

**IN THE MATTER** of a direct referral application under section 87G of the Resource Management Act 1991 for resource consents for the necessary infrastructure and related activities associated with holding the America's Cup in Auckland

**BETWEEN** **PANUKU DEVELOPMENT AUCKLAND**

Applicant

ENV-AKL-2018-000078

**AND** **AUCKLAND COUNCIL**

Regulatory Authority

**Date:** 26<sup>th</sup> July 2018

**Venue:** Environment Court, Auckland

**Facilitator:** Ross Dunlop

**Area of expertise:** Traffic and Transport

**Experts in attendance:**

<b>Name</b>	<b>For</b>
Joe Phillips	Panuku Development Auckland (Panuku)
Bronwyn Coomer-Smit	Auckland Council (Council)
John Parlane	Viaduct Harbour Holdings Limited (VHHL)
	Kiwi Property Group Ltd (Kiwi)
	ASB Bank Ltd (ASB)
	Auckland Theatre Company (ATC)
Leo Hills	Firth Industries – a division of Fletcher
	Concrete and Infrastructure (Firth)
Mitchell Tse	Auckland Transport (AT)

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## JOINT WITNESS STATEMENT

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### 1. Introduction

- 1.1. The purpose of expert conferencing is for expert witnesses to identify and reach agreement with other expert witnesses within their field of expertise on the issues/matters on which the expert witnesses agree and the issues/matters on which they do not agree, including reasons for their disagreement.
- 1.2. In preparing this statement, the experts have read and understood the Code of Conduct for Expert Witnesses as included in the Environment Court Practice Note 2014.

- 1.3. The experts have not sought to edit conditions, but have instead agreed to advise on matters that need to be addressed in conditions and management plan. The experts anticipate they will review the amended conditions to confirm that they address identified matters satisfactorily before the commencement of the Environment Court hearing.
- 1.4. The JWS records a large measure of agreement between the experts. Matters not agreed are recorded in the Statement where they arise.

## **2. Information Relied On**

- 2.1. The experts agree the below documents and reports provide an adequate basis for understanding the proposal's likely transport effects and an adequate foundation for the expert professional opinions set out below:
  - 2.1.1. America's Cup, Traffic and Transport Technical Report for Resource Consent Application, Wynyard Hobson, Beca, 12 April 2018, Application Document 21
  - 2.1.2. America's Cup Wynyard Hobson, Application for Resource Consent: Assessment of Environmental Effects, UNIO Environmental Ltd (UNIO), 13 April 2018, Application Document 4
  - 2.1.3. America's Cup, Physical Infrastructure Technical Report for Resource Consent Application, Wynyard Hobson, Beca, 12 April 2018, Application Document 9
  - 2.1.4. America's Cup Wynyard Hobson Proposed Conditions of Consent, 19 July 2018 from UNIO ("19 July 2018 Proposed Conditions")
  - 2.1.5. America's Cup Wynyard Hobson Proposed Conditions of Consent, 13 April 2018, Application Document 7, including the amended traffic conditions received from UNIO on 8 June 2018
  - 2.1.6. America's Cup 36 Wynyard Hobson Proposal: Urban Design, Landscape and Planning Figures, 13 April 2018, Boffa Miskell, Application Document DS1
  - 2.1.7. Further information including:
    - 2.1.7.1. Letter dated 19 April 2018 to Council from UNIO: Further Information provided in relation to America's Cup Wynyard Hobson BUN60318372
    - 2.1.7.2. Letter dated 8 May 2018 to Council from UNIO: Further Information provided in relation to America's Cup Wynyard Hobson BUN60318372
    - 2.1.7.3. Letter dated 8 June 2018 to Council from UNIO: Further Information provided in relation to America's Cup Wynyard Hobson BUN60318372 – Traffic
  - 2.1.8. Section 87F Report – N Broadbent
  - 2.1.9. Section 87F Report Appendix M – B Coomer-Smit and A Crafer – Traffic Report
  - 2.1.10. Section 87F Report Appendix U – Council's Proposed Conditions

- 2.1.11. Direct referral by Panuku Development Auckland, America's Cup, Mediation Record, 19 July 2018, Sub-topic: Traffic (Items 1 and 2) and Sub-topic: Event Management Plan (Items 1 to 3) ("Mediation Record 19 July 2018")
  - 2.1.12. America's Cup – Wynyard / Hobson Construction Traffic Management Plan (Draft), Wynyard Edge Alliance, revision B (23 July 2018) ("CTMP 23 July 2018")
  - 2.1.13. America's Cup – Wynyard / Hobson Construction Staff Travel Management Plan (Draft), Wynyard Edge Alliance, revision B (23 July 2018) ("CSTP 23 July 2018")
  - 2.1.14. Event Management Plan – Transport (Draft), Beca Ltd, revision 2 (25 July 2018) ("EMPT 25 July 2018")
- 2.2. Mitch Tse has read Items 2.1.8, 2.1.9 and 2.1.10, plus Items 2.1.12 and 2.1.14.

### **3. Construction Effects**

- 3.1. Since the lodgement of the Application, the Wynyard Edge Alliance has been established with responsibility for planning and delivering the construction of the Wynyard Hobson base infrastructure. The Wynyard Edge Alliance has prepared a CTMP 23 July 2018 and CSTP 23 July 2018 in consultation with Auckland Transport, Auckland Council, and Panuku Development Auckland.
- 3.2. The experts agree that the objectives identified in Mediation Record 19 July 2018 (Topic: Construction Effects and Management Plans and Sub-topic: Traffic), together with the draft documents identified in paragraph 3.1 will enable the construction transport effects to be satisfactorily managed and mitigated.
- 3.3. The experts agree that a condition should be provided that heavy vehicles associated with the construction activities should not reverse to or from the public road.
- 3.4. Mr Parlane considers that each off-street car space lost in the Wynyard Precinct (the ASB carpark off Hamer Street) and Viaduct Precinct (on the Eastern Viaduct) during the Construction phase should be mitigated with a replacement car parking space in the vicinity.

### **4. Operational Effects**

- 4.1. The experts understand the Operational phase to be the period between completion of construction of the base buildings, which will then be occupied by the syndicates, and commencement of the AC36 Event. It also includes any period over the 10 year term of the consent when syndicates are occupying the bases outside of any future Event phases.
- 4.2. The experts agree the 19 July 2018 Proposed Conditions provide an appropriate framework to enable the development of the Syndicate Staff Travel Plan, the Viaduct Events Centre ("VEC") Syndicate Base Traffic Management Plan, the VEC Syndicate Marine & Fishing Industry Management Plan, the Hobson Wharf Servicing Delivery and Guest Transport Plan ("SDGTP") and the Wynyard Point SDGTP. The experts agree the delivery of these Plans will allow the transport effects during the Operational phase to be satisfactorily managed and mitigated.

## 5. Event Effects

### 5.1. Event scenarios

- 5.1.1. The topic headings in Section 2 in the EMPT 25 July 2018 are potentially suitable in terms of their subject matter. If finally adopted, the headings need to be included in an amended condition 183.a-d (19 July 2018 Proposed Conditions), as follows:
- 5.1.1.1. Event and Public Transport Management Measures
  - 5.1.1.2. Pedestrian and Cyclist Management Measures
  - 5.1.1.3. Traffic and Parking Management Measures.
- 5.1.2. The experts are agreed that managing the Event on a Scenario 1 to 3 basis, as proposed, is appropriate.
- 5.1.3. There should be a mechanism to actively monitor the Scenario status of the Events and to respond, where necessary, by adapting the Event Scenario status. The EMP - Transport should expressly allow for monitoring to be used on:
- a) Event days, and;
  - b) To inform planning and management of future Events.
- 5.1.4. The mechanism above should be provided in the EMP - Transport and be required as a condition of resource consent.

### 5.2. Road closures and any partial closures

- 5.2.1. The experts agree with the proposed objectives identified for the Event Management Plan in the Mediation Record 19 July 2018, specifically:
- f – Maintenance of access of all sites (all modes)
  - g – Safety for everyone
  - h – Disruption minimised
  - k – Avoid road closures and minimise any partial closures.
- 5.2.2. The experts agree with Objective k and consider the terms 'road closure' and 'partial closure' need to be better understood and defined, as follows:
- 5.2.2.1. Full road closure – The whole road carriageway would be closed to all motor vehicles and cyclists, but remain accessible to pedestrians
  - 5.2.2.2. Partial road closure – A restriction on the capacity and/or direction of travel, potentially for all modes, within the whole road reserve
  - 5.2.2.3. Managed road closure – A full road closure for motor vehicles only, with access permitted for authorised motor vehicles
  - 5.2.2.4. Authorised vehicles means – Vehicles travelling to and from properties to which access needs to be maintained.
- 5.2.3. The experts agree that Objective k needs to be re-worded to "*Avoid road closures and minimise any partial and/or managed road closures*".
- 5.2.4. The experts agree that departing concrete trucks are different to other vehicles, given that their load would set if the trucks were significantly delayed. For this reason, the experts agree there should be no full road closure of Beaumont Street and Hamer Street.

- 5.2.5. The experts agree that their assessment of the Event effects on full road closures / partial closures / managed road closures can be properly based on the provisions of Figure 5-1 of the EMPT 25 July 2018. The experts note that the closures on Quay Street shown on Figure 5-1 of the EMPT 25 July 2018 would in practice extend east to Commerce Street.
- 5.2.6. The experts agree that the extent of the area, including marshalling points, shown on Figure 5-1 of the EMPT 25 July 2018 provides a suitable basis for the management of Event transport effects. The experts agree that Figure 5-1 should be included in a condition. The condition should also acknowledge that monitoring may result in the need for additional measures.
- 5.2.7. Unless monitoring shows otherwise, the experts advise there should be a condition that the only full road closure that could be necessary is Jellicoe Street between Halsey and Beaumont Streets. The reasons being that there is a need to provide for the safety of pedestrians, where there is expected to be high pedestrian demand, and there is no direct property access off this section of Jellicoe Street.
- 5.2.8. The experts agree, in the event greater north-south pedestrian access is required between Fanshawe Street and the AC Event, the first priority would be to use Daldy Street Linear Park. In the event Daldy Street was used in this way, access to properties along Daldy Street should be maintained.

### **5.3. Servicing and delivery for existing businesses / residents**

- 5.3.1. The experts agree that should the loading spaces on the western side of Lower Hobson Street are used by local businesses. Should they become unavailable for any reason, they should be replaced in the vicinity with Auckland Transport's approval. The replacement spaces should continue to be available on a non-exclusive basis.
- 5.3.2. The experts acknowledge that the potential road closures on Jellicoe Street would have an impact on the on-street loading between Halsey Street and Daldy Street. The experts agree that adequate alternatives should be provided through specific provisions in the EMPT under the traffic and parking management measures.

### **5.4. Mobility access for existing businesses / residents**

- 5.4.1. The experts acknowledge that the proposed road closures will have an impact on the ability to provide suitable mobility access, for example to the ASB Theatre. The experts agree that adequate alternatives should be provided through specific provisions in the EMPT under the traffic and parking management measures.

### **5.5. Pedestrian and cyclist access and safety**

- 5.5.1. The experts agree that with the measures identified in Condition 183.c., the safety of pedestrian and cyclists can be satisfactorily addressed during the Event through the implementation of the pedestrian and cycle management measures component of the EMPT.

## 5.6. Loss of carparks in the Wynyard Precinct and the Viaduct Precinct

- 5.6.1. The experts recognise that with the proposals there will be a reduction in on-street and off-street carparking within the Wynyard Precinct. The loss of parking will impact on those who currently rely on it and it is desirable to mitigate those effects.
- 5.6.2. Mr Parlane considers that each car space lost should be mitigated with a replacement car parking space in the vicinity.
- 5.6.3. The Wynyard Precinct under the Auckland Unitary Plan (I214.6.1) has parking standards intended to maintain or enhance both the safety and capacity of the internal and wider road network and to significantly reduce single occupancy vehicle commuter trips to and from the Wynyard Precinct. Recognising this, Mr Phillips and Mrs Coomer-Smit consider that car parking spaces can be mitigated through a combination of replacement car parking and travel demand management measures.

## 5.7. Integration with other construction works in the vicinity of the Event

- 5.7.1. The experts agree that there are existing processes and working groups that will enable satisfactory coordination of the Events and other construction activities, such as the City Centre Network Operations Weekly Temporary Traffic Management meeting. Auckland Transport is responsible for approving all temporary traffic management and will be part of the Inter-Agency Steering Group responsible for managing and delivering the Event.

**Dated** the 26<sup>th</sup> day of July 2018



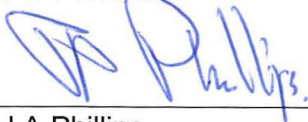
Mrs B A Coomer-Smit



Mr L D Hills



Mr J D Parlane



Mr J A Phillips



Mr M B Tse