Appendix 3 Draft Construction Management Plan

100 HALSEY STREET

Wynyard Quarter, Auckland Central

Draft Construction Traffic Management Plan

Buildings B1 Headlands, B2 Breakwater, B3 Foreshore, B4 Grove and B5 Estuary

Draft for Submission, October 2026

Item	Detail
Based on	LT McGuinness Construction Management Plan, first draft, September 2026
Contractor	To be confirmed
Client representative	Luke Kinney, RP Financial
Project manager	Neoscape
Building areas	Gross Building Area Schedule, 9 October 2026 (Substantive Application)
Status	Draft for submission with Substantive application. Truck numbers and durations are estimates to be confirmed once the construction programme and building design are settled.

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1 Introduction

1.1 Purpose

This Construction Traffic Management Plan (CTMP) describes how heavy vehicle and other construction traffic will be managed during construction of the five buildings at 100 Halsey Street in the Wynyard Quarter. It sets out the access and loading arrangements for each precinct stage, and also the controls that will keep the public, the NZ Bus facility and the surrounding road network safe and working, and further offers an estimate of the number of trucks each construction phase will generate.

The plan builds on the LT McGuinness Construction Management Plan (CMP), first draft, September 2026. That document states that the final CMP certified by Auckland Council under the proposed conditions of resource consent will include a more specific traffic management plan prepared with expert input. This CTMP is intended to be that plan in draft form and uses the construction stages, access arrangements and building sequence set out in Sections 2, 3 and 5 of the CMP.

1.2 The development

The development comprises five commercial buildings on a 1.71 hectare site, with up to 575 car parking spaces as described in the Fast track substantive application. The Gross Building Area Schedule, dated 16 October 2026, gives a scheme total of 93,569 m2 of gross building area including basements. B3 has a single-level basement for parking, B4 and B5 share a combined two level basement built in one operation, B2 has a data centre basement and B1 has no basement.

The buildings are B1 Headlands, a premium office building with ground floor retail and food and beverage; B2 Breakwater, a technology and data centre building with supporting commercial frontage; B3 Foreshore, a large multi-tenant office building around a public atrium; B4 Grove, an office tower with ground floor retail and terraces; and B5 Estuary, an office building with retail frontage and roof terraces.

The five buildings will be built in three precinct stages. Precinct Stage 1 is Buildings B1 and B2, built together. Precinct Stage 2 is Building B3, built on its own. Precinct Stage 3 is Buildings B4 and B5, built together on the single combined basement. Section 3 sets this out in more detail.

1.3 Objectives

The objectives of this CTMP are:

- to keep pedestrians, cyclists, bus passengers and drivers safe around the site;
- to keep the NZ Bus facility operational with its loading, deliveries and office access maintained throughout construction;
- to confine heavy vehicles to agreed routes and access points;
- to limit the effects of construction traffic on the wider network at peak times;
- to meet Auckland Transport requirements for temporary traffic management and corridor access and;
- to give the consent authority a clear estimate of the traffic that each precinct stage will generate.

1.4 Status and limits of this draft

The CMP does not yet contain a construction programme or truck numbers. Building areas and basement levels in this plan are taken from the Gross Building Area Schedule, Rev. DRAFT J. Excavation depths, footprints, durations and the conversion of building size to truck loads are assumptions, which are listed in Appendix A. The estimates in Section 6 are suitable for consent level

assessment and for planning the temporary loading arrangements, but they should be replaced with contractor and subcontractor figures as the design and programme are confirmed.

Route, loading space, footpath closure, hours and limit proposals in this plan are put forward for agreement with Auckland Transport and the specialist traffic contractor, who will prepare the detailed temporary traffic management plans.

2 Site and Surrounding Network

The site is in the Wynyard Quarter on the Auckland waterfront, on reclaimed land. Access to the site is available from Pakenham Street West, Halsey Street and Gaunt Street, and each precinct stage will be served from whichever adjacent street or streets suit its position, as set out in Section 4.

The NZ Bus depot is located within the site and will remain operational throughout the development of buildings 1-3, although its footprint reduces as the development progresses. Operations of the depot will eventually cease in order to allow for the development of buildings 4 and 5.

The wider network that construction traffic will use includes Fanshawe Street, Beaumont Street, Daldy Street and Westhaven Drive, together with Gaunt Street and Pakenham Street West between Beaumont Street and Halsey Street. Fanshawe Street, Beaumont Street, Westhaven Drive, Gaunt Street and Pakenham Street West.

The Wynyard Quarter carries high pedestrian and cycle volumes, waterfront events and other construction activity in neighbouring blocks. Construction traffic needs to be managed with those users in mind, and with particular care taken around the bus depot, the pedestrian gantries and temporary loading spaces on Halsey Street, Pakenham Street West and Gaunt Street, and any other temporary loading zone in the road corridor.

3 Construction Phases and Precinct Staging

Each building will be built in the five stages defined in the CMP. Stages overlap where the site can safely allow it. For the truck estimates in Section 6, Stage 3 has been divided into piling and retention, bulk excavation, and basement and ground floor structure, and Stage 4 has been divided into structure, facade, and services and fitout, because the truck demands of each part is quite different. Landscaping and public realm follows each building and is shown as a separate line.

Table 1: Construction phases and their traffic relevance

Phase	Main activities	Traffic character
Stage 1 Site establishment	Hoardings, protection gantries, site offices, wheel wash and gate installation, utility location and diversion	Light. Plant, hoarding, containers and service trades
Stage 2 Confirm methodology	Temporary works design, programme, crane strategy, Auckland Council and Auckland Transport approvals	No construction traffic
Stage 3 Foundations, basement and ground floor	Piling, secant or CFA retention wall, bulk excavation, dewatering, tanking, raft slab, basement walls, ground floor	Heaviest phase. Spoil cartage, including contaminated fill, and concrete
Stage 4 Superstructure, facade, services and finishes	Steel frame, composite floors, cores, roof, facade, building services, lifts, fitout	Steady flow of steel, concrete, cladding, plant and fitout deliveries, with concrete pour peaks
Stage 5 Completion, commissioning, defects and handover	Commissioning, inspections, documentation, training, defects close out	Light. Specialist contractors and removal of remaining plant and waste
Landscaping and public realm	Civil works, stone paving, planting, furniture, walls, stairs, screening	Light to moderate. Paving, soil and planting deliveries

3.1 Precinct staging order

Staging will be confirmed when the CTMP is finalised. Initial thoughts are that the five buildings are grouped into three precinct stages, built in order:

- Precinct Stage 1 is Buildings B1 and B2, built together with two tower cranes and shared access
- Precinct Stage 2 is Building B3, built on its own with two tower cranes positioned either side of the building
- Precinct Stage 3 is Buildings B4 and B5, built together with two tower cranes and a single combined basement
- Within a precinct stage that has two buildings (specifically, Stages 1 and 3), both buildings follow the five construction stages in **Table 1** at the same time, so their traffic effects overlap for the full length of that precinct stage. This is reflected in the combined truck tables in Section 6.2.

Table 2: Precinct staging order and duration

Precinct stage	Buildings	Tower cranes	Estimated duration
Precinct Stage 1	B1 Headlands and B2 Breakwater, built together	Two	102 weeks
Precinct Stage 2	B3 Foreshore, built on its own	Two	146 weeks
Precinct Stage 3	B4 Grove and B5 Estuary, built together on a combined basement	Two	176 weeks
Precinct total	**All five buildings**		**424 weeks, or roughly 8.1 years**

Each building's duration is the overall duration from its truck table in Section 6.2, from the start of Stage 1 to the end of Stage 5. Where two buildings are built together, the precinct stage duration is the longer of the two. The precinct total assumes no overlap between precinct stages. If the start of one precinct stage overlaps the end of the one before it, which the CMP allows for the construction stages of a single building, the total programme would be shorter than shown here.

4 Site Access and Loading by Precinct Stage

Every building will have a manned gatehouse that controls logistics and vehicle movements in and out of the site. Wheel wash facilities will be placed at each exit so that vehicles leaving the site do not track soil or debris onto public roads or into the bus depot. The specialist traffic contractor will design the temporary loading zones and access points in line with the layouts in the CMP.

Unloading and set down of materials will take place inside the site where that is possible. It is inevitable, however, that some deliveries will be too large for this and will need to be unloaded from a temporary loading space on the frontage street, as described for each precinct stage below. None of the proposed loading spaces affect any bus stops, and construction activity is not expected to cause any issues for bus routes in the area.

4.1 Precinct Stage 1: Buildings B1 and B2

B1 Headlands and B2 Breakwater will be built together. Access will be from Gaunt Street, with two tower cranes and hoarding lines, site offices and welfare fixed to the protection gantries on Halsey Street and Gaunt Street. Wheel washes will sit inside the site compound so that dust and debris do not reach the bus station or public areas. Small vehicles can turn within the hoarded area but large vehicles will leave by agreement through the NZ Bus depot to gain a forward exit onto Gaunt Street. All lifting will take place inside the site boundary.

A temporary loading space will be needed on Halsey Street for the larger deliveries that cannot be unloaded inside the site. The Halsey Street frontage is currently undeveloped, so the loading space will not affect any other frontage activity, but it will require closure of the footpath on the western side of Halsey Street at the loading space for the duration of Precinct Stage 1. This footpath is currently well used, and although the inconvenience to pedestrians cannot be avoided it will be managed. Pedestrians will be able to cross Halsey Street at the traffic signals south of the site, or cross back to the west side north of the site where traffic flows are low.

Trucks accessing the Halsey Street loading space will enter Halsey Street from the south and leave to the north, turning left onto Pakenham Street West and continuing on to Beaumont Street.

4.2 Precinct Stage 2: Building B3

Hoardings will surround the site with a manned gate on Pakenham Street West. Vehicles enter from Pakenham Street West and larger vehicles turn to leave the same way, or by agreement leave through the bus depot onto Gaunt Street. Wheel washes will be inside the compound. Two tower cranes will be erected, one on each side of the building.

A loading space will be needed on Pakenham Street West for materials craned onto the site. This will require temporary closure of the footpath in the vicinity of the loading space to allow safe craning. The footpath on the southern side of Pakenham Street West near the site is not heavily used, so the temporary closure is unlikely to have any serious effect. Truck routes to and from this loading space will be the same as those used for the Precinct Stage 1 loading space on Halsey Street.

4.3 Precinct Stage 3: Buildings B4 and B5

B4 Grove and B5 Estuary will be built together, sharing a single combined basement excavated and built in one operation. Given the limited site area, an external loading zone on Gaunt Street will be used for delivery and unloading of materials, and the site, including the loading zone, will be fully hoarded. Two tower cranes will be used, one for each building, with offices and welfare kept inside the compound. Small vehicles can enter and leave on Gaunt Street under the control of a full time gate operator and all other deliveries will be made through the Gaunt Street loading zone.

The on-street loading space for Precinct Stage 3 will be on the northern side of Gaunt Street. Trucks will reach it either from Beaumont Street, turning right into Gaunt Street, or, if entering from Halsey Street, by circulating around the site by way of Pakenham Street West and Daldy Street. Exiting trucks will turn right out of Gaunt Street onto Halsey Street. The loading space will require the footpath on the northern side of Gaunt Street to be managed at that point; most pedestrians already use the footpath on the southern side of Gaunt Street, which is unaffected, so the effect on pedestrians is expected to be minor.

5 Traffic Management Measures

5.1 Hours of heavy vehicle movement

Heavy vehicle deliveries and cartage are proposed on weekdays and Saturdays between 7:00am and 6:00pm, within the construction noise hours to be confirmed in the noise and vibration plan. Where practicable, arrivals will be scheduled to avoid the weekday network peaks of 7:30am to 8:30am and 4:30pm to 5:30pm. Deliveries outside these hours, including oversize loads and crane deliveries that need a road closure, will be arranged case by case with Auckland Transport and notified to neighbours in advance.

5.2 Routes

Heavy vehicles serving the main site gates will approach from the motorway network by way of Fanshawe Street and Beaumont Street and will reach the site by Gaunt Street or Pakenham Street West as set out for each precinct stage in Section 4. Vehicles delivering to a temporary frontage loading space will follow the specific route given for that loading space in Section 4. Drivers will be told not to use other streets in the Wynyard Quarter and not to wait or queue on public roads. The routes and any restrictions will be agreed with Auckland Transport and recorded on the site induction map and in the delivery booking confirmation sent to each supplier.

5.3 Delivery booking and gate control

All deliveries will be booked in advance through the site logistics coordinator, who will allocate time slots so that the number of trucks at the gate or loading zone stays within the capacity of the site. Trucks will arrive only at their allocated slot. The manned gatehouse will check each vehicle against the booking, direct it to the unloading area and hold others back until space is free. Concrete pours, steel deliveries and excavation cartage will be planned with the logistics coordinator and, for Precinct Stage 3, with the limited capacity of the Gaunt Street loading zone in mind.

5.4 Vehicle cleanliness and loads

Trucks and machinery will be washed down over the wheel wash before leaving the site whenever there is a risk of carrying dust or soil. Loads that could shed dust or debris will be covered when entering and leaving. Sediment control bags will be placed at existing stormwater drains, and the roads next to each exit will be inspected and swept as needed.

5.5 Contaminated soil cartage

Fill and groundwater on this reclaimed site are expected to be contaminated. Excavated material will be segregated, stockpiled under cover, and moved to authorised disposal facilities with waste tracking for each load, as set out in the Contamination Site Management Plan. Contaminated loads will be sealed and covered, and each truck will be checked for cleanliness before leaving the site. Cartage of contaminated material will follow the same approved routes as other trucks.

5.6 Pedestrians, cyclists and buses

Protection gantries and hoardings will separate the public from the works while allowing pedestrians and cyclists to keep moving around the site. Trained traffic controllers will manage crossings of vehicle gates when trucks enter or leave, and at each temporary loading space when it is in use. Footpath closures at the Halsey Street, Pakenham Street West and Gaunt Street loading spaces will be signed in advance, with pedestrian diversions provided as described in Section 4, and will be kept to the minimum length and duration needed for safe unloading and craning. The NZ Bus facility will retain its loading, deliveries and office access at all times, and any shared use of the depot for truck exit will be agreed in writing with NZ Bus, with movements scheduled around bus operations. None of the loading spaces affect a bus stop, and no issues are expected for bus routes in the area. Corners of hoardings will be chamfered so that drivers and pedestrians can see each other at gates.

5.7 Cranes, long loads and road occupation

Steel members and other long loads will be scheduled so that they arrive at the gate in the order they are needed. Any temporary lane closure, loading zone in the road corridor or parking removal will be covered by a temporary traffic management plan approved by Auckland Transport before it starts. Lifting exclusions for each tower crane will be agreed before erection, with particular regard to the bus depot and occupied neighbouring buildings.

5.8 Workforce travel

No dedicated staff parking will be provided on any of the sites during construction, so most workers and visitors will need to travel by public transport or active modes, and the site induction will explain the approved options. Staff who do need to travel by vehicle will need to park in existing public parking, such as on-street parking or existing carparking areas including that beside the Travelodge. This parking already exists and already generates trips in the peak hours, so its use by construction staff is expected to displace other existing trips rather than add new peak hour trips, although there may be some additional trips outside the peak hours. Workers signing in at the site village will be recorded through the site sign in system, which also gives a running count of workforce numbers for each stage.

5.9 Coordination with other works and events

The logistics coordinator will keep a register of other construction sites, road works and major waterfront events in the Wynyard Quarter and adjust delivery schedules when they clash. Neighbouring owners and occupiers will be given notice of planned high traffic days, such as large concrete pours, and a contact for the 24 hour site number will be displayed on the hoardings.

5.10 Emergency access

Emergency vehicle access to the site and to adjoining properties will be kept clear at all times. Gates will be staffed or able to be opened at once during working hours, and the site emergency procedures in the CMP set out the assembly area and response steps. Any road closure or lane restriction will keep a path open for emergency vehicles.

5.11 Overall assessment

Construction traffic will be noticeable at times within the local street network, and footpaths will need to be closed at points to allow construction materials to be lifted onto the site safely. No traffic effects are expected that are different in kind from those of other construction sites in the Auckland central area.

6 Estimated Truck Numbers

Truck numbers will be confirmed at the time this CTMP is finalised.

6.1 Approach

Truck numbers have been estimated for each building and each construction phase in Section 3. For every phase, the total number of truck loads was estimated from the building's gross building area, basement footprint and excavation depth, and divided by the number of working days in the phase, on the basis of a five day working week. That gives the average number of trucks per day. A peak figure is also given for the busiest days, such as raft slab pours and days of intense excavation cartage.

In this plan a truck means any heavy vehicle over 3.5 tonnes gross weight, including tip trucks, truck and trailer units, concrete agitators, semi-trailers, flat deck and crane trucks and skip trucks. Each truck is counted once per visit, and each visit involves two vehicle movements, one in and one out. Vans, utes and workers' cars are not counted. The main assumptions are set out in Appendix A.

6.2 Estimates by building and precinct stage

The tables below are grouped by precinct stage. B1 and B2 make up Precinct Stage 1 and are built together, so a combined table follows their individual tables. B3 is Precinct Stage 2 and is built on its own. B4 and B5 make up Precinct Stage 3 and are built together on the single combined basement, so a combined table follows their individual tables as well.

6.2.1 Precinct Stage 1: B1 Headlands

Building B1 Headlands is built together with B2 in Precinct Stage 1. The area schedule gives it 10,992 m2 of gross building area over nine levels, L00 to L08, with no basement. Ground works are therefore limited to piling, pile caps, ground beams and services, and only shallow excavation is assumed, over a footprint of about 1,217 m2.

Table 3: B1 Headlands, estimated truck numbers and duration by construction phase

Construction phase	Estimated trucks per day (average)	Estimated trucks per day (peak)	Estimated duration
Stage 1 Site establishment	2	6	6 weeks
Stage 2 Confirm methodology	Nil	Nil	6 weeks
Stage 3A Piling and retention	8	16	6 weeks
Stage 3B Bulk excavation	16	24	2 weeks
Stage 3C Basement, tanking, raft slab and ground floor	2	10	8 weeks
Stage 4A Structure (steel frame, composite floors and cores)	3	12	32 weeks
Stage 4B Facade	1	3	28 weeks
Stage 4C Services, lifts, fitout and finishes	4	11	36 weeks
Stage 5 Completion, commissioning, defects and handover	2	4	14 weeks
Landscaping and public realm	2	7	8 weeks

Trucks per day are truck visits, each visit being two vehicle movements. Stage 4A, 4B and 4C overlap, so on days when they run together the daily figures add. Across all phases B1 is expected to generate about 2,105 truckloads (about 4,210 movements) over an overall duration of about 80 weeks, or roughly 18 months.

6.2.2 Precinct Stage 1: B2 Breakwater

Building B2 Breakwater is the data centre and is built together with B1 in Precinct Stage 1. The area schedule gives it 12,702 m2 of gross building area, of which 11,056 m2 is above ground over seven levels, L00 to L06, and 1,610 m2 is a single data centre basement about 4.0 m below ground floor level. Fitout is dominated by heavy plant such as generators, chillers, switchgear and batteries, so Stage 4C carries a higher truck count per square metre than the office buildings, and commissioning takes longer.

Table 4: B2 Breakwater, estimated truck numbers and duration by construction phase

Construction phase	Estimated trucks per day (average)	Estimated trucks per day (peak)	Estimated duration
Stage 1 Site establishment	2	7	6 weeks
Stage 2 Confirm methodology	Nil	Nil	4 weeks
Stage 3A Piling and retention	10	21	8 weeks
Stage 3B Bulk excavation	25	38	8 weeks
Stage 3C Basement, tanking, raft slab and ground floor	4	18	12 weeks
Stage 4A Structure (steel frame, composite floors and cores)	6	24	22 weeks
Stage 4B Facade	1	3	16 weeks
Stage 4C Services, lifts, fitout and finishes	8	20	40 weeks
Stage 5 Completion, commissioning, defects and handover	2	6	20 weeks
Landscaping and public realm	3	12	6 weeks

Trucks per day are truck visits, each visit being two vehicle movements. Stage 4A, 4B and 4C overlap, so on days when they run together the daily figures add. Across all phases B2 is expected to generate about 4,309 truckloads (about 8,618 movements) over an overall duration of about 102 weeks, or roughly 24 months.

6.2.3 Precinct Stage 1 combined: B1 and B2 built together

B1 and B2 are built together for the whole of Precinct Stage 1, so their daily truck numbers overlap for the full duration of the stage. **Table 5** shows combined figures for the pairings of construction phases most likely to coincide.

Table 5: Precinct Stage 1, combined truck numbers when B1 and B2 phases coincide

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

The busiest period for Precinct Stage 1 is bulk excavation. If the bulk excavation of B1 and B2 coincides, the combined peak day reaches 62 trucks. B1 has no basement, so its excavation is short, and the more likely overlap is B2 excavation during B1 piling, which peaks at 54 trucks.

6.2.4 Precinct Stage 2: B3 Foreshore

Building B3 Foreshore is Precinct Stage 2 and is the largest building. The area schedule gives it 35,192 m2 of gross building area, of which 31,145 m2 is above ground over eleven levels, L00 to L10 with a mezzanine, and 4,047 m2 is a single level of basement parking about 3.6 m below ground floor level. It is served from a manned gate on Pakenham Street West, and larger vehicles leave through the NZ Bus depot onto Gaunt Street by agreement. Two tower cranes operate on this building.

Table 6: B3 Foreshore, estimated truck numbers and duration by construction phase

Construction phase	Estimated trucks per day (average)	Estimated trucks per day (peak)	Estimated duration
Stage 1 Site establishment	2	6	10 weeks
Stage 2 Confirm methodology	Nil	Nil	6 weeks
Stage 3A Piling and retention	12	25	14 weeks
Stage 3B Bulk excavation	26	40	16 weeks
Stage 3C Basement, tanking, raft slab and ground floor	5	22	22 weeks
Stage 4A Structure (steel frame, composite floors and cores)	6	23	48 weeks
Stage 4B Facade	2	6	44 weeks
Stage 4C Services, lifts, fitout and finishes	8	20	56 weeks
Stage 5 Completion, commissioning, defects and handover	3	8	20 weeks
Landscaping and public realm	3	9	14 weeks

Trucks per day are truck visits, each visit being two vehicle movements. Stage 4A, 4B and 4C overlap, so on days when they run together the daily figures add. Across all phases B3 is expected to generate about 8,033 truckloads (about 16,066 movements) over an overall duration of about 146 weeks, or roughly 34 months.

6.2.5 Precinct Stage 3: B4 Grove

Building B4 Grove is built together with B5 in Precinct Stage 3. It is the tallest building, with 17,239 m2 of gross building area over twelve levels, L00 to L11. Its basement is combined with that of B5 and has two levels, about 3.6 m and 7.2 m below ground floor level, with 1,470 m2 per level under B4 and 1,871 m2 per level under B5. The combined basement is excavated and built in one operation, so the piling, retention, bulk excavation and basement structure for both buildings, a footprint of 3,340 m2, are counted in the B4 table below and not in the B5 table. The constrained site means materials are loaded and unloaded at an external loading zone on Gaunt Street, which limits the rate at which trucks can be processed. The bulk excavation of about 26,700 m3 is therefore spread over a long period and the peak day is limited to 30 trucks.

Table 7: B4 Grove, estimated truck numbers and duration by construction phase

Construction phase	Estimated trucks per day (average)	Estimated trucks per day (peak)	Estimated duration
Stage 1 Site establishment	2	5	8 weeks
Stage 2 Confirm methodology	Nil	Nil	6 weeks
Stage 3A Piling and retention	8	17	24 weeks
Stage 3B Bulk excavation	20	30	34 weeks
Stage 3C Basement, tanking, raft slab and ground floor	5	20	36 weeks
Stage 4A Structure (steel frame, composite floors and cores)	3	12	44 weeks
Stage 4B Facade	1	3	40 weeks
Stage 4C Services, lifts, fitout and finishes	4	10	50 weeks
Stage 5 Completion, commissioning, defects and handover	2	5	16 weeks
Landscaping and public realm	2	8	8 weeks

Trucks per day are truck visits, each visit being two vehicle movements. Stage 4A, 4B and 4C overlap, so on days when they run together the daily figures add. Across all phases B4 is expected to generate about 7,443 truckloads (about 14,886 movements) over an overall duration of about 176 weeks, or roughly 41 months.

6.2.6 Precinct Stage 3: B5 Estuary

Building B5 Estuary is built together with B4 in Precinct Stage 3, sharing the same Gaunt Street access, two tower cranes and the combined basement. It has 17,443 m2 of gross building area over ten levels, L00 to L09. Because the shared basement is excavated and built in one operation, B5 has no separate piling, excavation or basement works, and its Stage 3 rows below show that they are included in the B4 table.

Table 8: B5 Estuary, estimated truck numbers and duration by construction phase

Construction phase	Estimated trucks per day (average)	Estimated trucks per day (peak)	Estimated duration
Stage 1 Site establishment	3	7	6 weeks
Stage 2 Confirm methodology	Nil	Nil	4 weeks
Stage 3A Piling and retention	Included in B4	Included in B4	Included in B4
Stage 3B Bulk excavation	Included in B4	Included in B4	Included in B4
Stage 3C Basement, tanking, raft slab and ground floor	Included in B4	Included in B4	Included in B4
Stage 4A Structure (steel frame, composite floors and cores)	3	14	36 weeks
Stage 4B Facade	1	4	32 weeks
Stage 4C Services, lifts, fitout and finishes	4	11	46 weeks
Stage 5 Completion, commissioning, defects and handover	2	5	16 weeks
Landscaping and public realm	3	13	6 weeks

Trucks per day are truck visits, each visit being two vehicle movements. Stage 4A, 4B and 4C overlap, so on days when they run together the daily figures add. Across all phases B5 is expected to generate about 2,033 truckloads (about 4,066 movements) over an overall duration of about 76 weeks, or roughly 18 months.

6.2.7 Precinct Stage 3 combined: B4 and B5 built together

Because the B4 and B5 basement is excavated and built in one operation, its truck numbers are counted once, under B4, and do not add to a second building at that stage. That operation is long, with about 3,475 loads over 34 weeks, all through the Gaunt Street loading zone, and it is the largest single source of truck traffic in the scheme. Once the shared basement is complete, B4 and B5 proceed together through structure, facade and fitout. **Table 9** shows the combined daily numbers for those overlapping phases.

Table 9: Precinct Stage 3, combined truck numbers when B4 and B5 phases coincide

Overlapping phases	Combined trucks per day (average)	Combined trucks per day (peak)
B4 and B5 combined basement, Stage 3B bulk excavation (one operation, counted once)	20	30
B4 and B5, both in Stage 4A structure	6	26
B4 and B5, both in Stage 4C services and fitout	8	21

6.3 Summary of all buildings

Table 10: Summary of estimated truck loads and duration by building

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	**93,570**		**23,923**			

Gross building area is from the Gross Building Area Schedule, 9 October 2026, and includes basements. The truckloads for B4 include the whole combined basement of B4 and B5. Overall duration allows for the overlap of Stage 4 sub phases and the start of commissioning before the end of the fitout. It does not include any gap between buildings.

It is proposed that, within a precinct stage where two buildings are built together, excavation cartage is staggered so that peak days do not coincide, and that combined truck numbers for the precinct are kept to no more than 60 trucks per day, with no more than 12 trucks arriving in any one hour. These limits are proposals for discussion with the traffic engineer and Auckland Transport once the programme is known.

6.4 Effect on the network

Even the busiest single building day, at 40 trucks or 80 movements over a working day of about ten hours, averages about 8 heavy vehicle movements an hour, which is small against the traffic already using Fanshawe Street, Beaumont Street and Gaunt Street. The effect of construction traffic is therefore expected to be greatest at the site gates and the loading zones rather than on the wider network. Heavy vehicle movements will be assessed against the SIDRA Network model for the AM and PM peaks if the programme is such that construction traffic could coincide with the network peak periods. However (as noted previously) where practicable, arrivals will be scheduled to avoid the weekday network peaks of 7:30am to 8:30am and 4:30pm to 5:30pm.

7 Monitoring, Reporting and Complaints

The logistics coordinator will keep a daily log of truck arrivals at each gate, recording the time, vehicle type and load, and will compare it against the estimates in Section 6. If actual numbers exceed the peak figures for a phase, or the precinct limits proposed in Section 6.3, the cause will be investigated and the delivery schedule adjusted. A monthly summary of truck numbers will be provided to the client representative and, if consent conditions require, to Auckland Council and Auckland Transport.

Complaints about construction traffic will be handled under the CMP complaints procedure. Complaints go first to the key site personnel, are entered in the site complaint register with the action taken and are closed out within 48 hours. Signs at each hoarding will show the 24 hour contact number for LT McGuinness site management. A repeated complaint about a particular route, gate or delivery pattern will lead to a review of the arrangement in this plan.

8 Roles and Responsibilities

The roles below are taken from the CMP and will be defined further as design progresses. The specialist traffic contractor has not yet been appointed.

Table 11: Roles for construction traffic management

Role	Person or organisation	Responsibility for traffic management
Client representative	Luke Kinney, RP Financial	Receives reports and approves changes to the plan
Project manager	Neoscape	Coordinates with design team and consent authority
Project director	Matt McGuinness, LT McGuinness	Overall accountability for delivery of the plan
Project lead	Jeff McHardy, LT McGuinness	Day to day implementation on site
Health and safety manager	Mel Campbell, LT McGuinness	Safety audits and incident review
Logistics coordinator	To be appointed by LT McGuinness	Delivery booking, gate control, truck log and reporting
Specialist traffic contractor	To be appointed	Design and installation of temporary traffic management, and traffic controllers
Auckland Transport	Corridor access team	Approval of temporary traffic management plans and road occupation

9 Review and Update

This plan will be reviewed at the start of each precinct stage, when the construction programme is confirmed, and whenever the access arrangement, the staging order or the estimated truck numbers change materially. The estimates in Section 6 will be replaced with contractor figures as packages are awarded, and the final certified version will be lodged with Auckland Council and Auckland Transport before construction begins.

Appendix A Basis of Truck Estimates

Building areas and basement levels come from the Gross Building Area Schedule, dated 9 October 2026. Footprints, excavation depths and durations are assumptions made for this draft and should be replaced with the design team's values when they are available.

Table 12: Building parameters

Building	Gross building area (m2)	Above ground (m2)	Assumed footprint (m2)	Assumed excavation depth (m)	Basement and note
B1 Headlands	10,992	10,992	1,217	1	No basement. Nominal 1.0 m for pile caps, ground beams and services
B2 Breakwater	12,702	11,056	1,610	4.8	Data centre basement, about 4.0 m below ground floor, plus 0.8 m for slab and tanking
B3 Foreshore	35,192	31,145	3,666	4.4	One level of parking, about 3.6 m below ground floor, plus 0.8 m
B4 Grove	17,239	12,298	3,341	8	Two levels shared with B5, built in one operation, about 7.2 m below ground floor, plus 0.8 m. Footprint is the combined basement of B4 and B5
B5 Estuary	17,443	13,703	In B4 works	In B4 works	Two levels shared with B4. Basement works are included in B4

Footprint is the basement area of one level where a basement exists, and the ground floor area for B1. The B4 and B5 basement is 1,470 m2 per level under B4 and 1,871 m2 per level under B5, from the schedule, and is built in one operation, so the whole 3,341 m2 is counted against B4. Stage 1 and landscaping loads for B4 and B5 use each building's own area.

Table 13: Assumptions used to convert building size to truck loads

Item	Assumption
Truck load	Tip truck or truck and trailer carrying about 10 m3 of bulked spoil. Concrete agitator carrying 6 m3. Steel semi trailer carrying about 20 tonnes.
Working week	Five days a week for averaging. Saturday morning is held as contingency and for peak days.
Stage 1	40 loads plus 0.02 loads per m2 of footprint, for hoarding, gantries, site sheds, containers and plant.
Stage 3A piling and retention	Pile and retaining wall concrete per m2 of footprint of 0.5 m3 plus 0.06 m3 for each metre of excavation depth, spoil arisings at 1.2 times the concrete volume, reinforcement cages and 10 plant deliveries.
Stage 3B bulk excavation	Footprint multiplied by excavation depth, bulked by 30 percent, at 10 m3 per load. All spoil is treated as contaminated and carted to an authorised facility.
Stage 3C basement and ground floor	Concrete per m2 of footprint of 0.35 m3 for a slab on piles (B1), 0.85 m3 for one basement level and ground floor (B2 and B3) and 1.45 m3 for the two basement levels and ground floor of the combined B4 and B5 basement, plus tanking, reinforcement and formwork deliveries.
Stage 4A structure	Above ground area only. Steel at about 90 kg per m2, decking, and composite slab and core concrete at about 0.21 m3 per m2. The data centre uses 0.30 m3 per m2 for heavier floors.
Stage 4B facade	0.012 loads per m2 of above ground area for curtain wall units, cladding and scaffold. The data centre uses 0.006 because it has less glazing.
Stage 4C services and fitout	0.07 loads per m2 of above ground area for plant, ducting, lifts, ceilings, partitions and waste skips. The data centre uses 0.14 for generators, chillers, switchgear and batteries.
Stage 5 completion	0.01 loads per m2 of above ground area. The data centre uses 0.02.
Landscaping and public realm	30 loads plus 0.04 loads per m2 of footprint for paving, soil, planting and furniture.
Peak day	Average multiplied by a factor that depends on the phase: 2.5 for site establishment and completion, 2 for piling, 1.5 for excavation, 4 for slab and structural concrete phases, 3 for facade, 2.5 for fitout and 3.5 for landscaping.
Peak day limit for B4 and B5 basement excavation	Limited to 30 trucks per day for the combined B4 and B5 basement excavation because of the Gaunt Street loading zone.
Overall duration	Stage 2 runs alongside Stage 1. Stage 4B starts 10 weeks and Stage 4C 16 weeks after Stage 4A starts, and Stage 5 starts 8 weeks before the end of Stage 4.