Appendix 2



DRAFT SITE TRAVEL MANAGEMENT PLAN

100 Halsey Street

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Site Travel Management Plan

100 Halsey Street, Wynyard Quarter, Auckland Central

Status: Draft - prepared at time of Fast-Track substantive application
Prepared for: NZCRE 100 Halsey Limited / RP Financial
Site: 100 Halsey Street, Auckland Central (Wynyard Precinct, sub-precinct B)

Document Control

Item	Details
Project	100 Halsey Street, Wynyard Quarter
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1. Introduction and Statutory Context

1.1 Purpose of this Plan

This Site Travel Management Plan (STMP) has been prepared for the proposed redevelopment at 100 Halsey Street, Wynyard Quarter, Auckland Central. It sets out the physical infrastructure, operational measures and management arrangements that will be established to minimise private vehicle travel to and from the site, consistent with the objectives of the Wynyard Precinct and the Wynyard Quarter Transport Plan.

1.2 Statutory Requirement

The requirement for a detailed STMP is set out in the Wynyard Precinct provisions of the Auckland Unitary Plan (AUP). Clause I214.9 (Special information requirements) provides that an application for offices, retail, food and beverage, entertainment facilities or education facilities exceeding 100m² gross floor area (GFA) per site must be accompanied by a site travel management plan *"corresponding to the scale and significance of the activity"*,containing specified minimum information to demonstrate how the development will achieve the objectives of the Wynyard Precinct Transport Plan. Related assessment criteria at I214.10 directs the Council to assess travel management and traffic generation for office activity exceeding the I214.6.2 thresholds, and for offices, retail, food and beverage, entertainment and education activities exceeding 100m² GFA per site generally.

Given the scale of this development (in the order of 76,000m² GFA across five new buildings), a detailed STMP corresponding to that scale and significance is required.

1.3 Relationship to the Wynyard Quarter Transport Plan

The content and form of this STMP follow the template set out in **Appendix B - Template for Site Travel Management Plans in Wynyard Quarter** of the Wynyard Quarter Transport Plan (Auckland City Council, June 2010), prepared under what is now I214.11.1 Appendix 1 of the AUP. That template requires the STMP to demonstrate how the development will complement the Precinct-wide travel management

measures in Part B of the Transport Plan and utilise the travel demand management (TDM) measures in Part C.

The overarching objective of the Transport Plan (Part A) is to maintain or enhance the safety and capacity of Wynyard Quarter's internal and wider transport network, principally by constraining private vehicle travel and encouraging alternative modes. The Transport Plan sets a target that **no more than 30% of trips to and from Wynyard Quarter be made by single-occupancy private vehicle**, with at least 70% by other modes (passenger transport, walking, cycling, car-pooling, taxi and working from home), together with Quarter-wide vehicle trip generation ceilings of 3,500 (permitted) to 3,650 (restricted discretionary) vehicles per hour two-way, and 2,500 vehicles per hour one-way in each of the weekday morning (7.00am–9.00am) and afternoon (4.00pm–6.00pm) peaks.

2. The Development

2.1 Site and Context

Site address	100 Halsey Street, Auckland Central
Legal description	Section 2 SO 526051 (RT 1002188); Lot 2 DP 80054 (RT 806384)
Site area	15,470m² and 1,671m² (total 1.7142ha)
AUP zoning	Business – City Centre
AUP precinct	Wynyard Precinct, sub-precinct B
Site owner / leaseholder	Viaduct Harbour Holdings Limited (landowner) / NZCRE 100 Halsey Limited (leaseholder)
Existing use	NZ Bus depot and associated bus and car parking (approx. 116 bus spaces and 41 car spaces, all accessed from Halsey Street)

The site is bounded by Gaunt Street, Halsey Street, Pakenham Street and the Travelodge/Amey Daldy Park frontages, and is located in the centre of Wynyard Quarter. The area of Wynyard Quarter is located immediately adjacent to Auckland's City Centre and waterfront.

2.2 Development Description

The Project involves construction of five new buildings, with Building 3 split by a covered link into B3A and B3B, giving six built forms in total (B1, B2, B3A, B3B, B4, B5), as shown on the Proposed Site Plan and Circulation Plan in the Substantive Pack (Peddlethorp). Buildings generally comprise ground floor retail and food and beverage activity with office (or, for B2, data centre) activity above.

Building	Confirmed / proposed use	Notes
B1	Ground floor retail, office above	Fronts Halsey Street / Viaduct Harbour Ave corner
B2	Data centre	Fronts Halsey Street
B3A	Ground floor retail, office above	Adjacent Amey Daldy Park
B3B	Ground floor retail, office above	Adjacent Amey Daldy Park / Pakenham Street
B4	Ground floor retail, office above	Fronts Gaunt Street
B5	Ground floor retail, office above	Fronts Gaunt Street / Daldy Street

The site already has a 154-room Travelodge hotel(5403sqm) and 2058sqm of retail activities located on it.

2.3 Gross Floor Area

Across the development as a whole, total new GFA is in the order of **75,646m²**. The Peddle Thorp Compliance Schedule has GFA as follows:

Activity	GFA (m²)	Share of total GFA
Commercial (office)	63,195	76.0%
Data centre (B2)	10,601	12.8%
New Retail	1,850	2.2%
Existing Hotel	5,403	6.5%
Existing retail	2,058	2.5%
Total	83,107	100%

2.4 Anticipated Users

Anticipated additional on-site employment at full build-out, based on GFA-per-worker benchmarks applied in the Economic Impact Assessment, is as follows:

Activity	Future workers (full build-out)	Ongoing annual FTEs
Commercial (office)	1,790	1,652
Retail	30	23
Data centre (B2)	30	26
Total	1,850	1,701

The data centre's operational employment (approximately 30 jobs / 26 FTE) is derived from an industry benchmark of ~0.35 operational jobs per MW of installed IT capacity, applied to the facility's estimated end-state capacity of up to 88MW. This reflects the highly automated, low-occupancy nature of data centre operations which consists of a

small technical, security and facilities team working shift patterns rather than a conventional office headcount. Specific tenants for the office buildings and the data centre operator are not yet known. This section and the anticipated users identified here will be updated as tenancies are confirmed, consistent with the Appendix B template's recognition that this information may only be available over time.

2.5 Car Parking

Parking is proposed in accordance with the Wynyard Precinct maximum parking rate of 1 space per 150m² of office GFA, 1 space per 200sqm for hotels, and 1 space per 105sqm for other activities, giving a maximum of **575 car parking spaces**, plus approximately **20 accessible spaces** (2 for the first 50 regular spaces, plus 1 per additional 50 spaces, in accordance with NZS4121).

2.6 Staging and Anticipated Occupation

Construction will be staged to align with the progressive relocation of the existing NZ Bus depot activities away from the site. Buildings 1 and 2 are expected to be constructed first (approximately 24 months), with the remaining buildings constructed sequentially.

Because tenancies (including the data centre operator for B2) are not yet confirmed, the detailed measures in this STMP that depend on tenant-specific information (management structure, communication channels, staff inducements) will be finalised, building by building, ahead of each building's occupation, consistent with Section 3.5 of the Appendix B template.

3. Existing Travel Behaviour

The site is currently occupied by a NZ Bus depot with approximately 116 bus parking spaces, and an associated car park of 41 spaces, all accessed from Halsey Street. This existing use is operationally and functionally different from the proposed office, retail and data centre activities, so surveys of existing travel behaviour on the site would be of limited value in predicting future travel patterns.

Consistent with the Appendix B template, formal travel behaviour surveys are not proposed prior to occupation. Instead, a commitment is made to undertake travel surveys of building occupants at the time of occupation (see Section 16 - Monitoring and Review), which will provide the baseline against which the effectiveness of the measures in this Plan can be assessed.

4. Physical Infrastructure

The following physical infrastructure will be provided or established on-site to support alternative transport modes, in accordance with AUP Wynyard Precinct standards:

- **Cycle parking:** approximately 60 visitor bicycle spaces and 219 secure staff bicycle spaces across the development will be provided.
- **End of trip facilities:** approximately 17 showers are required together with lockers and changing facilities, provided across the buildings (shown as "Bicycle parking" and "End of Trip facilities M/F" on the floor plans in the Substantive Pack).
- **Travel information boards** will be established in building foyers and/or staff areas, displaying public transport timetables, route maps, cycling information and ride-share information.
- **Internet/intranet services** in each building will offer information to enhance awareness of, and promote, alternative transportation options.
- **Carpool parking areas** will be offered and prioritised within the car parking allocation described in Section 8.

5. Linkages

New laneways through the site will connect Pakenham Street, the mid-block plaza, Gaunt Street and Halsey Street, forming primary and secondary pedestrian and cycle routes as shown on the Circulation Plan in the Substantive Pack. These routes tie into the existing and planned pedestrian and cycle networks of the wider Wynyard Precinct, including:

- The Auckland Cycleway network serving Wynyard Quarter and the Viaduct;
- A short walk to Fanshawe Street for access to Northern Busway (Rapid Transit Network) services;
- Existing bus services on local streets (City Link, and Route 20 and Route 75); and
- The City Rail Link (CRL) stations that have opened within walking distance.

The laneway network also provides pedestrian linkages that reduce reliance on Halsey Street for pedestrian movement, which is important given that Halsey Street will continue to be used for vehicle access and servicing (Section 6). There will be a bridge from Building 3 to the Travelodge building.

6. Site Access and Servicing

Vehicle access to the site will be consolidated to a single entry from Gaunt Street, serving both the car parking and loading areas. Vehicles will exit only via Halsey Street and the three existing vehicle accesses on Halsey Street will be reduced to a single exit-only access. No new vehicle access is offered onto Pakenham Street. A visibility splay will be provided at the Halsey Street exit so that drivers and pedestrians can see each other and vehicles can give way to pedestrians crossing the footpath.

Loading and rubbish removal will be facilitated by a system of one-way shared lanes running through the site, avoiding the need for trucks to turn around or reverse. This consolidated one-way approach reduces vehicle movements and conflicts with the pedestrian and cycle linkages described in Section 5 and supports the consolidated-deliveries measure in Section 13 (Organisational Measures).

7. Management Structure

Given the scale of the development across six buildings under what is at this stage a single ownership/leasehold structure, an overarching management structure will be established with overall responsibility for implementing and monitoring the travel management measures in this Plan across the site.

Because B2 will operate as a data centre with distinct security, access-control and operational requirements from the office and retail buildings, it is anticipated that the data centre operator will hold responsibility for travel management measures specific to B2, reporting into (and coordinating with) the site-wide management structure. The office buildings (B1, B3A, B3B, B4, B5) are expected to share a common building/site management arrangement.

The detail of this structure, including specific role-holders and reporting lines, will be confirmed once building tenancies (including the data centre operator) are known, and will be documented in an updated version of this Plan prior to occupation of each building. Participation in the voluntary Wynyard Quarter Travel Management Association (TMA) is also anticipated, consistent with the co-ordinated, precinct-wide approach to travel demand management described in the Transport Plan.

8. Parking Management

Parking on site will be managed to discourage private vehicle commuting and to support the Precinct's mode split target. Measures include:

- Restricting the use of short-term/visitor parking areas during weekday peak periods (7.00am–9.00am and 4.00pm–6.00pm);
- Priority parking being allocated to car-poolers and those who walk, cycle or use public transport for the majority of their trips, which will be located close to building entrances;
- Provision of approximately 20 accessible parking spaces in accordance with NZS4121;
- Consideration of parking charging structures (e.g. daily rather than monthly charges) to discourage all-week private vehicle commuting, to be confirmed with the site's parking operator; and
- Recognition that the data centre (B2) generates workers at all hours so public transport will not always be suitable for those workers.

9. Staff Inducements

Building occupiers will be encouraged to offer incentives for staff not to drive to and from work, in place of conventional benefits such as company car parking. Measures to be encouraged across tenancies include subsidised or provided public transport passes (bus, train or ferry), and inducements for walking and cycling (see Section 10). Specific inducement programmes will be a matter for individual tenants and will be noted as tenancies are confirmed.

10. Active Travel Plan

Walking and cycling will be promoted to building occupants and visitors through:

- Participation in national and local walk/cycle to work events (e.g. Bike to Work Day, Aotearoa Bike Challenge-style initiatives);
- Incentives such as walking maps, discounted walking/cycling gear, and secure, well-located cycle storage (Section 4);
- Support for informal workplace cycling groups; and
- Promotion of the direct pedestrian and cycle linkages described in Section 5.

11. Public Transport Promotion

Public transport use will be promoted to occupants and visitors through personal journey planning support, provision of timetables and route maps (including via the travel information boards described in Section 4), clear wayfinding to nearby bus stops, and promotion of the CRL stations. The site's strong existing public transport accessibility, which is reflected in higher-than-average public transport mode share for Auckland's City Centre generally, will be highlighted as part of this promotion.

12. Ride Share Plan

A ride-share system (car-pooling) will be established, promoted and managed across the site, supported by the priority car-pool parking described in Section 8. The specific system (e.g. a booking platform or informal register) will be confirmed as tenancies, including the data centre operator, are established.

13. Organisational Measures

Tenants will be encouraged to adopt organisational measures that reduce peak-time vehicle trips, including flexitime, compressed working weeks, staggered start/finish times and working from home where practicable, together with use of teleconferencing/videoconferencing to reduce business travel. Loading and servicing across the site will be consolidated through the one-way shared laneway system described in Section 6, avoiding the need for reversing manoeuvres and reducing servicing-related vehicle movements.

14. Communication Plan

Travel information will be communicated to staff, visitors and delivery companies through building/organisation websites, noticeboards, information provided at staff inductions, and a travel information pack covering the site's travel policy, walking and cycling facilities, public transport services, ride-share options and parking arrangements. Where practicable, staff travel behaviour will be surveyed prior to and following occupation to help target which travel modes should be prioritised in communications (see Section 16).

15. Predicted Mode Split and Vehicle Trips

15.1 Trip Generation Assessed to Date

The Integrated Transport Assessment (Parlane & Associates Limited) applies the surveyed trip rate observed at existing office buildings in the Wynyard Precinct (0.22 trips per 100m² of commercial floor area to the development's approximately 75,646m² of new GFA. This gives an estimated two-way peak hour trip generation of approximately 213 vehicles per hour, split as follows:

Peak period	In	Out	Total
Morning (7.00am–9.00am)	150	24	174
Evening (4.00pm–6.00pm)	70	137	207

These figures remain well within the Transport Plan's quarter-wide vehicle trip generation ceilings (3,500–3,650 vehicles per hour two-way; 2,500 vehicles per hour one-way in each peak) and well below the 0.413 trips per sqm allowed.

15.2 Predicted Mode Split

The Transport Plan's target is that no more than 30% of trips to and from Wynyard Quarter are made by single-occupancy private vehicle, with at least 70% by other modes. This STMP's package of measures (Sections 4–14), including capped parking, managed parking; strong cycling and end-of-trip provision; direct pedestrian/cycle linkages; and promotion of the site's above-average public transport accessibility, is intended to support achievement of at least that target for the development.

16. Monitoring and Review

The effectiveness of this Plan's measures will be measured, monitored and reviewed on an ongoing basis, including:

- A commitment to undertake travel surveys of building occupants at the time of building occupation (and periodically thereafter), to provide independently verifiable information on actual travel behaviour;
- Reporting of survey results and monitoring outcomes to Auckland Council, consistent with any monitoring methodology imposed as a condition of resource consent;
- Review and update of this Plan at each construction stage and prior to occupation of each building, to reflect confirmed tenancies (including the data centre operator for B2), finalised car parking and cycle parking allocations, and the management structure described in Section 7; and
- Ongoing co-ordination with the Wynyard Quarter Travel Management Association and Council on precinct-wide travel management initiatives (Parts B and C of the Transport Plan), so that this Plan continues to complement those wider measures as they evolve.

17. Compliance Summary

The table below cross-references the minimum information requirements of AUP clause I214.9 and the Appendix B template against the section of this Plan that addresses each.

Appendix B / I214.9 requirement	Addressed in
Floor areas, activities, parking, anticipated users, occupation dates, staging	Section 2
Surveys of existing travel behaviour	Section 3
Physical infrastructure for alternative transport	Section 4
Physical linkages to surrounding networks	Section 5
Access and servicing arrangements	Section 6
Management structure with oversight responsibility	Section 7

Operational measures to encourage reduced vehicle trips	Sections 9–14
Restriction of short-term parking during peak periods	Section 8
Methods to independently measure/monitor effectiveness, incl. travel surveys	Section 16
Complementing Precinct-wide measures (Transport Plan Parts B and C)	Sections 5, 7, 11, 16
Predicted mode split	Section 15