess development proposals. We have set out

[13] Ibid

below our assessment against the policies and then the standards of the AUP including the Wynyard Precinct provisions.

11.1 AUP Objectives and Policies

11.1.1 Integrated Land Use and Transport

The AUP seeks land use and transport integration in Objective E27.2(1) and recognises that it will be achieved for any office development located in the Business - City Centre Zone through exempting developments in that zone from managing their effects on the transport network

(1) Land use and all modes of transport are integrated in a manner that enables:

(a) the benefits of an integrated transport network to be realised; and

(b) the adverse effects of traffic generation on the transport network to be managed.

Policy E27.3(1)

(1) Require subdivision, use and development which:

(a) generate trips resulting in potentially more than minor adverse effects on the safe, efficient and effective operation of the transport network;

(b) are proposed outside of the following zones:

(i) the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone;

(ii) Residential – Terrace Housing and Apartment Buildings Zone;

(iii) the Centre Fringe Office Control as shown on the planning maps; or

(c) [deleted]

to manage adverse effects on and integrate with the transport network by measures such as travel planning, providing alternatives to private vehicle trips, staging development or undertaking improvements to the local transport network.

In practice this is achieved through not requiring a consent for high trip generating activities in the Business - City Centre Zone. That general approach is modified by Wynyard Precinct Objective I214.2(11) and more specifically by Wynyard Precinct Policy I214.3(34)

(34) Constrain and manage private vehicle travel in and out of Wynyard Precinct, particularly during peak travel periods.

and

(38) Protect the safe and efficient operation of Fanshawe Street as a key arterial route connecting the central city area with wider Auckland and an important element of Auckland's frequent and rapid transit network.

That need to constrain traffic in and out of the Precinct means an ITA is required and also an assessment of traffic effects at Fanshawe Street.

11.1.2 Parking

The AUP seeks to limit parking in the City Centre as a means of managing travel demand and encouraging the use of alternative modes of travel. This is set out in Polices E27.3(4) and (5).

(4) Limit the supply of on-site parking in the Business – City Centre Zone to support the planned growth and intensification and recognise the existing and future accessibility of this location to public transport, and support walking and cycling.

(5) Limit the supply of on-site parking for office development in all locations to:

(a) minimise the growth of private vehicle trips by commuters travelling during peak periods; and

(b) support larger-scale office developments in the Business – City Centre Zone, Centre Fringe Office Control area, Business – Metropolitan Centre Zone, Business – Town Centre Zone and Business – Business Park Zone.

The proposed development will achieve these polices by constraining parking as required by the Precinct standards and ensuring that if there is any additional parking provided it will be allocated to public parking that can be used throughout the day to support neighbouring activities.

11.2 AUP Standards

An assessment of consents required by the AUP is set out below.

Standard	Issue	Assessment	Consent Required
E27.6.1 Trip Generation	Trip Limits	Standard does not apply in Business City Centre zone.	None
E27.6.2(1) Number of Parking and Loading Spaces	Maximum parking rate in Business City Centre zone	Do not apply because there is a specific rule in the Wynyard Precinct	None
E27.6.2(6)	Bicycle Parking	Complies for office buildings but Datacentre does not comply with the industrial standard	R(D)
E27.6.2(7)	End of Trip Facilities	Complies	None
E27.6.2(8)	Loading Spaces	5 required and 5 provided.	None
E27.6.3.1	Size and Location of Parking Spaces	Complies with the standards	None
E27.6.3.2	Size and Location of Loading Spaces	Complies	None

E27.6.3.2A	Number and Design of Accessible Parking	Complies	None
E27.6.3.3	Access and Manoeuvring	Complies	None
E27.6.3.4	Reverse Manoeuvring	Complies	None
E27.6.3.5	Vertical Clearance	Does not have 2.5m headroom for accessible parking. Does not have 2.3m headroom for other activities carparking.	R(D)
E27.6.3.6	Formation and Gradient	Loading spaces will not be marked out or delineated. They will be signposted.	R(D)
E27.6.3.7	Lighting	Complies	None
E27.6.4.1	Vehicle Access Restrictions	Complies	None
E27.6.4.2	Width and Number of Vehicle Crossings	Width and number complies. There will be less than 6m separation between crossings on Pakenham Street West	R(D)
E27.6.4.3	Width of Access, queuing and speed management	Complies	None
E27.6.4.4	Gradient of Access	Ramps will have a maximum grade of 1 in 5 where 1 in 6 is required for non-residential activities.	R(D)

Table 12: AUP Consents Assessment

No consents are required for trip generation under standard E27.6.1 because the site is located within the Business City Centre zone. Essentially offices and the trips generated by offices are an acceptable activity in the zone.

11.3 Number of Parking and Loading Spaces

The maximum parking rate for central city activities is overridden by the specific provision of I214.6.1 of the Wynyard Precinct. Parking is limited to no more than 1 space per 150 sqm for commercial activities and 1 space per 105 sqm for other activities. **Table 13** sets out the permitted parking calculations.

Activity	GFA sqm	Parking Rate	Maximum Spaces
Travelodge	5403	200	27

Existing retail	2058	150	14
Office	63195	150	421
Retail	1850	150	12
Data Centre	10601	105	101
Total	83107		575

Table 13: Permitted Parking

575 spaces are permitted and 190 new spaces are proposed. When added to the consented 366 in the existing building the total site provision will be 556 spaces are proposed so the development complies with the standard. A final parking plan will be submitted prior to building consent and the number of parking spaces may change slightly but will not exceed 575.

Accessible parking is assessed by calculating an assumed demand for parking using Appendix 23 of the AUP as shown in **Table 14**.

Activity	Unit	GFA (sqm)	Rate	Minimum assumed
Hotel	154		1 each	154
Office		63195	1 per 100	632
Retail		3908	1 per 50	78
Data Centre	26		0.7 each	18
Total		67103		882

Table 14: Appendix 23 Assumed Parking Demand

Based on an assumed demand of 882 spaces, a total of 19 accessible spaces is required. Of these, 15 are required for the new buildings. These are shown in the two basements with 4 located in B3 and 11 located in the basement 1 level below B4 and B5.Accessible parking for the Travelodge and existing retail has already been provided.

Bike parking for the site is required as set out in **Table 15**.

Activity	Rooms	GFA sqm	Visitor Spaces		Secure Spaces	
			Rate	Bikes	Rate	Bikes
Hotel	154	5403	1/20+1	8.7	1/10 emp	1
Exist Retail		2058	1 per 350	6	300	7
Office		63195	10+ 1 per 2000sqm	37	300	210
Retail		1850	1 per 350	5	300	6
Data Centre		10601	1 per 750	14	300	35
Total		83107		71		260

Table 15: Cycle Parking Required

Bicycle parking has been allocated to each building in accordance with the rules to ensure supply meets demand. Each new building is assessed below.

Building	Activity	sqm	Rate	Bikes	Rate	Bikes
1	Office	9708	1 + 1 per 1000sqm over 1000sqm	10	1 per 300sqm	32
	Retail	171	0 up to 500sqm	0	1 per 300 sqm	0.6
	Total	9878.1		10		33
	Provided			10		33
2	Office	231	1 for first 1000	1	1 per 300 sqm	1
	Data Centre	10601	1 per 750sqm	14	1 per 300 sqm	35
	Total	10832.2		15		36
	Provided			4		4
3	Office	28628	10+1 per 2000sqm over 10,000sqm	19	1 per 300 sqm	95
	Retail	889	1 per 350sqm	3	1 per 300 sqm	3.0
	Total	29517.3		22		98
	Provided			22		98
4	Office	12704	2000	11	1 per 300 sqm	42
	Retail	419	0<500sqm	0	1 per 300 sqm	1
	Total	13122.7		12		44
	Provided			12		43
5	Office	11925	10 + 1 per 2000sqm over 10000sqm2000	11	1 per 300 sqm	40
	Retail	371	0 up to 500sqm	0	1 per 300 sqm	1
	Total	12296		11		41
	Provided			12		41

Table 16: Building Bike Parking Allocation

All of the office buildings have been designed to comply with the cycle parking rules of the AUP. Bike rooms are shown in the plans with the correct number of secure spaces.
A condition of consent should be included to allow the visitor parking to be distributed around the site according to the rule requirement for each building.

The only non-compliance is the datacentre in B2. As an industrial activity the rules require secure spaces at a rate of 1 space per 750sqm which results in 15 spaces and visitor parking is required for 36 bikes. These numbers do not reflect the likely demand which has been assessed as 4 secure

spaces and 4 visitor spaces for the entire building. A consent is sought to avoid the over provision that the rules will lead to.

Providing 4 secure spaces and four visitor spaces for the datacentre can be approved under the Assessment Criterion E27.8.2(6) because it will be a sufficient level of bicycle parking having regard to *"the nature of the operation and likely demand for long and short term cycle parking and end of trip facilities"*

If for any reason the activity in the building changed then there would be plenty of space in the basement to accommodate bikes. But the rules for industrial activities are intended to cater for factories and warehouses rather than datacentres.

End of Trip facilities are required for the offices. In total 18 showers are required as shown in **Table 17.**

Activity	GFA (sqm)	Rate	Showers
Offices	63195	3750	17

Table 17: End of Trip Facilities Required

There will actually be closer to 50 showers on the site as indicated in the PeddleThorp schedule.

Loading spaces are required as shown in **Table 18**.

Activity	GFA (sqm)	Spaces
Retail + Industrial	14509	3.45
Other	68598	2.00
Total		5

Table 18: Loading Spaces Required

Five loading spaces are required. The loading spaces for B1, B3, B4 and B5 will be located in the service lanes. The loading area for B2 is located within the ground floor of that building. The development complies with the standard. Two spaces currently exist behind the Travelodge. These will be reconfigured to exit out onto Pakenham Street West. Signs are proposed on each trafficable service lane indicating where servicing will occur.

11.4 Design of Parking and Loading Spaces

The two parking basements have been designed to meet the requirements of Table E27.6.3.1.1 of the AUP. Specifically, the spaces will be 2.6m wide, 5.0m long and have a manoeuvring aisle of 7 metres.

The new parking basements will have 2.2m of headroom. That would comply with the requirement of 2.1m for residential parking but does not meet the standard for non-residential parking which is 2.3m. Similarly, it does not allow for 2.5m of headroom above accessible parking spaces required for wheelchair hoisting operations.

The basements will already require a ramp that exceeds the standard gradient and making an increase in headroom would make the ramps steeper still. In terms of practicality the spaces will still all be serviceable and useable for general traffic and for disabled people who do not carry a wheelchair on their roof. The non-compliance has been assessed in terms of the assessment criterion E27.8.2(8) and it will have no impact on either the adjacent transport network (part a of the criterion) or pedestrian amenity or streetscape amenity (part b or the criterion). Only part c is relevant to the non-compliance. That focusses on the practicality and adequacy of the parking arrangements. We confirm that the site limitations and building limitations, specifically the use of a parking basement accessed by a ramp, mean that a greater headroom is not possible. The parking will still be useful and adequate for almost all potential users.

While the parking will not be suitable for anyone who carries a wheelchair on their roof there are two mobility spaces available on Daldy Street opposite Amy Daldy Park where anyone in a wheel chair could easily access the site via zebra crossing and level accessible route of approximately 90 metres.

The loading spaces for the offices have all been designed to be 3m wide and 8m long and are suitable for a medium rigid truck. The loading space for the data centre is 11m long and suitable for a large rigid truck.

The design of the loading spaces comply with all of the access and dimension requirements of the AUP. However, they will not be marked out on the ground. It is intended that signs will be placed on buildings showing their location. That requires a Restricted Discretionary consent. Again, that consent can be approved in terms of the assessment criterion E27.8.2(8) on the grounds that is practical and adequate and will have no adverse effects on the street or amenity.

11.5 Access and Manoeuvring

The entry and exit to the carparking basements have been designed to cater for the B85 design vehicle as required by the AUP. Tracking for the loading spaces has been designed for the Medium Rigid Truck and in the case of Building 2 the Large Rigid Truck as defined in RT18.

Figure 32 shows plots of the 8m truck tracking curve with 500mm clearance servicing buildings B1, B4 and B5. The truck will stop near rubbish storage rooms and three loading space signs will be erected.

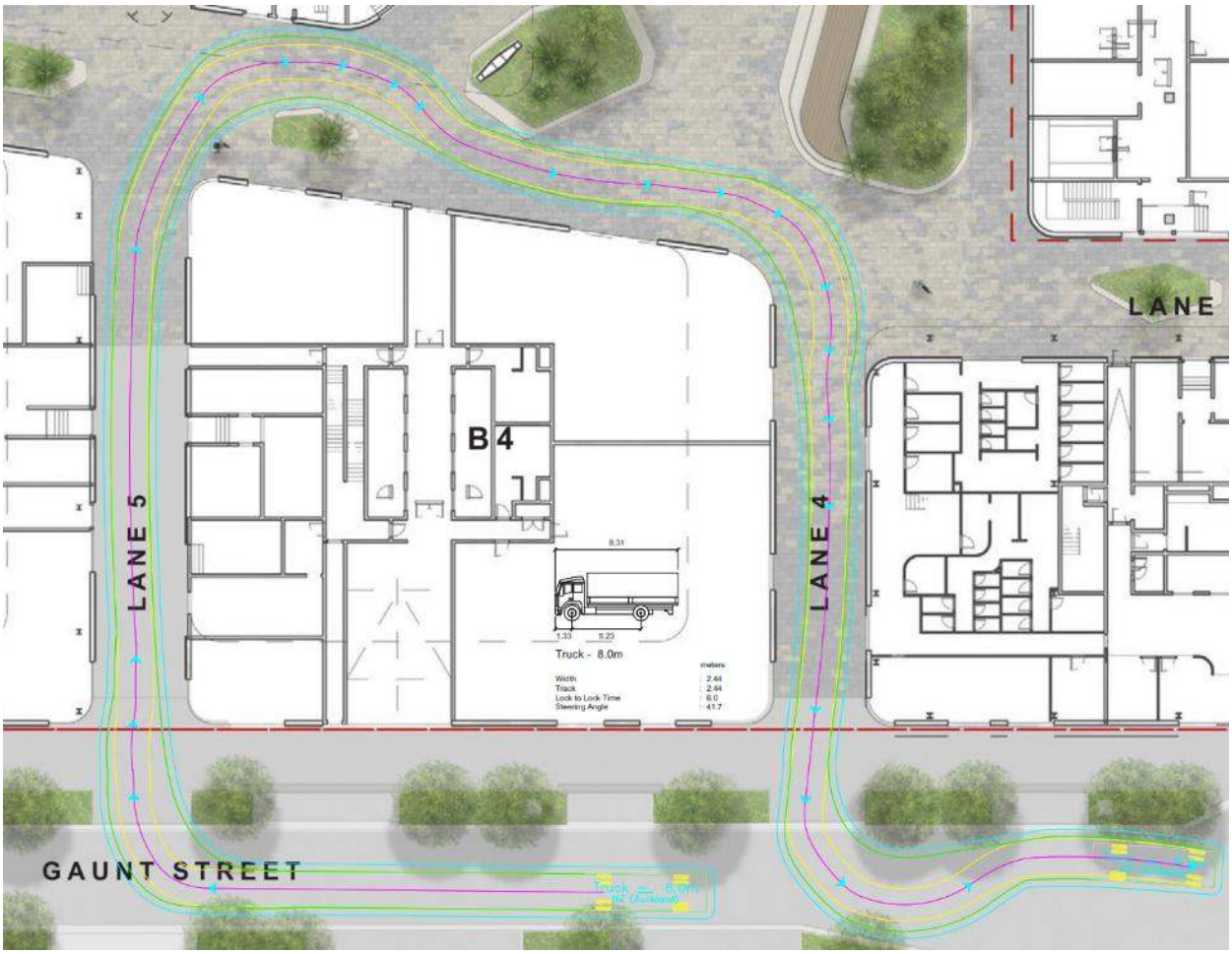


Figure 32: Tracking by Service Vehicles (Medium Rigid Truck)

Figure 33 below shows tracking for an 11m truck servicing the Travelodge, B2 and B3. This larger truck is required for the data centre so the lanes have been designed to accommodate it with 500mm clearance.

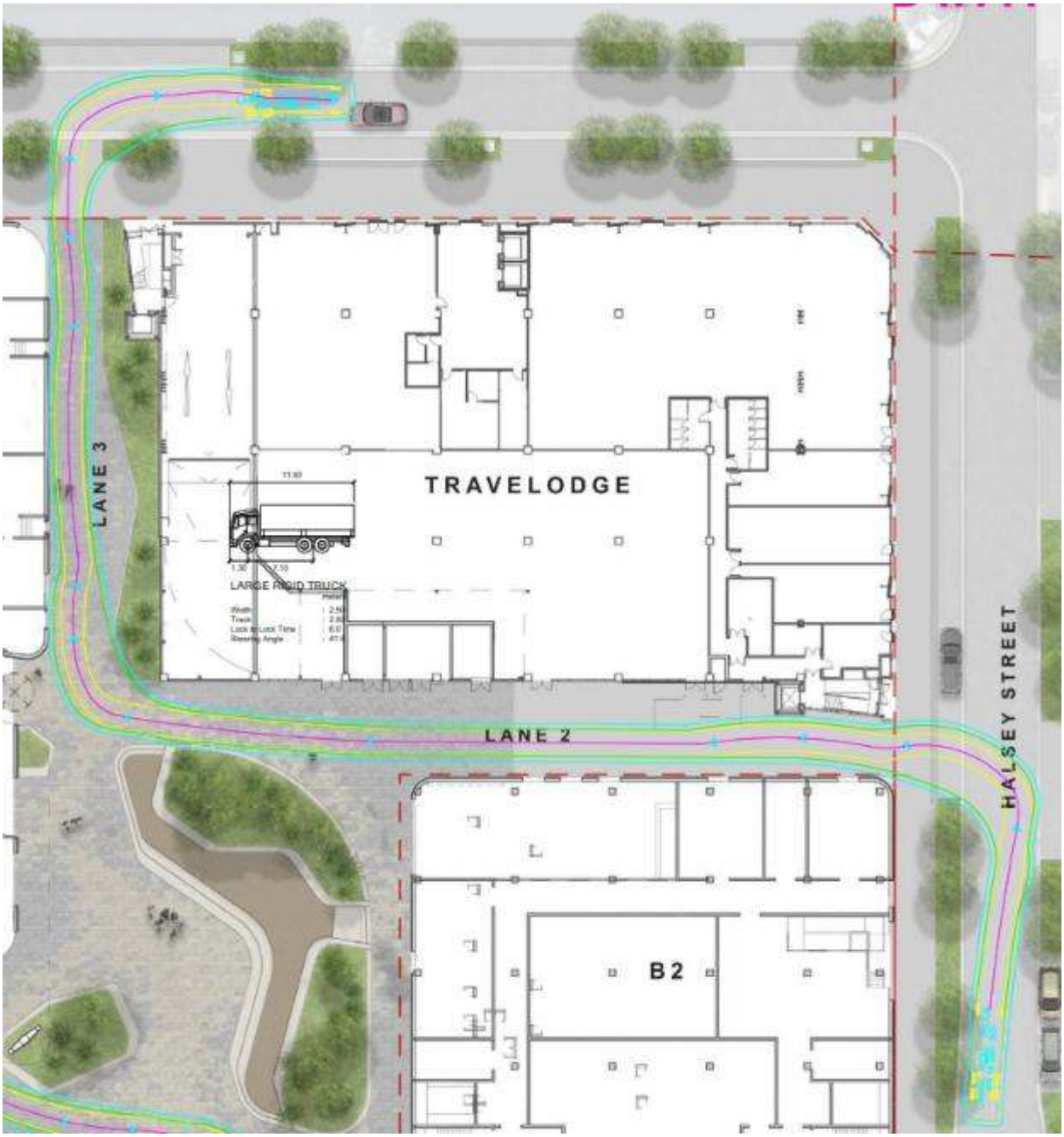


Figure 33: Tracking by Service Vehicles for Lane 2 and Lane 3 (Large Rigid Truck)

The development complies with the AUP.

11.6 Location of Access

There are no vehicle access restrictions across any of the site boundaries and no access is proposed within 10 metres of an intersection. None of the frontage roads have a vehicle access restriction so there are no impediments to access. The site has approximately 404 metres of frontage and is allowed a maximum of 1 access per 25 metres or 16 accesses. A total of 7 are proposed including

the existing Travelodge access. The Pakenham Street West access does not meet the vehicle crossing separation distances set out in the AUP. The development meets the requirement of 2 metres separation of vehicle crossings accessing neighbouring sites but does not meet the additional requirement for 6m separation of vehicle crossings serving the same site. The proposed new accesses on Pakenham Street West are 5.8 metres apart and the Lane 3 is 4.5 metres from the existing Travelodge vehicle crossing. The AUP does not make its reasoning clear for the 6 metre requirement when 2m is sufficient for neighbouring sites.

In this case the circumstances require having less than 6 metres because Lane 3 is located between two carpark entrances. Lane 3 will operate as one way out only so there can be no conflict with entering vehicles. The visibility at each access meets current practice and the crossings have been designed to cater for the expected design vehicles.

We have assessed the non-compliance against E27.8.2(8) and we confirm that the arrangement will have no impact on visibility of sight distance and is acceptable given current and future traffic and pedestrian flows.

Pedestrian amenity and safety will not be affected because the middle vehicle crossing will mostly be used by pedestrians but with a very small number of service vehicles. The non-compliance comes about simply because the site is a large one. If the neighbouring buildings were on separate titles, then they would comply with the 2m requirement. Consent is required on the basis of practicality given a need to provide access to two parking buildings and an exit from a service lane. The assessment criterion specifically suggests separating truck movements from customer vehicle movements. Accordingly, the consent can be granted.

11.7 Access Gradient

Access gradient standards are set out in **Table E27.6.4.4.1**

Table E27.6.4.4.1 Gradient of vehicle access

Access type		Maximum gradient
(T156A)	Vehicle access serving one residential rear site	1 in 4 (25 per cent)
(T157)	Vehicle access serving any other residential activities (including rear sites)	1 in 5 (20 per cent)
(T158)	Vehicle access used by heavy vehicles	1 in 8 (12.5 per cent)
(T159)	Vehicle access serving all other activities	1 in 6 (16.7 per cent)

The ramp accessing the basement under B3 complies with the standards.

The ramp accessing the basement under B4 and B5 does not comply with a requirement for a maximum of 1 in 6 for other activities. Instead, it will need to have a maximum grade of 1 in 5 (which would comply for residential but for some unspecified reason not for offices). This means a consent is required for the ramp gradient and that will require assessment against E27.8.2(8) most of which has no relevance to the discretion being sought. However, we can confirm the ramp will have no impact at all on the safe or efficient operation of the road network and no impact on pedestrians.

The discretion is required because of the shape of the site and proposed buildings which make a longer ramp difficult to achieve. Furthermore, people drive the same car at the residential end of the trip as they do at the office end so it is difficult to understand why the AUP would have different standards. In practical terms the ramp will work well, and there are many commercial buildings in Auckland with ramps with similar grades.

The proposal complies with the Access and manoeuvring standards other than the ramp gradient and in that case, it meets the assessment criterion..

11.8 Wynyard Precinct Requirements

The Wynyard Precinct has additional requirements and assessment criteria as set out below.

11.8.1 Traffic Generation by Offices

(2) offices that exceed the thresholds in I214.6.2(1) above but do not exceed the restricted discretionary thresholds in I214.6.2(2) above:

(a) whether the activity together with existing, permitted and consented activities, will adversely affect the current and future operational capacity and safety of the adjacent road network and specifically the Beaumont Street/Fanshawe Street, Daldy Street /Fanshawe Street and Halsey Street/Fanshawe Street intersections. In determining the extent of any potential transportation effects, the following matters shall be taken into account:

(i) the extent to which it is demonstrated that the proposed office activity will result in vehicle trips consistent with a maximum formula of:

- 0.38 trips per parking space, plus
- 0.16 trips per 100m² proposed office gross floor area;

(ii) whether it is demonstrated that:

- the proposed office activity, together with all other existing, permitted and consented activities, will not exceed the following trip generation ceiling targets for all activities from Wynyard Precinct:
  - 3650 vehicles per hour two way; and
  - 2500 vehicles per hour one way inbound or outbound during the weekday morning peak (7.00am - 9.00 am)
  - 2500 vehicles per hour one way outbound or inbound during the weekday afternoon peak (4.00pm-6.00pm);
- the proposed office activity, together with all other existing, permitted and consented activities, will not exceed the total allowable gross floor area and the predicted total trips for the relevant sub-precinct set out in Table 2 of Part A of the Wynyard Precinct Transport Plan;
- the proposed office activity will not exceed the number of trips per hour inbound or outbound during the weekday morning and afternoon peaks for each sub-precinct set out in the table below:

Sub-precinct	Trips per hour one way in peak direction
A and B	968
C	21
D-F	451
G	0

(iii) any available information demonstrating the success or otherwise of travel management measures implemented within the precinct;

(iv) any planned or constructed transport infrastructure improvements;

(v) the proximity of the site to a regular public transport service;

(vi) when assessing any application in sub-precincts D, E and F, any agreed reduction in allowable office gross floor area provided in these sub-precincts or sites below that specified in I214.6.2 above;

(vii)where the proposed activity does not comply with criteria I214.8.2(2)(a)(i) and (ii) above, the council shall have regard to whether the proposed activity could comply with these criteria if either:

- less than the maximum permitted parking is proposed in the application for the proposed office activity gross floor area, or
- no parking is proposed in the application for the proposed office activity gross floor area;

We understand that the level of offices proposed exceeds the limits set out in the RDA requirement, nevertheless we have considered the development in terms of criterion 2.

Applying the trip rates set out in the criterion to the office components would result in a limit of traffic generation of 312 as shown in **Table 19**.

Activity	GFA (sqm)	Rate	Rate
Office	63195	0.16	101
Spaces	556	0.38	211
Max allowed trips			312
Actual trips			207

Table 19: Maximum Allowable Trips vs Actual Expected Trips

The actual peak level of traffic assessed for this development (including the datacentre) is 207 vehicles per hour, so the development complies with the limit.

Part ii) of the criterion requires knowledge of other developments in the precinct . that is best addressed by using the Auckland Forecasting Centre model which already includes the permitted and consentable activities and assesses total traffic generation for a series of forecast years. **Table 20** shows the model forecasts for 2016 through to 2051. In the table the sum of flows on both Halsey Street and Beaumont Street are shown to give precinct totals.

	Beaumont		Halsey		Total		
AM	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Bothways**
2016	1353	273	635	372	1988	645	2633
2034	1128	336	664	403	1792	739	2531
2041	1036	495	749	281	1785	776	2561
2051	986	461	841	448	1827	909	2736
2041/2016	0.77	1.81	1.18	0.76	0.90	1.20	0.97
PM	**In**	**Out**	**In**	**Out**	**Total in**	**Total Out**	**Total Bothways**
2016	607	1100	374	773	981	1873	2854
2034	584	1045	39	978	623	2023	2646
2041	632	1289	458	1060	1090	2349	3439
2051	812	1075	344	1054	1156	2129	3285
2041/2016	1.04	1.17	1.22	1.37	1.11	1.25	1.20

Table 20: Future Flows in and out of Wynyard (Source Auckland Forecasting Centre)

We see from the table that at no time will the one way flow exceed 2500 vehicles in two hours or the two way total exceed 3650 vehicles per hour. It must be noted that the model results are given as two-hour peak period flows while the assessment criterion limit is of one flow. Typically, the peak hour is around 55% of the two hour peak period so we are even further from the limit. Also of note is that the morning peak traffic levels are expected to decline as more people use alternate modes. The evening peak will only grow by about 25% over 25 years (or 1.0% per year arithmetic growth) following which it will then decline.

The conclusion is that the development complies with the criterion.

11.8.2 Roads and Lanes

The Precinct sets out a requirement for roads and lanes as shown in **Figure 34**.

I214.10.6 Wynyard: Precinct plan 6 - Indicative lanes and viewshafts

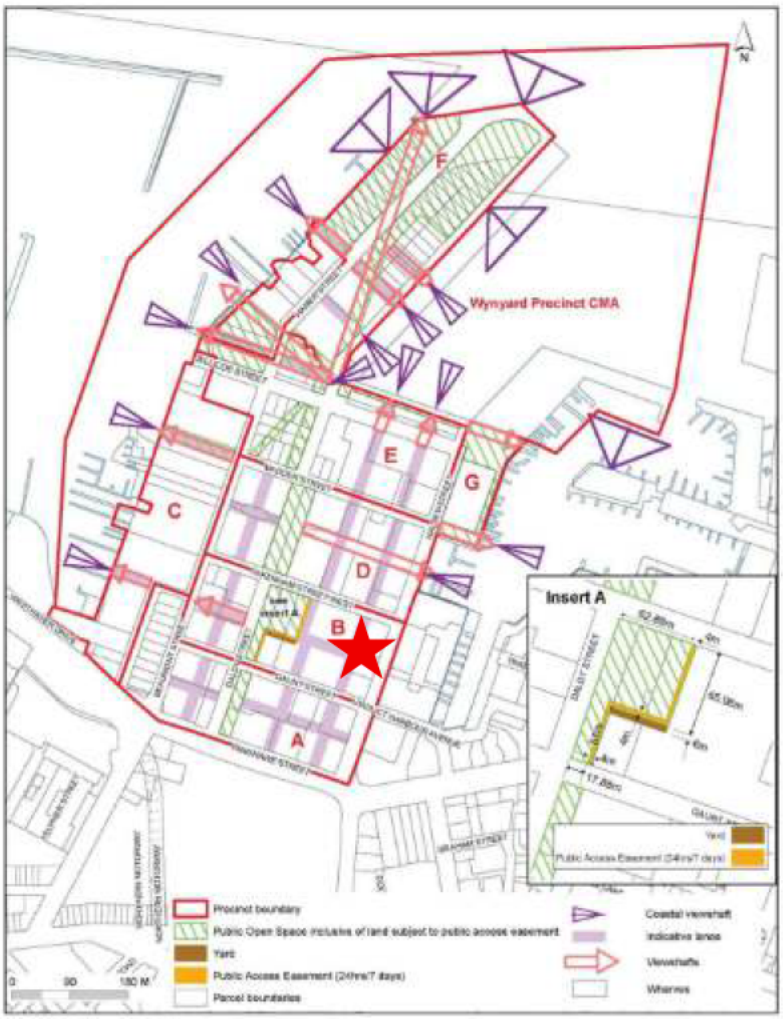


Figure 34: Wynyard Precinct Lanes (Red Star shows Site)

We have considered these indicative lanes and compared them to the proposed lanes. The proposal provides for two east west lanes rather than just one as shown on the Precinct plan, and the central pedestrian area is much more generous than the Precinct plan requires.

We have specifically considered the proposal against assessment criterion 15

(15) roads and lanes:

(a) the extent to which pedestrian permeability is maintained and enhanced through the site layout;

(b) whether pedestrian access to the water's edge is maintained;

(c) the integration of the site with the wider Wynyard Precinct; and

(d) whether intrusion of public views into and through Wynyard Precinct are avoided;

In my view both part a and c are achieved by the plan to a higher level than the indicative lanes require. Part b is not relevant to this site.

11.8.3 Access to Streets

I214.6.11 restricts the ability to create new accesses to certain streets including the western side of Halsey Street. No new accesses are proposed to Halsey Street, in fact two accesses will be removed and one two way access will become entry only. This is an existing access and has been consented already. It has been assessed against the relevant assessment criterion below.

(19) infringing the access to sites with multiple frontages standard:

(a) the extent to which access to sites are located to allow safe and efficient access to and from the site;

(b) whether the access location and traffic generation from the site compromise the safe and efficient operation of the transportation network; and

(c) whether pedestrian function, and safety of pedestrians on footpaths is compromised;

The location of the access and the fact it will be an entry only will make it safer and more efficient. It will not compromise safe and efficient operation of the transport network and because it is entry only, pedestrian function and safety will be enhanced.

(20) infringing the vehicle access over footpaths standard:

(a) whether the pedestrian function, and safety of pedestrians on footpaths is compromised; and

(b) whether an alternative access location would better maintain pedestrian and cyclist safety and amenity.

Ramp gradients to the parking levels are shown on the plans. The ramps require a gradient of 1 in 5 or 20%.

12. SITE TRAVEL MANAGEMENT PLAN

The Wynyard Quarter Transport Plan (WQTP)is a non-statutory document referred to in the AUP that was prepared back in 2007 to set targets for sustainable transport and to give advice on how those targets could be met. The Wynyard Precinct rules require a Site Travel Management Plan (STMP) be prepared for 100 Halsey Street that is consistent with the Wynyard Quarter Transport Plan. A draft STMP is attached in **Appendix 2**.

The WQTP refers to the objectives of the Wynyard Precinct and sets out the following policies to meet the objectives.

> The supporting policies of the Transport Plan are:
>
> - Discouraging transportation behaviour that relies on the use of single occupancy private motor vehicles by encouraging use of alternative modes
> - Constraining the supply of car parking on private sites and on public streets to reduce private car accessibility
> - Promoting the attainment of a 70/30 modal split to ensure that trip generation ceilings are not exceeded

All three of these policies are supported by the 100 Halsey Street proposal with parking levels that comply with the maximum parking rules and adoption of an STMP that seeks to achieve the 70/30 goal.

Specific mode share targets are set by the WQTP as follows:

Source: ITA, June 2007

Mode	Workers in Wynyard Quarter: Existing	Residents in Wynyard Quarter: Existing	Workers in Wynyard Quarter: Predicted	Residents in Wynyard Quarter: Predicted
Drive to Work	61%	40%	30%	30%
Passenger in Private Vehicle	6.5%	3%	15%	8%
Passenger Transport	20.5%	9%	33.5%	13%
Walk	5.5%	36%	14%	40%
Taxi	Under 1%	Not stated	1%	1%
Cycle	1.2%	1.2%	3%	1.5%
Other	3%	1.7%	2%	1.5%
Work at Home	1.5%	8%	1.5%	8%
Total	100%	100%	100%	100%

Figure 35: Wynyard Transport Plan Mode Share Goals

Comparing these transport goals with the recent data published by the WQTMA from their 2025 surveys we see that all of the significant goals of the WQTP have been achieved or exceeded.

Mode	Workers in Wynyard Quarter: Existing (2007)	Workers in Wynyard Quarter: Predicted WQTP	WQTMA 2025	Goal
Drive to Work	61%	30%	26%	Achieved
Passenger in Private Vehicle	6.5%	15%	4%	not achieved
Passenger Transport	20.5%	33.5%	57%	Exceeded
Walk	5.5%	14%	5%	not achieved
Taxi	Under 1%	1%	1%	achieved
Cycle	1.2%	3%	6%	exceeded
Other	3%	2%	2%	achieved
Work at Home	1.5%	1.5%	0	not included
Total	100%	100%	100%	

Table 21 Comparison of Wynyard Transport Goals (2007) and 2025

This shows that office activities established in the Wynyard Quarter are by their nature achieving all of the goals set out in the original ITA for the Wynyard Precinct and subsequently included into the WQTP.

The STMP for 100 Halsey Street has been written to ensure the site develops in the same manner.

13. CONSTRUCTION TRAFFIC EFFECTS

The five buildings are planned to be built in sequence so construction traffic should be spread over a number of years rather than all occurring at the same time. The main three traffic effects of construction are deliveries to the site by large truck, the need to close footpaths to create on-street loading areas, and travel by construction staff to the sites.

13.1 Truck Deliveries

While it is difficult to know exactly the level of construction traffic that would be generated at this early stage we can estimate from other building sites the total number of truck deliveries and divide that by an estimate of construction duration to get preliminary estimates of the number of trucks per day. There will be variation throughout the projects with very busy periods when excavation occurs and when major concrete pours occur. **Table 22** sets out preliminary estimates which have been assumed in order to assess construction traffic effects.

Building	Gross building area (m2)	Basement levels	Total truck loads	Bulk excavation trucks per day	Highest peak day	Overall duration
B1 Headlands	10,992	None	2,105	16 (peak 24)	24	80 weeks
B2 Breakwater	12,702	1 (data centre)	4,309	25 (peak 38)	38	102 weeks
B3 Foreshore	35,192	1 (parking)	8,033	26 (peak 40)	40	146 weeks
B4 Grove	17,239	2 (shared with B5)	7,443	20 (peak 30)	30	176 weeks
B5 Estuary	17,443	2 (shared with B4)	2,033	Included in B4	14	76 weeks
All buildings	**93,507**		**23,923**			

Table 22 Estimate of Trucks

These assumptions result in a peak traffic flow of 40 trucks per day entering the area when excavation is occurring. For most of the duration the level of trucks would be considerably lower.

The number of trucks generated by the construction of the five buildings will be higher if the decision is made to build some of the buildings simultaneously. For example, Building 1 and 2 could be built at the same time as could Buildings 4 and 5. Below sets out the expected peak number of trucks if buildings are built together or with overlap with other buildings on the site.

Buildings and overlapping phases	Combined trucks per day (average)	Combined trucks per day (peak)
B1 and B2, both in Stage 3B bulk excavation	41	62
B1 Stage 3A piling with B2 Stage 3B bulk excavation	33	54
B1 and B2, both in Stage 4A structure	9	36
B1 and B2, both in Stage 4C services and fitout	12	31
B4 and B5 combined basement, Stage 3B bulk excavation (one operation)	20	30
B4 and B5, both in Stage 4A structure	6	26
B4 and B5, both in Stage 4C services and fitout	8	21

Table 23 Maximum Trucks if Buildings Built Simultaneously

The highest peak would occur if B1 and B2 are excavated at the same time when 62 trucks per day could be expected during that phase. At other times, the level of truck movements would be considerably lower.

For most of the construction period the impact of truck movements will be similar in scale to the current numbers of buses that are generated by the site. In terms of traffic impacts there will be a noticeable increase in heavy traffic in the area during excavation but there is not likely to be any traffic congestion or safety impacts provided the site is well managed. For that reason, a Construction Management Plan has been prepared by the applicant's project management team and a draft Construction Management Plan has been prepared and is attached to this ITA as **Appendix 3.**

Standard Council construction conditions should be included in the consent including a requirement for these plans and a requirement to gain Auckland Transport approval for loading spaces.

If these measures are implemented then traffic associated with construction can be managed and will occur safely and efficiently.

13.2 Loading Areas

Construction unloading and set-down of materials will occur internally to the site where that is possible. Particularly with the earlier buildings there will be space available on the adjacent vacant site to allow for storage of goods and to some extent unloading of trucks. However, it is inevitable that some deliveries will be large and will require unloading from temporary loading spaces on the frontage streets.

For Buildings 1 and 2 it is expected that a temporary loading space will be needed on Halsey Street. Currently the Halsey Street frontage is undeveloped so there will be no impact on other activities, but it will require closure of the footpath on the western side of Halsey Street at the loading space during construction. Pedestrians will be able to cross Halsey Street at the traffic signals south of the site and cross back if needed to the north of the construction site where traffic flows are low. This footpath is currently well used but the inconvenience to pedestrians cannot be avoided so it needs to be managed. Trucks accessing the loading space would enter on Halsey Street from the south and leave to the north and turn left at Pakenham Street West and from there travel on to Beaumont Street.

Building 3 would require a loading space on Pakenham Street West. Again, the footpath would need to be closed in the vicinity to allow for craning of materials onto the site. This footpath is not heavily used and temporary closure on the southern side near the site is unlikely to have any serious effects. Truck routes for this loading space would be identical to those used when constructing Buildings 1 and 2.

Buildings 4 and 5 will require an on-street loading space on the northern side of Gaunt Street. Trucks would access Gaunt Street from Beaumont Street and turn right into Gaunt Street or alternatively they would need to enter from Halsey Street and circulate all the way around the site via Pakenham Street West and Daldy Street to get to the loading space. Exiting trucks would make a right run out of Gaunt Street onto Halsey Street. The footpath on the southern side of Gaunt Street is a more convenient route for most pedestrians on Gaunt Street.

None of the proposed loading spaces impact on any bus stops and the construction activities are not expected to cause any issue for bus routes in the area.

13.3 Construction Staff Travel

There will be no dedicated staff parking on the sites during construction. That means most staff will need to travel using sustainable modes including public transport or active modes. Those staff members who do have to travel to the site by work vehicle will need to park nearby in public parking spaces such as on-street parking or in the existing carparking areas such as beside the Travelodge. This parking already exists and is already generating trips in the peak hours so the use of it by construction staff will simply displace other existing trips. That means there is no net additional effect during the peak hours although there may be some additional trips at other times.

In summary, construction traffic will be noticeable at times and there will be a need to close footpaths to enable safe lifting of construction materials, however there are no traffic effects expected that are any different to other construction sites in the Central Area.

14. CONSULTATION

The project team and Auckland Council and Auckland Transport representatives met on 26 February 2026 to discuss the 100 Halsey Street project prior to the referral application. Auckland Transport requested the servicing arrangements be amended to not require any vehicles to exit

the site onto Halsey Street. In their view Halsey Street carried higher pedestrian volumes and exiting vehicles should leave the site to either Gaunt Street or Pakenham Street West.

The project team met with representatives of Auckland Transport on 24 August 2026 to discuss the project and how the assessment would be carried out. Prior to the meeting a detailed memorandum setting out how traffic surveys would be carried out was circulated.

Auckland Transport and the project team agreed the following:

- Office buildings located within the Precinct should be surveyed to understand trip generation within the Precinct itself rather than buildings outside the Precinct or buildings built prior to the Precinct Standards.
- Parking Counts would be carried out at entries and exits but would not include occupancy data which would require entry to private property.
- Mode share would be assessed from 2023 census and Wynyard TMA data (2023–2025) rather than street surveys. This was to allow a more accurate dataset to be used rather than relying on revealed preference;
- Number plate surveys would not be required;
- AT asked for two additional intersection counts (Westhaven Drive at Beaumont Street and Pakenham St West at Daldy Street) and that these intersections be included in the Sidra Network model. That was agreed,
- AT also requested that the Westhaven Drive tube count be shifted further down towards Swashbucklers. That was also agreed;

15. PROJECTS REQUIRED TO MITIGATE EFFECT

No external mitigation measures are required for the development to be built. All of the required infrastructure already exists.

16. REQUIRED INFORMATION

The Wynyard Precinct sets out a substantial list of additional information required. That includes a Construction Traffic Management Plan, A Site Travel Management Plan and an assessment in terms of the Wynyard Appendix against the Wynyard Travel Management Plan.

We confirm that all of those matters have been included.

17. CONCLUSION

The site at 100 Halsey Street has excellent walking catchments and a mostly flat walk to get to work or to walk from public transport stations. Cycling facilities in and around these areas are some of the best in Auckland. Furthermore, the site is located near to the best bus services in the region and is a short walk to the rail station. This excellent public transport provision results in higher public transport use by employees than almost anywhere else in Auckland. Those six areas with higher public transport use are all also located in the Central Area.

In our view the transport infrastructure necessary to cope with additional offices within the Wynyard Precinct already exists.

In terms of traffic impacts, the proposed development is quite large but due to its good location is only expected to add 207 vehicles per hour to the road network, or only three or four per minute. If a large office such as this were located in an outer area, we might expect closer to 1600 vehicles per hour due to the lack of sustainable transport options. Locating the development within the Wynyard Precinct allows more people to travel sustainably with fewer impacts on the road network.

Finally, it is important to consider where additional offices would locate if they are prevented from locating in the Wynyard-Viaduct Statistical Area. They could simply be built further to the east on Fanshawe Street or in the downtown area without needing any traffic assessment. If that occurred, we believe the traffic effects would essentially be the same.

John Parlane BE(Civil), BApplEcon, CMEngNZ
Consulting Traffic Engineer
20 October 2026

Appendix 1 – Model Validation Report
Appendix 2 – Site Travel Management Plan
Appendix 3 – Draft Construction Traffic Management Plan

APPENDIX A: SIDRA NETWORK MODEL VALIDATION

A.1 INTRODUCTION

This appendix describes the SIDRA Network model developed to support the Integrated Transport Assessment (ITA) prepared for the proposed development at 100 Halsey Street, Wynyard Precinct, Auckland. The model has been used to assess the operation of the surrounding road network under current and future scenarios, including the additional trips generated by the proposed development.

This appendix presents the validation of the current year AM and PM peak hour models, undertaken by comparing modelled queues against average queue lengths counted from the traffic survey videos. This validation step demonstrates that the base model provides a reliable representation of existing operating conditions, prior to its use in testing future year and development scenarios elsewhere in the ITA.

The SIDRA Network model covers the following intersections:

- Fanshawe Street (Beaumont Street to Halsey Street)
- Gaunt Street (Beaumont Street to Halsey Street)
- Beaumont Street / Westhaven Drive
- Pakenham Street West (Beaumont Street to Halsey Street)

The remainder of this appendix sets out the model development and inputs, the data used for validation, the validation methodology and results for the AM and PM peak periods and confirms the suitability of the model for use in the wider assessment.

A.2 MODEL DESCRIPTION

A2.1 Model Purpose

The traffic model was developed for only one reason- to determine if there is sufficient capacity in the network to accommodate traffic generated by a development in the Wynyard Quarter. In determining this capacity the 'Degree of Saturation' is used, otherwise known as a volume to capacity ratio.

The model is not required to provide detailed accurate forecasts of queues, delays or stops. It simply needs to provide reasonable forecasts of the degree of saturation at intersections at the turn or movement level.

This purpose was determined specifically to match the requirements of the Auckland Unitary Plan when assessing development projects.

A2.2 SIDRA Network version

Sidra Network was selected in order to assess capacity effects of the 100 Halsey Street development on Fanshawe Street at key intersections. The model needs to be able to deal with signalised intersections that are coordinated, as well as a series of low volume priority intersections surrounding the site.

SIDRA Intersection 11.0.3112 was used. This version includes an assignment routine that was used to deal with traffic generated by the site itself. Base traffic was input directly from traffic counts.

A2.3 Extent of network modelled

The study area is shown in **Figure A1**.



Figure A1 – Model Extent

The extent of this model was arrived at in consultation with Auckland Transport who specifically asked for the intersections on Pakenham Street West to be included.

The model area includes three signalised intersections on Fanshawe Street, signals at Halsey Street and Gaunt Street intersection, and extends north to include Pakenham Street West.

A.3 DATA COLLECTION

Appendix 1 of the Wynyard Precinct provisions sets out very detailed traffic surveys for assessing offices as restricted discretionary activities. These are non-statutory recommendations but we have used them where they are useful in assessing the non-complying activity at 100 Halsey Street.

Our goal was to survey travel demand in a manner that achieves the objectives of **Appendix 1** in order to assess effects of the development but not necessarily to use the methods contained in the Appendix. Where possible newer data and methods that were not available at the time those methods were written into the previous Auckland District Plan Central Area Section were used.

The survey method was agreed with Auckland Transport representatives at a meeting on 24 August 2026. Specific changes agreed with AT included:

- Mode Share data from the Wynyard Travel Management Association will be used for years 2023, 2024 and 2025 as well as the Census Journey to Work data for 2023 to show changes.
- The tube count on Westhaven Drive was be moved to near Swashbucklers restaurant to capture traffic going to or from buildings around 120 Beaumont Street.
- Intersection counts will include surveys at the intersections of Beaumont Street with Westhaven Drive and at the Pakenham Street intersection with Daldy Street.
- These intersections were included in the Sidra Network model.

A3.1 Internal Office Carparks

We used video survey techniques to count vehicle movements into and out of selected office carparks located within the Wynyard Precinct.

Video cameras were placed to count traffic entering and leaving the following buildings:

- One NZ (entrance on Gaunt Street)
- Fonterra building (entrance from 36 Gaunt Street)
- Bayleys buildings (entrance from 36 Gaunt Street)
- Datacom Entrance (opposite Fonterra at 36 Gaunt Street)
- Genesis (entrance from Daldy Street)
- Air New Zealand (entrances from Beaumont Street and Daldy Street)

Four entrances to the site at 100 Halsey Street will also be counted

- The Travelodge Hotel carpark on Pakenham Street.
- The bus entrance on Pakenham Street.
- The bus exit on Halsey Street.
- The carpark entrance on Halsey Street.

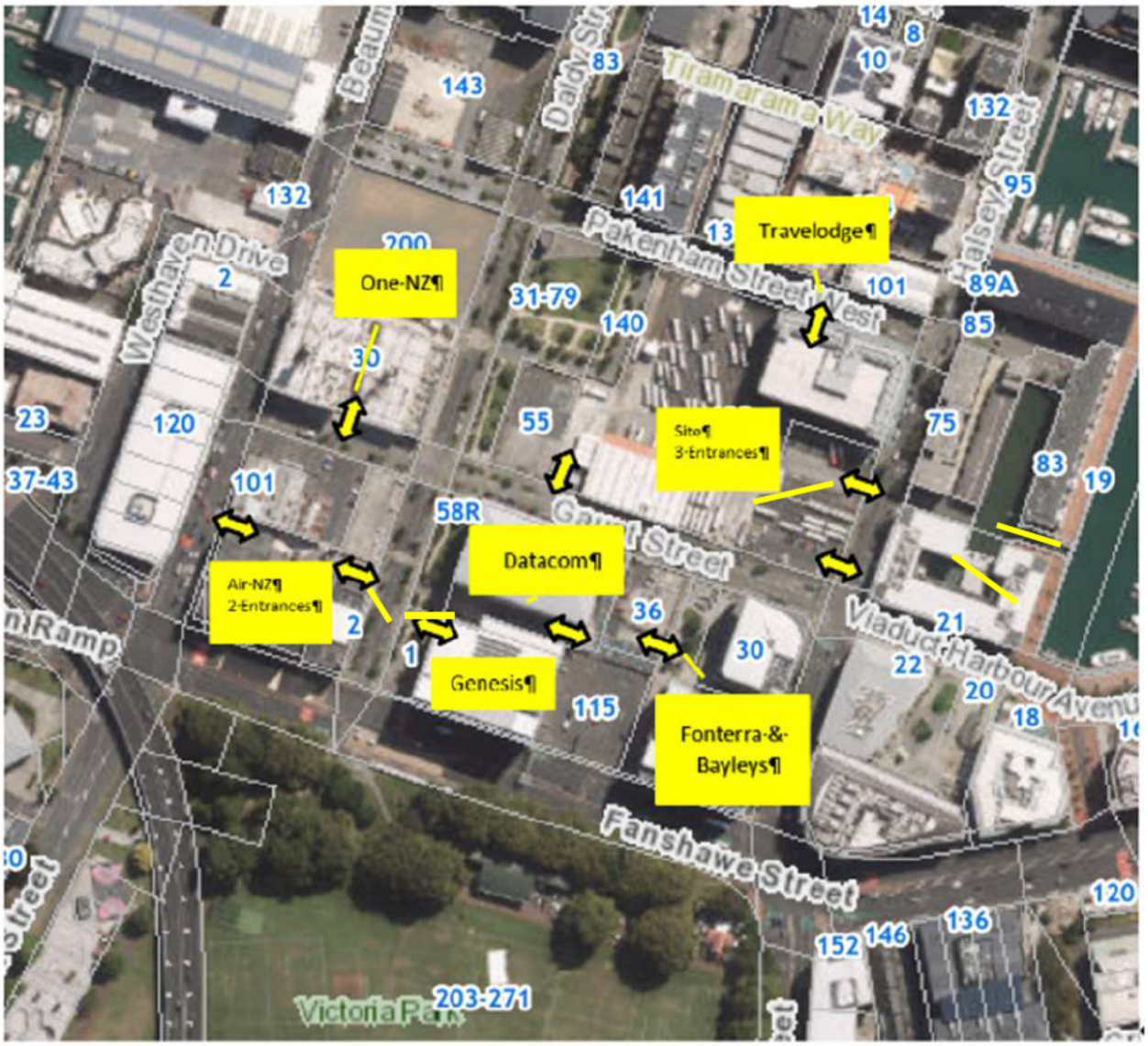


Figure A2 Location of Gateway Counts

Appendix 1 of the Precinct provisions specifies a number of sites outside the Precinct which were not consented in accordance with the Precinct rules. These were surveys done back in 2009 because they were the best sites available at that time, and that is no longer the case.

A3.2 Mode Split

Mode Share was taken directly from the Statistics NZ Commuter Waka app. This was not available in its current form back in 2009. The data is a direct reporting of the Census Journey to Work question from the 2023 Census of Population and Dwelling and it gives a more accurate description of mode share to and from the Wynyard-Viaduct Statistical Area than a Stated Preference survey based on a sample of people would.

A3.3 Occupied spaces

Counting occupied parking spaces at the beginning and end of survey periods was not included. To do so would have required surveyors to have access to private carparks which are gate controlled. The data is of no use to the assessment of effects because there are no minimum parking rules in force in the area and we do not need to assess actual parking demand.

A3.4 Traffic Volume Counts

Tube counters were be placed at the five entrances to the precinct as follows:

- Beaumont Street
- Daldy Street
- Halsey Street
- Viaduct Harbour Drive
- Westhaven Drive

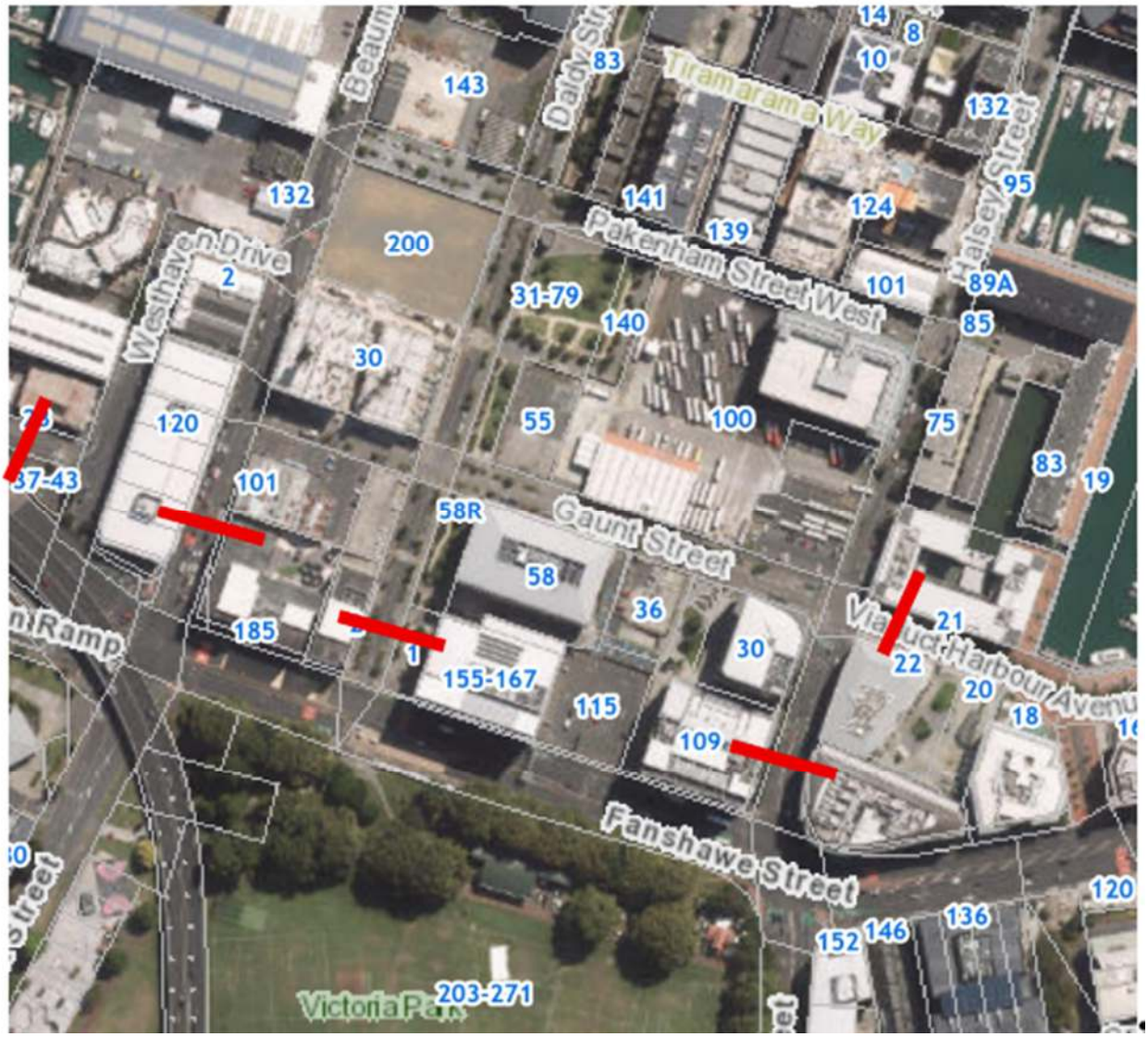


Figure A3 Tube Counts

That matches Appendix 1.

A3.5 Intersection Counts

Video Surveys will be carried out at the following Intersections

- Fanshawe Street/Beaumont Street
- Fanshawe Street/Daldy Street
- Fanshawe Street/Halsey Street
- Halsey Street/Gaunt Street
- Halsey St Pakenham Street
- Daldy Street/Gaunt Street
- Beaumont Street/Gaunt Street

- Beaumont Street/Westhaven Drive
- Pakenham Street/Daldy Street

This gives coverage of the intersections where traffic flows will increase. Beaumont Street/Pakenham Street will not be required.

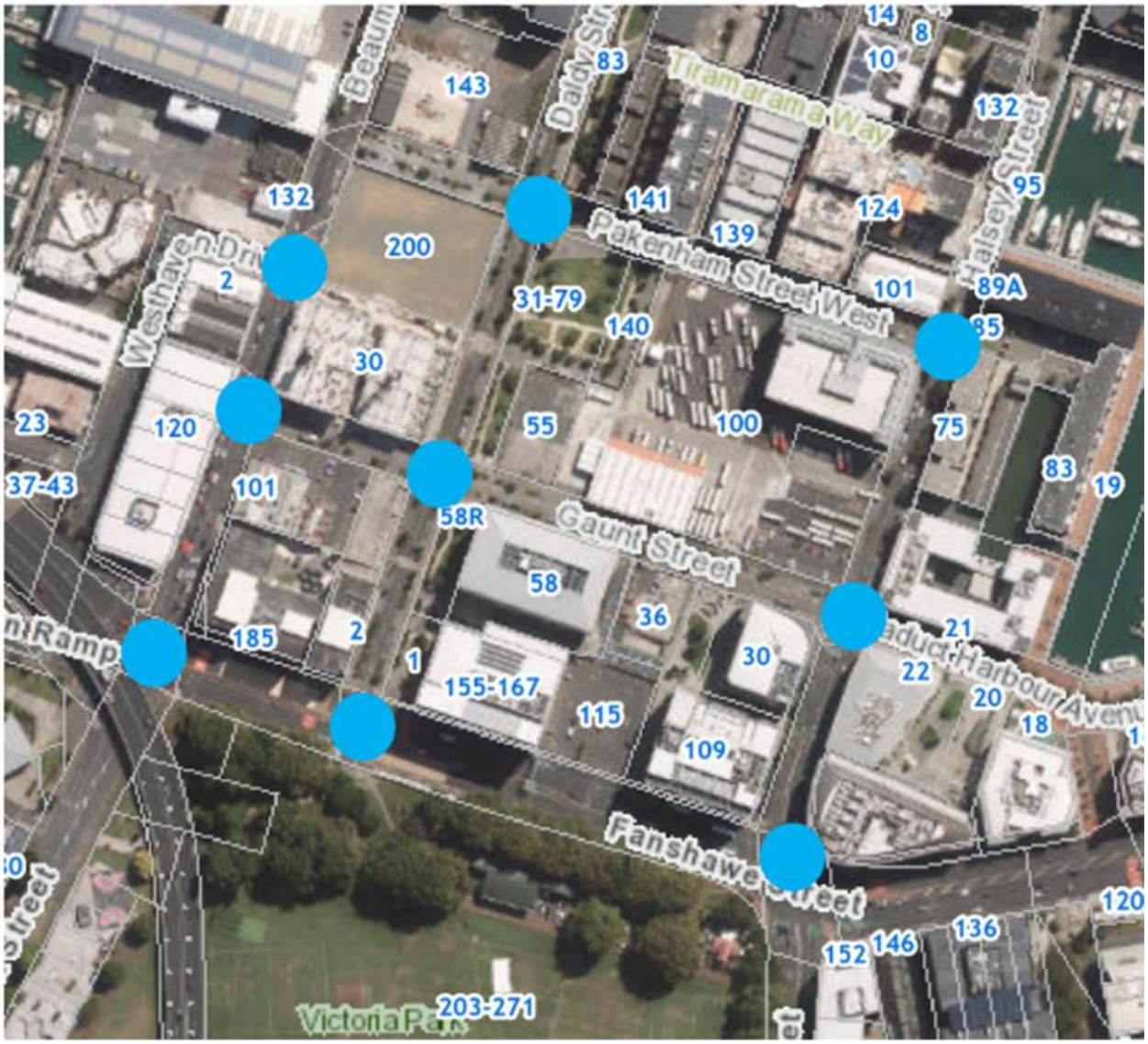


Figure A4 Intersection Counts

A3.6 Number Plate Surveys

Numberplate surveys or similar origin/destination data was not collected and would be no help in assessing effects.

A.4 MODEL CODING AND INPUTS

A4.1 Intersection geometry and lane configurations

Each intersection was measured from the Auckland Council GIS and physical lane widths, lane lengths and arrow configurations entered in SIDRA. Distances between intersections were confirmed to ensure the network model was consistent.

A4.2 Signal phasing/timing inputs

Phasing was obtained directly from the video surveys for the morning and evening peak periods. The signal controllers are in many places programmed to include more phases that are called at those times but the models did not include those phases. Cycle times were measured for the morning and evening peak periods from the video surveys. 145 seconds was input into the models as a fixed cycle time for the subsystem. This is a longer cycle than was observed when we first built the models four years ago. Nevertheless, we have opted to use fixed cycle times even where the Sidra model suggested performance could be improved with shorter cycle times.

Green times were left to the model to determine.

A 4.3. Heavy vehicle percentages

We did not use fixed percentages for heavy vehicles. Instead, the traffic counts separated light vehicles, heavy vehicles and buses and these three user classes were setup and observed volumes input directly.

A4.4 Gap acceptance parameters

For the priority intersections Sidra default gap acceptance parameters were used exclusively. No site surveys were carried out and no calibration was carried out at these intersections. This is because traffic volumes are relatively low at all of these priority intersections so follow-up gap surveys were not possible. Similarly, the low flows make observing a critical gap practically impossible.

Table 7.1: Critical gap and follow-up headway parameters for two-way sign-controlled intersections in SIDRA intersection (template setting for 4-way intersections)

Standard driving on the left model						
	2-lane major road			4-lane major road		
STOP sign	t_c	t_f	s	t_c	t_f	s
Minor road: left turn	4.5	2.5	1440	5.0	3.0	1200
• through	5.0	3.0	1200	6.5	3.5	1029
• right turn	5.5	3.5	1029	7.0	4.0	900
Right turn from major road	4.0	2.0	1800	4.5	2.5	1440
GIVE-WAY / YIELD sign	t_c	t_f	s	t_c	t_f	s
Minor road: left turn	4.0	2.2	1636	4.5	2.7	1333
• through	4.5	2.7	1333	6.0	3.2	1125
• right turn	5.0	3.2	1125	6.5	3.7	973
Right turn from major road	4.0	2.0	1800	4.5	2.5	1440

Source: SIDRA Intersection User Guide (Akçelik & Associates 2011).

A4.5 Model Periods

A weekday morning peak hour model and an evening peak hour model were developed. The peak hours were determined from 15 minute tube counts as follows:

- Morning 8am to 9am
- Evening 430pm to 530 pm.

A4.6 Sidra Defaults

All other inputs were left as default values. The goal was to build models that did not rely on user assumptions as far as that was possible.

18. A.5 VALIDATION METHODOLOGY

No calibration of the models has been carried out. In all cases the model has been allowed to calculate saturation flows using its own internal algorithm. We chose this approach because the purpose of the model is to estimate future degrees of saturation rather than queues or delays. We are seeking to build models that are not impeded with fixed assumptions that may not be appropriate in the future. The only exception to that rule is we used observed cycle times.

Instead of calibrating the models we instead carried out a validation exercise where independent data is used as a check on model outputs, but that independent data is not used to modify the model in any way.

The videos surveys used to obtain traffic turning movement data were reviewed and average queue lengths obtained for all cycles in the hour at selected lanes.

Figure A5 below shows screenshots from 3 of the 13 cameras used. Lanes were selected from each major direction with critical movements preferred. Some lanes proved impossible to view due to blocking by buses.

Average queues were chosen for validation because that is the method recommended by Akcelik and Associates, the authors of Sidra. They advise against using back of the queue, which occurs rarely in a peak hour or percentile queues. The average queue is statistically the expected queue length and more robust for assessment.

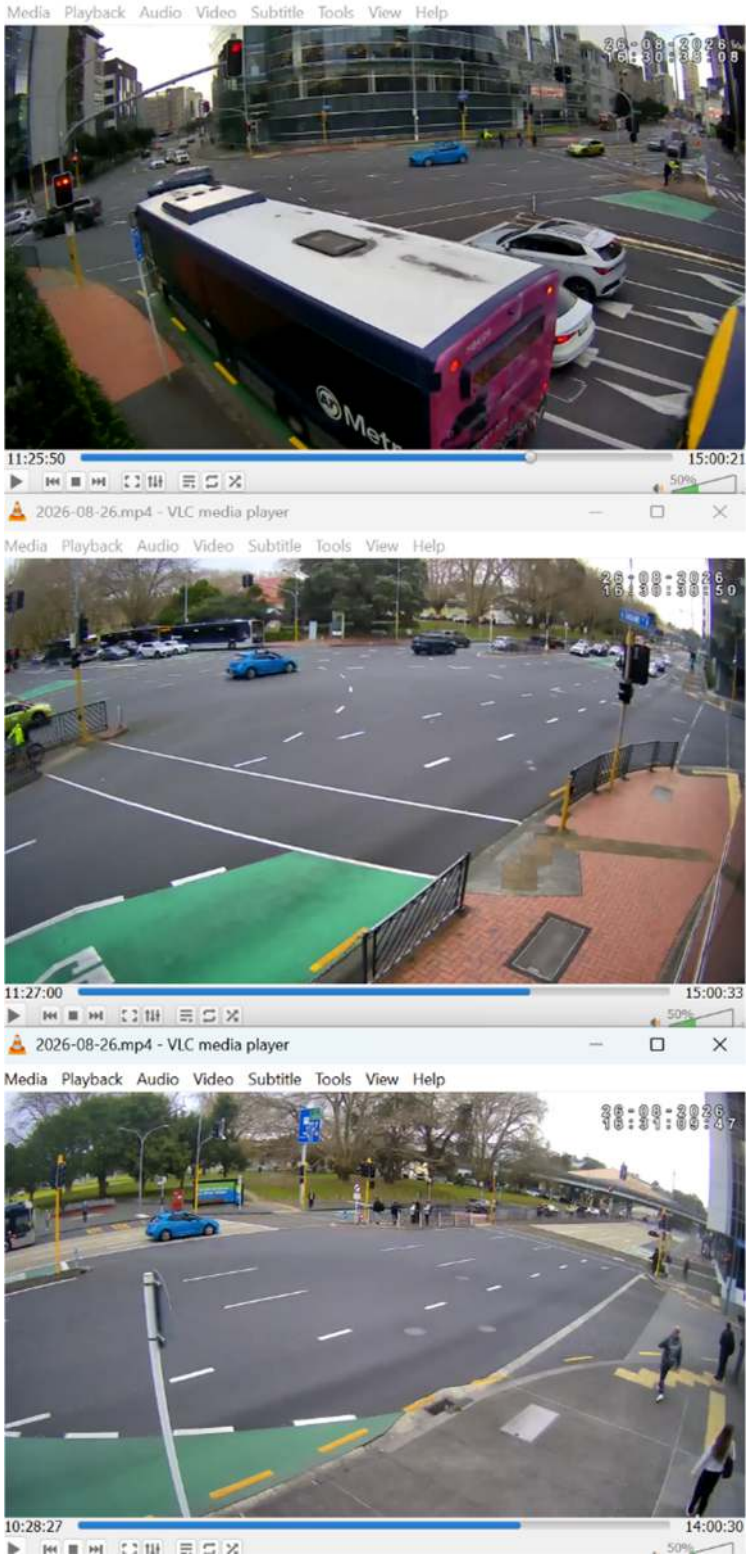


Figure A5 Cameras Used for Surveys

18.1 Morning Peak Model

For the compared lanes a plot of observed queues versus average queues is shown in **Figure A6.**

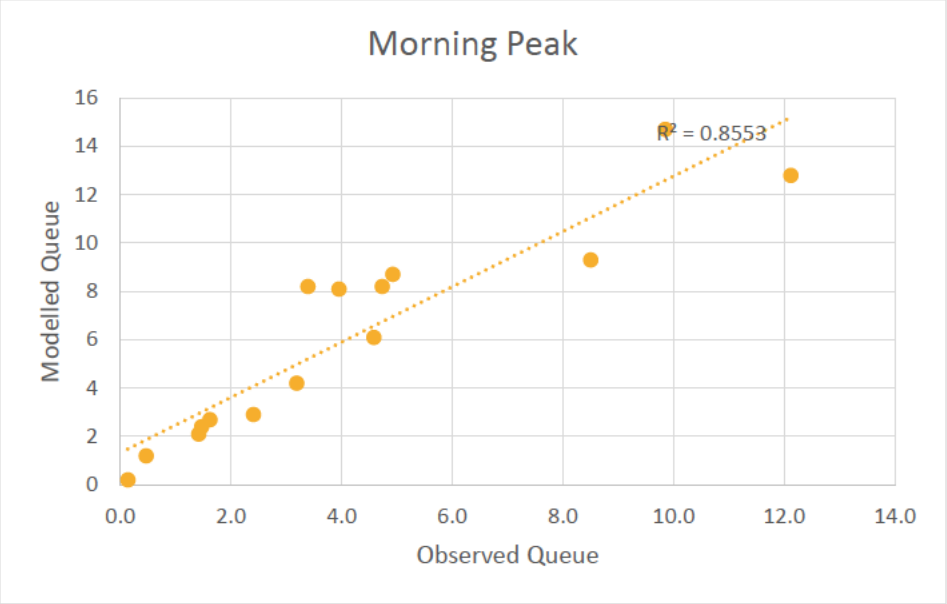


Figure A6 Scatterplot of Observed and Modelled Queues Morning Peak

The correlation coefficient has been calculated as 0.913 which indicates a good fit given this is queue data which tends to move around more than flow data. The R-Square value is 0.855. For flow data that would be considered at the lower end of acceptable. However as noted queues tend to be more variable.

The average queue length observed for all observed lanes was 3.9 vehicles and the standard deviation of all observations is also 3.9. That indicates the level of variation that naturally occurs in queues.

The Root Mean Square standard error was calculated as 63%. That is at the higher end of acceptable for traffic models however we are using queues and not flows. RMSE is biased to favour higher numbers over lower numbers so for queues we can expect a slightly higher RMSE.

The GEH statistic for each observation was also calculated. These ranged from 0.18 up to a maximum of 2.0. All comparisons were less than the 5.0 normally used for traffic models. Where RMS is biased to large numbers, the GEH statistic is biased to low numbers so the very high GEH correlation is not surprising.

Taken as a whole this level of correlation is considered to be good and the models fit for purpose. It is important to note that no attempt has been made to tune the models by manipulating saturation flows to make the models better reflect the queues observed. That means this validation is truly against independent data.

The network degrees of saturation (or Volume to capacity ratio) are shown in **Figure A7** below.

A.9 SUMMARY

A9.1 Morning Peak



Figure A7 AM Peak Degree of Saturation

Level of Service (based on delay) is shown for each lane in the network in **Figure A8**.



Figure A8 AM Peak Level of Service

A9.2 Evening Peak

The same lanes were observed for the evening peak hour and queues at the start of green were recorded and average queues plotted against modelled queues in **Figure A9**.

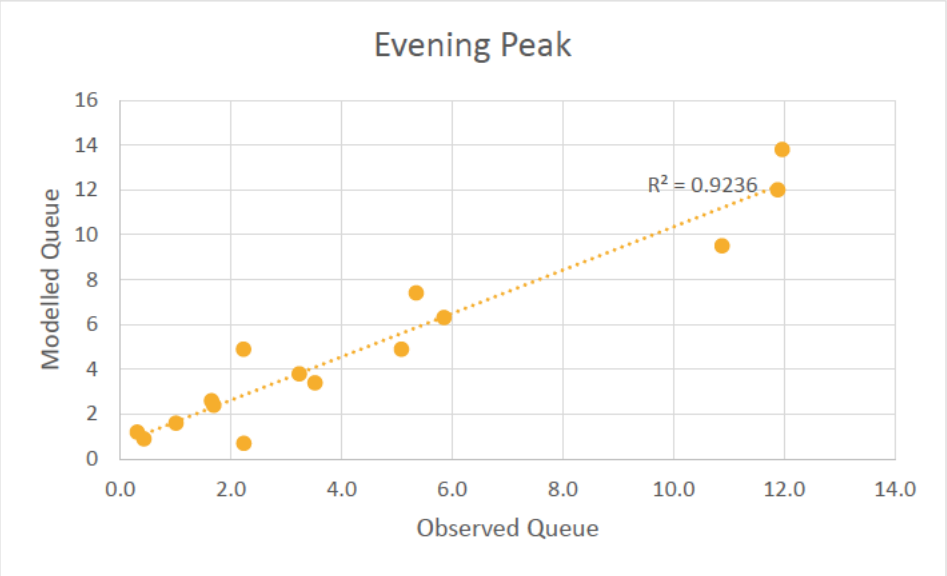


Figure A9 Scatterplot of Observed and Modelled Queues Evening Peak

The correlation coefficient was 0.96 and the R-squared value 0.92. This data shows a very high level of correlation indicating the model is a very good predictor of average queues.

The Root Mean Square error was 28% and the GEH statistics ranged from 0.13 to 1.42 so all values were less than 5.0 indicating a good validation has been achieved.
The lane by lane degree of saturation plot for the evening peak is shown in **Figure A10** and the Level of Service plot is shown in **Figure A11**.

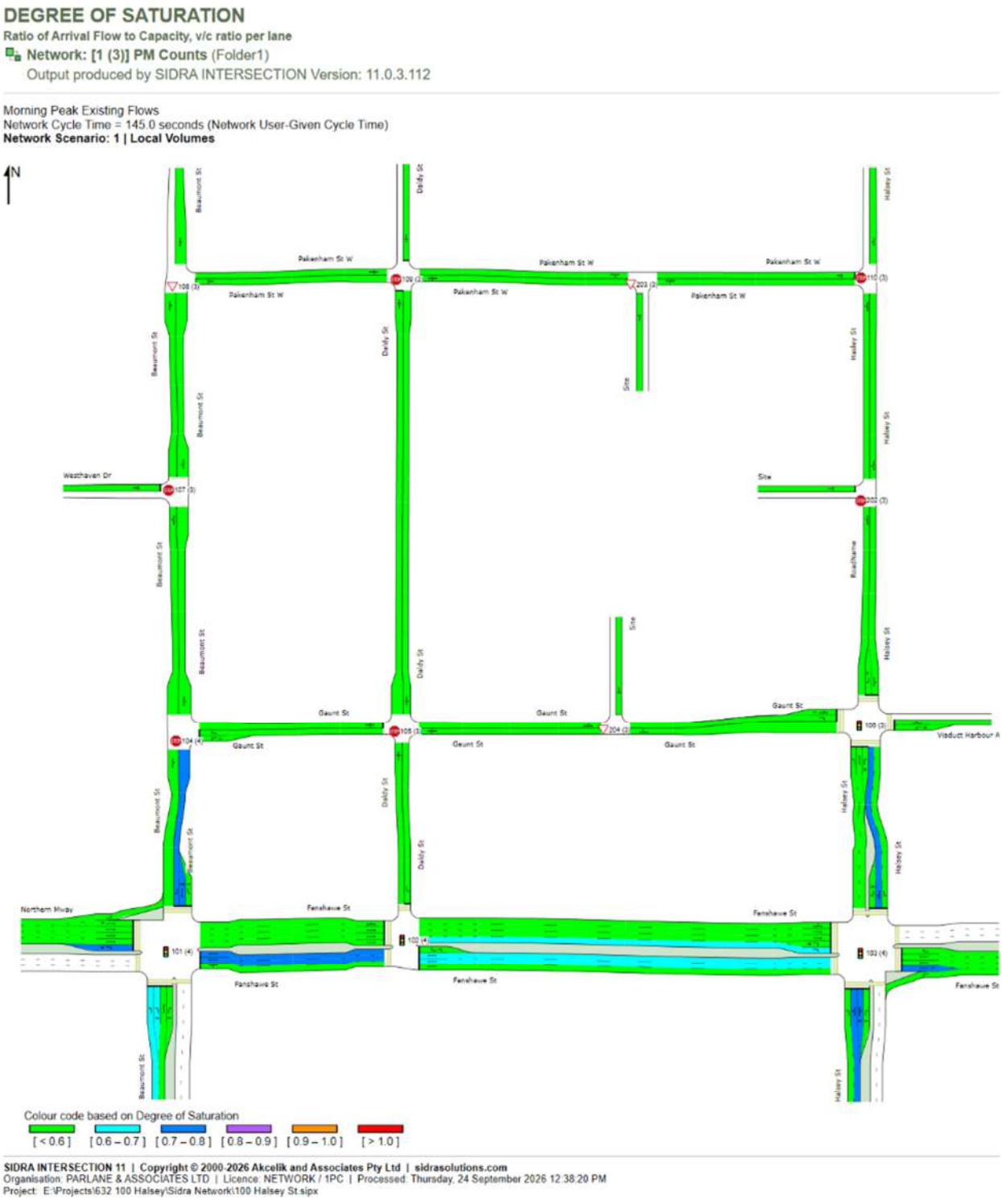


Figure A10 AM Peak Degree of Saturation

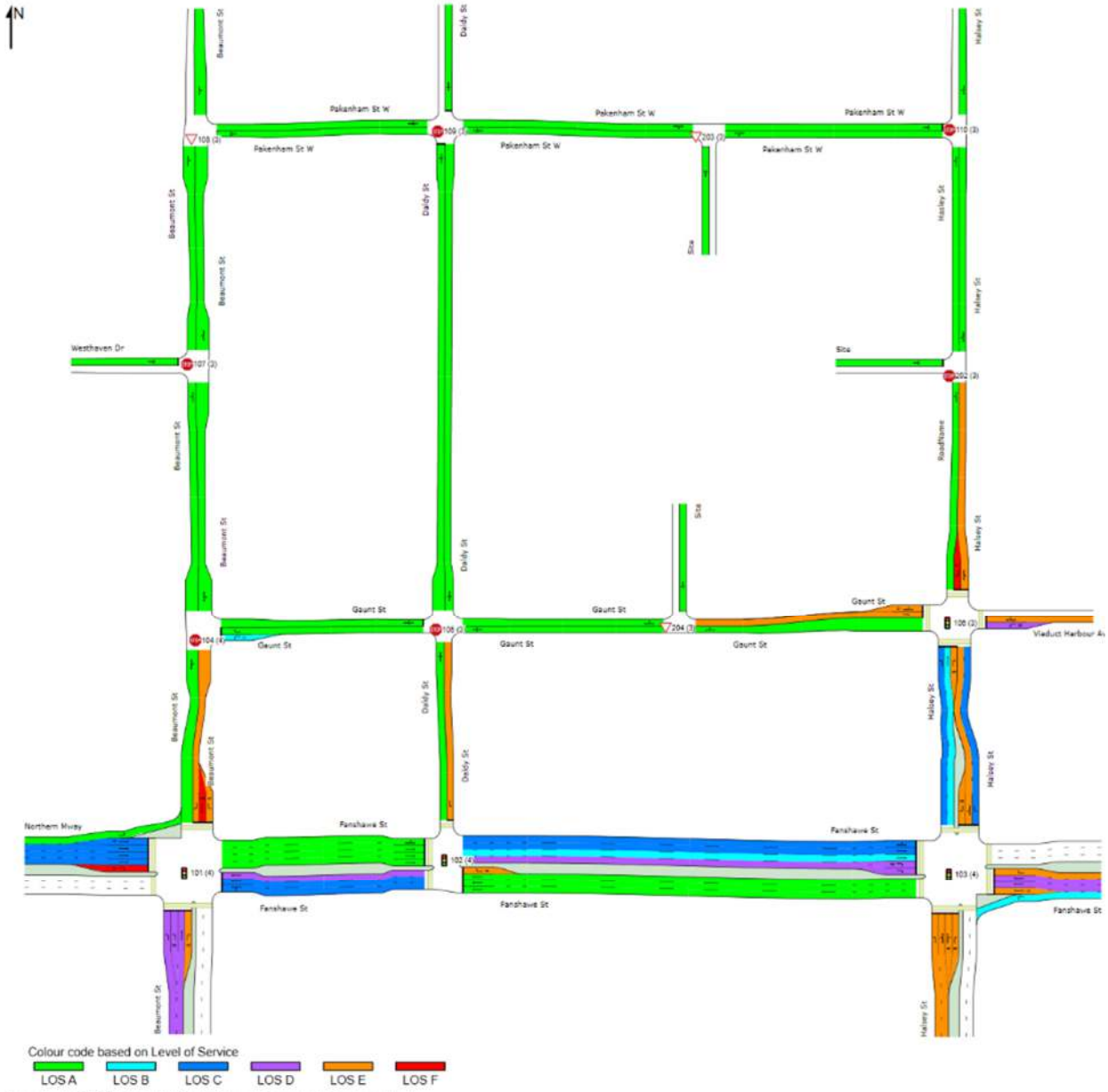
LEVEL OF SERVICE

Lane Level of Service

Network: [1 (3)] PM Counts (Folder1)

Output produced by SIDRA INTERSECTION Version: 11.0.3.112

Morning Peak Existing Flows
Network Cycle Time = 145.0 seconds (Network User-Given Cycle Time)
Network Scenario: 1 | Local Volumes



Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).

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Figure A11 AM Peak Level of Service