

14 March 2008

Bluewater Management Company
PO Box 1150
Shortland Street
AUCKLAND

Attn: Nigel Bent

Dear Nigel

Re: Britomart North Plan Change – Traffic Assessment

Further to recent correspondence we have reviewed and considered the documents provided by Geoff Land of Land Architects Limited on your behalf. The documents forwarded relate to a proposed Plan Change application for future development in the northeast block of the Britomart Precinct.

The application, amongst other objectives seeks to increase the permitted intensity of development within the Britomart North block, in particular the Seafarers Building. We understand the proposed increase in site intensity on the Seafarers site not amount to a building of approximately 20,000m² GFA or a hotel with more than 200 rooms. Maintaining these upper limits will avoid the requirement for additional loading or bus parking facilities, over and above that required under the current Britomart Precinct Plan. It is noted, that the proposal does not intend to amend any of the existing transport controls within the existing district plan.

The Plan Change application does not include any detail relating to traffic engineering or wider transportation matters. We believe matters including loading and servicing requirements, the need for bus parking, and general traffic operation and vehicle access are best addressed as part of any future resource consent application having regard to the existing District Plan rules. Such an application would require a detailed traffic assessment of these matters, in much the same way that the recent applications for Charter House, the East Building and the Oriental Building have done so.

It is important to note that the central area district plan approaches traffic from an opposite view to the remainder of Auckland City. Within the central area maximum parking limits are imposed – therefore theoretically, regardless of the size or floor area of a building, no parking is required. Further, in relation to Britomart, only certain sites are permitted to incorporate parking – the plan change site is not one of them, and the plan change does not seek to change this. This is based on the premise that the Britomart Precinct is founded upon the Britomart Transport Interchange, which is the transport interchange for train, bus and ferry traffic for the entire Auckland region. Accordingly, significant options are available for visitors to access

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the plan change site without reliance of private vehicles. Accordingly, any traffic impacts from the plan change itself can be considered to be minimal.

It is also noted that there is an existing parking valet system in operation for the Britomart Precinct and this will be expanded once the Charter House, East Building and Oriental Buildings are in operation. The valet system helps address the movement of traffic in and around the precinct and would be of assistance to the hotel operation on the plan change site once operations. However, again, these details would be fully explored through any resource consent application for the envisaged hotel on the site.

Issues such as loading and servicing are addressed by the existing rules which will remain in place. We therefore do not believe that a detailed traffic impact assessment report is required to accompany the Plan Change application.

We trust this letter provides sufficient information for your consideration. Please do not hesitate to contact the undersigned should you wish to discuss further.

Yours sincerely,
TRAFFIC PLANNING CONSULTANTS LTD



David Philip