

APPENDIX B

Traffic review



106-108 Albert Street
Traffic Impact Assessment Peer Review

Prepared for



Traffic and Transportation Engineers Ltd

'T² provides professional transportation engineering services that enables clients to achieve their aims and advance our communities.'



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Prepared for



Revision History and Document Approval

Date	Issue	Author	Description
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1.0 INTRODUCTION

Traffic and Transportation Engineers Limited (T²) was commissioned by Auckland Council (Council) to undertake a peer review of the Traffic Impact Assessment (TIA) for a proposed variation to a previously consented apartment and retail development at 106-108 Albert Street, Auckland Central.

2.0 PROPOSAL

A development consisting of residential apartments with some retail was granted consent in 2008. This proposal relates to a variation to reconfigure much of the residential units into a hotel, significantly increasing the retail area as well as including a cinema and restaurant/cafes. The proposed variation reduces the number of parking spaces compared to the previously consented development.

Vehicle access (the porte-cochere, car parking and loading) to the site will be from Lower Albert Street and the porte-cochere exit will be onto Albert Street.

A summary of the consented development and the proposed variation is shown in Table 1.

Activity	Consented Development	Proposed Development	Difference
Residential apartments	259	36	-223
Hotel suites	0	266	266
Retail	5,000 m ²	13,444 m ²	8,444 m ²
Parking spaces	481	300	-181

Table 1 Development summary

3.0 BACKGROUND

3.1 The Site and Surrounding Environment

An aerial view of the site is shown in Figure 1.



Figure 1 Aerial view of site

The site has frontage on Victoria Street West, Lower Albert Street and Elliott Street.

The eastern half of the site is located within *Strategic Management Area 1* as defined in the District Plan. The site is also located within the *Queen Street Valley Precinct* and is within an area classified as *Pedestrian Oriented*.

At present a public parking lot containing 136 parking spaces is operating on the site. This parking lot was granted consent in 2013 to operate with 139 parking spaces.

3.2 Local Road Network

The location of the site in relation to the local road network is shown in Figure 2.

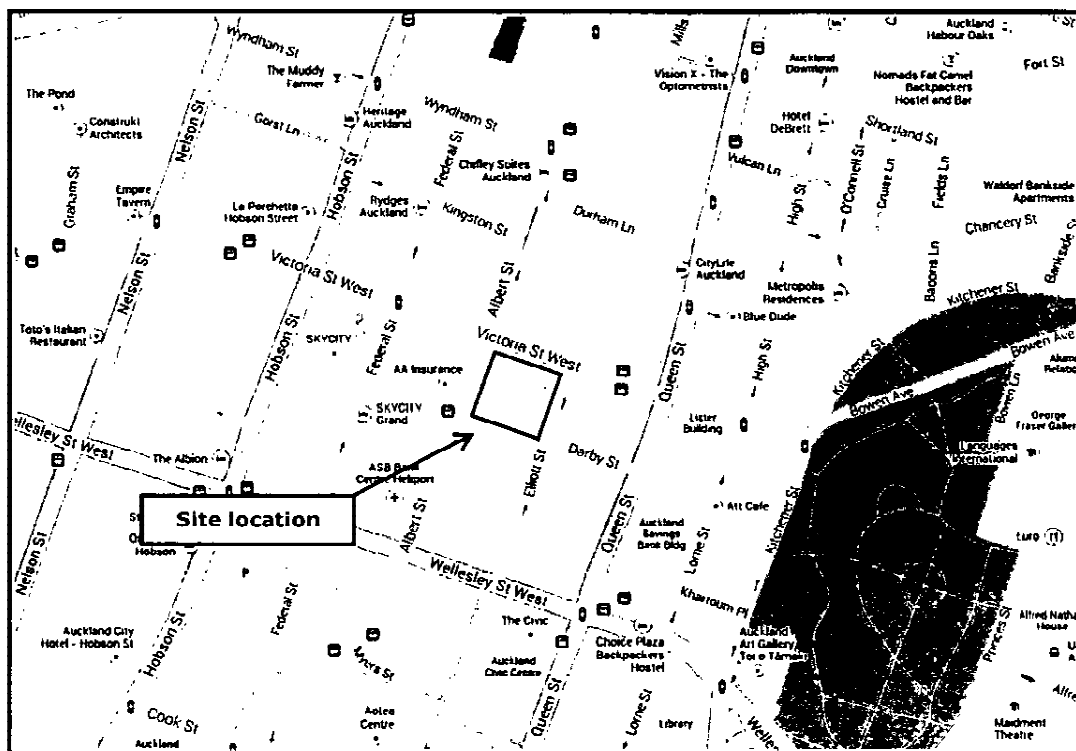


Figure 2 Local Road Network

Albert Street is classified as a Collector in the District Plan and runs generally in a north/south direction. In front of the site it has one general traffic lane and one dedicated kerbside bus lane in each direction. Parking is generally prohibited on both sides of the road but northbound buses are permitted to stop at the number of bus stops on the western side of Albert Street. The most recent traffic counts available on the website of Auckland Transport (AT) were undertaken in October 2006 and recorded north and southbound traffic volumes of 6136 and 7428 vehicles per day respectively.

Lower Albert Street is not explicitly shown in the District Plan and we understand that it has the same Collector classification as Albert Street. It runs parallel to Albert Street, from Victoria Street West to Wellesley Street West and is a one-way street for southbound vehicle movements only. It has a footpath on the eastern side of the road and kerbside parking is provided at the northern end. No traffic counts for Lower Albert Street are available on the website of AT.

Victoria Street West is classified as a District Arterial and runs generally in an east/west direction in the vicinity of the site frontage. It generally has two traffic lanes in each direction but this typically increases to three lanes at the approaches to intersections. Parking is generally prohibited on the southern side of Victoria Street West though there is some parallel parking provided from approximately midway along the site frontage and Elliott Street to the east. Parking is prohibited on the northern side of Victoria Street West due to the presence of a number of bus stops.

Elliott Street is classified as a local road in the District Plan. It is a shared space permitting one-way, south to north vehicle movements. The traffic counts available on the AT website pre-date the conversion of Elliott Street into a shared space. It is expected that traffic volumes following the conversion to a shared space will be lower than when Elliott Street operated as a conventional road.

3.3 Traffic Safety

A search was conducted in the New Zealand Transport Agency's (NZTA) Crash Analysis System (CAS) for crashes in the five-year period from 2008 to 2012.

A total of 25 crashes were reported at the Victoria Street West/ Albert Street intersection, including 11 crashes resulting in injury. The crash rate is typical of a busy central city intersection and no cause or factor appears over-represented in the crash report. No crashes have occurred on Lower Albert Street.

The existing crash record does not indicate the presence of any inherent safety issues.

4.0 CONSULTATION WITH AUCKLAND TRANSPORT

AT was consulted over the proposed variation and raised several issues. These issues can be aggregated into the following two categories.

- Detailed design issue which are discussed below; and
- Construction and construction traffic both of which are discussed in Section 9.0.

AT raised a number of issues relating to pedestrian facilities on Albert Street and the design of the porte-cochere. A meeting was held on 9 January 2014 between AT, Council and the applicant to address these concerns. The following issues (not described in detail but are summarised for ease of reference) were raised:

- The location of the speed table.
- Not shortening the northern end of the central footpath between Albert Street and Lower Albert Street.
- Review coach access to and from the porte-cochere.
- Subject to bus swept path constraints, reduce the angle of the porte-cochere exit onto Albert Street.
- Install and align pram crossings on pedestrian desire lines.
- Provide two horizontal refuge platforms on the porte-cochere pedestrian ramp.
- Ensure the bus swept paths do not encroach onto pedestrian footpath areas.

- Improve pedestrian amenity at the entrance to the car parking levels by extending the central island.
- At the access to the loading dock, install 1:20 ramp at the road boundary as required by the District Plan.

The porte-cochere will have a flush surface and will not incorporate kerbs or other level differences separating vehicles from pedestrians. Textured paving will be installed to visually delineate pedestrian paths from vehicle manoeuvring areas. This is expected to make pedestrians more alert when crossing 'vehicle areas' and they will more likely be alert to the presence of vehicles. Likewise motorists are expected to be more careful when crossing 'pedestrian paths'.

The design of the porte-cochere and alterations to the Albert Street frontage were agreed upon to address the safety concerns raised by AT. The updated final design submitted by the applicant is considered adequate.

Due to the complexity of the arrangement of all the components and the concerns expressed by AT's Road Corridor Operations team, it is recommended that a condition of consent be included that both the final detailed design (i.e. before construction) and then the as-built construction drawings are to be approved by Council in consultation with Auckland Transport. These drawings are to show all geometric details within the road reserve and an area from the western side of the building to Albert Street and extending from the northern boundary of the site to the southern boundary of the site.

It would also be necessary to include the area in front the Riflemans Building and the connection to the pedestrian link in front of the Crowne Plaza Hotel. This will show the key pedestrian connections between the subject site and the pedestrian links to the south.

Auckland Transport has requested a condition requiring the nose at the northern end of the Albert Street footpath be rebuilt in concrete to the satisfaction of AT Traffic operations Central. This will be included as a condition of consent.

5.0 TRAFFIC GENERATION

The TIA contains an assessment of the traffic generation at the site. A summary of the site traffic generation is shown in Table 2.

	AM peak hour	PM peak hour	Daily generation
Existing parking lot	32	90	800
Consented development	170	170	411-1,095
Proposed development	87	165	675-1,025

Table 2 Traffic generation summary

The proposed development is expected to have a lower traffic generation than the previously consented development. This means there will be a lesser effect on local intersections and the local road network compared to the consented development and is acceptable.

5.1 Porte-Cochere

The proposed development includes a porte-cochere for the hotel. Access to the porte-cochere will be from a new vehicle crossing on Lower Albert Street and the exit will be onto Albert Street via a new vehicle crossing.

The porte-cochere will be used for drop-offs and pick-ups of guests at the hotel and it is expected to accommodate a mix of tour buses, coaches, taxis and private vehicles. The porte-cochere is expected to have sufficient room to accommodate eight cars or four buses without interfering with the passage of other vehicles through the site.

Surveys of other hotels were submitted as part of the s92 response. These surveys were undertaken at the Crowne Plaza Hotel, the Grande Hotel and Rydges Auckland Hotel. These hotels are all located in the Auckland CBD and have similar, though slightly more, hotel rooms than the proposed development.

The surveys recorded a peak vehicle accumulation of nine vehicles at the Crowne Plaza Hotel at various times throughout the survey period. However, the Crowne Plaza has a greater number of rooms and when the vehicle accumulation is factored to account for the different number of rooms, peak vehicle accumulation is approximately eight vehicles. This would be accommodated by the proposed porte-cochere. The surveys indicated that buses would not be present for the majority of the time and a peak of two buses was recorded at one site for a very short duration.

It is therefore anticipated that bus/coach visits to the proposed hotel will be infrequent and that it is considered very unlikely that there will be a sufficient number of buses onsite to obstruct the porte-cochere.

However, to ensure that the porte-cochere is adequately managed and that the queue from the porte-cochere does not extend past the pedestrian crossing, it is recommended that the existing porte-cochere management plan (PCMP) is updated. This is discussed further in Section 8.0.

6.0 PARKING AND LOADING

6.1 Parking Provision

The number of parking spaces permitted at central area sites for non-residential activities is determined by the type of road the site gains access from. The District Plan classifies Albert Street (and by extension Lower Albert Street) as a Type 2 road. Sites with access to Type 2 roads are permitted one parking space per 200m² of non-residential GFA. Residential developments are permitted one parking space per dwelling under 80m² and two parking spaces per dwelling 80m² and over. The hotel units are not classified as dwellings. A summary of the number of parking spaces permitted by the District Plan is shown in Table 3.

Activity	Ratio	Intensity	Parking Permitted
Non-residential	1/200m ² GFA	52,120m ² +	261
Residential	1 per unit < 80m ²	28 units < 80m ²	28
	2 per unit ≥ 80m ²	8 units ≥ 80m ² -	16
Total permitted			305

Table 3 District Plan parking standards

The Proposed Auckland Unitary Plan (PAUP) has slightly different rates for the number of parking spaces permitted. Under the PAUP the site is located in a *City Centre* zone. For sites located in this zone, the maximum number of parking spaces permitted are as follows:

- 0.7 spaces per dwelling with a GFA under 75m²

- 1.4 spaces for dwellings with a GFA between 75m² and 95m²
- 1.7 spaces per dwelling with a GFA 95m² or greater
- Visitor parking for residential developments at the rate of 0.2 spaces per dwelling.
- Where there are non-residential activities on the site, one parking space per 200m².

The assessment of the PAUP parking standards in the TIA incorrectly notes that 1.4 spaces per unit with a GFA over 80m² would be permitted. However, this will result in an underestimation of the number of spaces permitted so will not increase the off-site effects. The specific sizes of the apartments are not presented in the TIA but it is assumed none of the proposed apartments have a GFA greater than 95m². A summary of the number of parking spaces permitted by the PAUP is presented in Table 4.

Activity	Ratio	Intensity	Parking Permitted
Non-residential	1/200m ² GFA	52,120m ² +	260.6
Residential	0.7 per unit < 75m ²	28 units < 75m ²	19.6
	1.4 per unit ≥ 75m ²	8 units ≥ 75m ²	11.2
	1.7 per unit ≥ 90m ²	0 units ≥ 90m ²	
Visitor	0.2 per unit	36 units	7.2
Total permitted			299

Table 4 PAUP parking standards

In summary, 305 parking spaces would be permitted by the District Plan and up to 299 spaces by the PAUP.

It is proposed to provide 300 parking spaces on the site. This is less than the number permitted by the District Plan. Of the 300 proposed parking spaces, seven will be formed to the requirements for parking for the mobility impaired. This provision of parking for the disabled meets the requirements of AS/NZS 4121:2001 *Design for Access and Mobility – Buildings and Associated Facilities*.

Rule 9.7.1.3 of the District Plan requires that hotels and serviced apartments provide one bus/coach parking space per 200 rooms. As the development will have 266 hotel rooms, one dedicated bus parking space is required.

As no parking spaces will be marked, the number of vehicles that can be accommodated in the porte-cochere will vary depending on the mix and size of the parked vehicles and how efficiently they are parked. Notwithstanding that a bus parking space is shown on the plans, there is sufficient space within the porte-cochere for a bus or coach to park. Nevertheless, the porte-cochere is expected to accommodate more than four buses and this is considered to meet the District Plan requirement for one bus/coach parking space.

6.2 Parking Dimensions

The parking spaces will be 4.9m long, 2.5m wide, have 8.1m manoeuvre depth and be oriented at 90° to the carriageway. This meets the requirements of the District Plan. The parking spaces for the mobility impaired will be located in Basement 2 in front of the lift and is the closest parking to the vehicle access. Vertical clearance between the access and the parking for the mobility impaired is 2.5m or greater to allow access by motorists with wheel chairs mounted on

the vehicle roof. The design and layout of the parking for the mobility impaired is considered acceptable.

6.3 Cycle Facilities

Cycle racks with space for up to 36 bicycles, seven changing rooms/showers and two toilets will be provided on Basement Level 2. No details have been provided regarding how this facility will operate. These cycle racks are most likely to be used by residents and staff at the site. If the cycle racks are to be used by residents, it is important that access has some level of restriction to improve the security of the facility. Ideally, this method of restriction will have the capability to record when different users access the facility to further improve security. To this end, it will be recommended as a condition of consent that access to the cycle racks on Basement Level 2 is controlled by an electronic keypad to restrict access to authorised users only.

6.4 Loading

Rule 9.7.1.2 sets out the loading space requirements of the District Plan. These requirements are summarised in Table 5.

Retail and Other Goods-Handling Activities	
GFA	Loading Spaces
0 – 5,000m ²	1
5,001 – 10,000m ²	2
>10,001	3 plus 1 per 7,500m ² GFA above 10,000m ²
Residential, Offices and Other Non-Goods Handling Activities	
GFA	Loading Spaces
0 – 10,000m ²	1
20,001 – 50,000m ²	2
>50,001m ²	3 plus 1 per 37,160m ² GFA above 50,000m ²

Table 5 District Plan Loading Requirement

For non-goods-handling activities, one of these loading spaces is to be formed on the street for courier services.

Within the development there will be 13,444m² of retail and this results in a requirement of three loading spaces for the retail component. The apartments and hotel will have a GFA of 42,305m² and this results in a requirement of two loading spaces for the hotel and apartments. In total, the site is required to have four dedicated loading spaces on the site and one courier drop-off space on the street.

The proposal includes a large combined loading dock/servicing area. The TIA states that there will be two dedicated loading spaces in the loading dock, but none are explicitly marked on the plans. It is also expected that, given its size (approximately 35m x 9m), the loading dock could accommodate at least four trucks. It is expected that there is adequate space in the loading dock to accommodate the loading requirements of the proposed development. As such, the number of on-site loading spaces is considered acceptable.

No on-street courier drop-off space is proposed resulting in a technical shortfall of one on-street courier drop-off space. However, it is expected that courier

drivers would park in the porte-cochere. It is preferable that couriers park on-site as it avoids the need for additional on-street manoeuvres associated with on-street parallel parking. Therefore, the non-provision of a dedicated on-street courier drop-off space is considered acceptable.

7.0 VEHICLE ACCESS

The site presently has an entry only vehicle crossing on Lower Albert Street and an entry/exit vehicle crossing onto Elliott Street.

The Elliott Street vehicle crossing will be removed as part of the proposed variation.

The site will have a total of four vehicle crossings to serve the loading area, car park and the porte-cochere.

Access to the parking area will be via a new vehicle crossing on Lower Albert Street towards the southern end of the site. This vehicle crossing will be 7.3m wide and allow for two-way movement. This vehicle crossing will not have the 4m long 1:20 platform required by Rule 9.7.3.1 (c) of the District Plan, having a 1:12 platform instead. This will make it somewhat more difficult for a motorist approaching the road from the driveway to see approaching pedestrians. The proposal includes the installation of an audio-visual warning sign on Lower Albert Street to warn pedestrians of an approaching car.

While the above is considered adequate, it is recommended that a speed hump is constructed on the exit lane 1m from the road boundary. This would force drivers to stop with the nose of the car on the road boundary. It is also recommended that a 'Give Way to Pedestrians' warning sign is installed at an appropriate and easily visible (by exiting drivers) location on the exit lane. Further, as requested by AT (and as described in Section 4.0), the solid central island between the entrance and exit lanes is to extend 4.0m from the road boundary. This to prevent exiting drivers from using the entrance lane to avoid the speed hump.

Access to the loading area will be via a new vehicle crossing on Lower Albert Street approximately half way along the front of the site. This vehicle crossing will be 8.8m wide and allow for two-way movement. This access will have a slope of 1:8 next to the footpath, so also lacks the 1:20 platform required by the District Plan. The width of the access and the expected low frequency of vehicles using this access somewhat mitigate the lack of the platform. To ensure any pedestrians on Lower Albert Street are aware of a vehicle approaching this vehicle crossing, it will be recommended as a condition of consent that an audio-visual sign be installed at the vehicle crossing to the loading area. Following discussions with AT's Road Corridor Operations team, the applicant has agreed to construct a 4m long platform at a 1:20 grade as required by the District Plan.

Access to the porte-cochere will be via a new vehicle crossing on Lower Albert Street, near the northern end of the site. This vehicle crossing will be 5m wide and allow for left-turn in movements only. Vehicles will exit the site via a new vehicle crossing on Albert Street at the southern end of the site. This vehicle crossing will be 6.4m wide. Both the vehicle crossings for the porte-cochere are designed to accommodate vehicles up to tour coaches.

Rule 9.7.3.2 of the District Plan relates to sites that front multiple roads. In these situations, general vehicle access to sites are to be from the road that has a lower road hierarchy as defined by Planning Overlay Map 7 in the District Plan.

With regard to the subject application, Elliot Street has the 'lowest' classification. However, the Elliot Street shared space would not be suitable for the level of traffic accessing the proposed development. Lower Albert Street is not explicitly shown on the Transportation Controls overlay in the District Plan. This means that it will technically have the same classification as Albert Street and is therefore classified as a Collector.

While Lower Albert Street is classified as a Collector Road it largely operates as a service lane and vehicle flows are very low. It is noted that the traffic using the porte-cochere will be significantly less than that into the parking areas. Therefore, the proposal to gain access from Lower Albert Street is considered acceptable.

Rule 9.7.3.3 of the District Plan relates to sites within *Pedestrian Oriented* areas. The proposal fails to meet several development controls relating to this rule, specifically having more than one access (four proposed), having crossings exceed 6m in width (8.8m and 7.3m wide crossings) and having an access within the defined road boundary. The recommended conditions to install audio-visual signs at the accesses for the parking area and the loading dock are expected to adequately mitigate potential risk to pedestrians on Lower Albert Street, especially given the relatively low pedestrian volumes on Lower Albert Street compared to other streets in the Central Area. The multiple accesses and access widths exceeding District Plan development controls are not expected to have a more than minor impact on the safety of local pedestrians.

Since Victoria Street West is a District Arterial, the Defined Road Boundary on Lower Albert Street extends 90m from the intersection with Victoria Street West. The restriction of installing vehicle crossings close to high volume intersections is to avoid the access location adversely affecting to the operation or safety of the intersection.

In this case, Lower Albert Street is one-way so any motorists leaving the site will travel south, away from the Victoria Street West intersection. It is also noted that vehicles departing the site will access Lower Albert Street and this will have little (if any) impact on the Victoria Street West intersection. In addition, it is recommended that right-turns out of the porte-cochere be prohibited, so any traffic from will be travelling away from Victoria Street. This will limit potential interaction between motorists at the intersection and motorists leaving the site.

Finally, as discussed in Section 5.1 there is sufficient space on-site to accommodate the queuing that is expected to occur in the porte-cochere. The proximity of the vehicle crossings in relation to the Albert Street/Victoria Street West intersection is expected to have a less than minor impact on the safety or operation of the local road network.

Rule 9.7.3.7 relates to accesses within the Defined Road Boundary of an intersection. Due to the classifications of the roads involved, all accesses to the site are within the Defined Road Boundary of the Albert Street/Victoria Street West intersection. As previously stated it is expected that the porte-cochere will have adequate space to accommodate the number of vehicles expected to use it and that queues extending off the site are not anticipated and that Council will have the ability to impose additional restrictions if queues extend onto the road.

8.0 PORTE-COCHERE MANAGEMENT PLAN

With reference to the discussion in Section 5.1, the PCMP should include the following:

- A preamble stating the objectives of the PCMP. The preamble should include that: there are to be no queues extending beyond the pedestrian crossing at the entrance to the porte-cochere; no vehicle is to stop on the pedestrian crossing; a clear way is to be maintained through the porte-cochere at all times to enable vehicles to enter and exit the porte-cochere; and no part of any vehicle is to encroach over a dedicated pedestrian path or area.
- The porte-cochere is to be manned by a concierge at all times.
- No vehicles are to be left unattended within the confines of the porte-cochere.
- No vehicle will be permitted to park in the porte-cochere for more than five minutes.
- Buses and coaches will be permitted a maximum loading/unloading time of 10 minutes. Bus and coach arrivals for pick-ups are to be managed so that a bus or coach only arrives when all passengers have assembled in the hotel foyer or porte-cochere.
- If there are no buses in the porte-cochere, a bus may be parked in the designated loading space for no more than 10 minutes prior to loading.
- For items that are delivered by courier and are not required to be delivered personally to any occupant, the item is to be collected by the concierge for later delivery to the occupant.
- For items delivered by courier and need to be delivered personally to an occupant, the courier vehicle is to be parked in the loading dock off Lower Albert Street.
- All service deliveries are to be made in the loading dock/service area off Lower Albert Street.

Council will impose additional restrictions on the use of the porte-cochere or require alterations to the PCMP if vehicle queues extend beyond the pedestrian crossing table onto the road or if the operation of the porte-cochere creates adverse effects on pedestrian movement and the operation of the Albert Street/Victoria Street West intersection and roads fronting the site.

Auckland Transport has requested that the PCMP is to be agreed upon by Council's Road Controlling Authority (RCO) prior to the opening of the site. The PCMP is to be reviewed at three months, six months and 12 months following the opening of the hotel. This will be recommended as a condition of consent.

9.0 CONSTRUCTION TRAFFIC

The TIA estimates that construction will take in the order of 30 months. The project will require the excavation of 65,000m³ of material (less than the 80,000m³ permitted in the original consent). It is expected that the majority of trucks will approach the site from Elliott Street, though the TIA notes that it may be possible to receive some deliveries from Victoria Street West. While it is not desirable to permit large volumes of trucks on Elliott Street as it is a shared space, the significantly higher traffic volumes on Victoria Street West and the

narrow width of Lower Albert Street means that construction access from Elliott Street is expected to have the least impact on the local road network.

With reference to Section 4.0 AT expressed concern that the construction activities and traffic related to the proposed tower may negatively impact on construction activities related to the City Rail Loop (CRL). A Notice of Requirement (NoR) has been published in relation to the proposed CRL designation. In the vicinity of the site the designation covers the entire section of Albert Street along the site and approximately 35m of Victoria Street West from the intersection with Albert Street.

It is expected that the CRL designation would be approved early in 2014 well before construction of the tower is commenced. Further, it is uncertain if the proposed tower and the CRL will be constructed at the same time.

It is understood that the construction of the CRL along Albert Street is to be a cut-and-cover operation. This will severely impact on the circulation of traffic in this part of the Central Area, specifically when the works is in the immediate vicinity of the site and the intersection with Victoria Street West will be closed.

If the construction of the proposed tower is to coincide with that of the CRL, it is likely that the tower construction traffic would not be able to access the motorway network through the west. That is, via the Hobson Street/Nelson Street routes. The only access would then have to be via Queen Street. This would cause severe adverse impacts on the road network within the Central Area.

There are a number of potential scenarios related to the construction of both projects and it is not feasible to consider all. It is also uncertain which project will commence first.

The construction of the CRL is scheduled to commence at the end of 2015 and the facility is expected to be opened sometime in 2021. It is envisaged that the construction projects could be coordinated so that cut-and-cover construction on Albert Street can be programmed to not (or at least minimise the) overlap with the construction of the tower.

In terms of the impact each project will have on the other, it therefore is essentially an issue of timing.

It is noted that with all development applications, the approval of Construction Traffic Management Plans (CTMP) by Council (in consultation with AT) is included as a condition of consent so that any potential adverse effects of construction traffic will be mitigated. Nevertheless, to ensure that the adverse construction traffic impacts of each project on the Central Area road network are minimised, it will be prudent to ensure that this is noted in the consent.

It is therefore recommended this issue is addressed by way of an advice note. The following (or similar) comments could be added to the advice note:

The applicant is to note that the construction of the CRL is scheduled to commence at the end of 2015 and expected to be completed in 2021. If the construction of the development is expected to commence before and overlap with the construction of the CRL, the applicant is to liaise with AT to coordinate construction activities

The key issue would be to ensure the construction of the tower will not coincide with the cut-and-cover operation on Albert Street that would restrict access to and from the site. It is recommended that on being granted consent, the applicant is to

immediately contact the CRL team. The intention would be to discuss timeframes and strategies to address construction and construction traffic issues. The key issue would be to agree a communications protocol to facilitate the exchange of information in a timely manner.'

The CTMP is to be approved by Auckland Council in consultation with Auckland Transport and this requirement should be included in the conditions of consent. In this case the CTMP will likely be developed by contractor as they will have the best information regards the staging of the development.

The CTMP needs to address how deliveries would be made to the site, location of loading areas (such as any temporary use of the on-street traffic lane), how heavy or over dimension vehicles would be brought to and removed from the site, etc.

The CTMP should include details (among other general issues listed in the standard CTMP list) of hours of operation, location of parking for workers or sub-contractors who need to have their vehicles on or close to the site, when vehicles would be able to use the roadway to load or unload (if at all), wheel washing, maintenance of pedestrian access, adequate signage and ensuring that access to neighbouring properties is not compromised.

Overall, the provision of an appropriate CMTMP will ensure that construction traffic is dealt with appropriately and the effects mitigated appropriately.

There is concern that construction traffic crossing the footpath could cause damage. Auckland Transport has requested a condition of consent be imposed requiring that any basalt kerbstones damaged during the construction process are replaced at the cost of the consent holder. These replacement pavers are to be in the original chiselled format. This will be recommended as a condition of consent.

10.0 CONCLUSIONS AND RECOMMENDATIONS

This report considers the traffic impact of the proposed variation to the development at 106-108 Albert Street, Auckland Central.

It is concluded that:

- The issues raised by AT have been addressed by the applicant and the designs modified accordingly.
- The proposed development is expected to have a lower traffic generation than the previously consented development.
- At a peak, approximately two buses/coaches or a total of eight vehicles could be on site at any one time. It is considered unlikely that the porte-cochere would be blocked by buses/coaches.
- The proposed number of parking spaces does not strictly comply with the requirements of the District Plan, but is considered appropriate to provide for the activity.
- One bus/coach parking space is required to be provided. In addition to the one marked bus parking space, four buses/coaches can be parked within the porte-cochere.
- All parking spaces comply with the dimensional requirements of the District Plan.

- The provision of loading spaces does not technically comply with the requirements of the District Plan. Nevertheless, the provision is considered acceptable.
- Subject to the inclusions of conditions of consent, the car parking vehicle access provisions are considered to be acceptable.
- Following discussions with AT, the applicant agreed to provide a 4m long platform at a 1:20 grade at the loading dock access. This complies with the District Plan.
- Vehicle access to and from the porte-cochere is considered to be acceptable.
- In general, it is considered that all vehicle access requirements are acceptable.
- The proposed PCMP, if implemented diligently, has been developed to ensure that vehicle queues do not extend beyond the pedestrian crossing table.
- The applicant is to liaise with AT to coordinate timeframes and discuss other construction and construction traffic issues in relation to the development of the CRL.

Overall, the proposal to vary a consented apartment development to a hotel with an increased retail component would result in traffic effects that are less than minor. There is therefore no traffic-related reason why resource consent should not be granted subject to the following conditions of consent:

- Both the final detailed design (i.e. before construction) and then the as-built construction of the porte-cochere are to be approved by Council in consultation with Auckland Transport. These drawings are to show all geometric details within the road reserve and an area from the western side of the building to Albert Street and extending from the northern boundary of the site to the southern boundary of the site. The area in front the Riflemans Building and the connection to the pedestrian link in front of the Crowne Plaza Hotel is also to be included. This will show the key pedestrian connections between the subject site and the pedestrian links to the south.
- The nose at the northern end of the Albert Street footpath be rebuilt in concrete to the satisfaction of AT Traffic operations Central.
- Access to the cycle racks on Basement Level 2 is to be controlled by an electronic keypad to restrict access to authorised users only.
- An audio-visual 'Vehicle Approaching' sign is installed at the access to the parking area. A speed hump is constructed on the exit lane 1m from the road boundary and a 'Give Way to Pedestrians' warning sign is installed at an appropriate and easily visible (by exiting drivers) location on the exit lane. The solid central island between the entrance and exit lanes is to extend 4.0m from the road boundary.
- An audio-visual 'Vehicle Approaching' sign is installed at the vehicle crossing to the loading area.
- A PCMP is to be developed and approved by Council in consultation with AT prior to the opening of the site. If vehicle queues extend onto the road or if the operation of the porte-cochere creates adverse effects on pedestrian movement, the operation of the intersection and road fronting the site, Council will impose additional restrictions on the use of the porte-cochere or require alterations to the PCMP. The PCMP is to be reviewed at three months, six months and one year following the opening of the hotel. A Construction Traffic Management Plan is submitted to and approved by

Auckland Council in consultation with Auckland Transport prior to any construction or earthworks commencing on site.

- Any basalt kerbstones damaged during the construction process are replaced at the cost of the consent holder. These replacement pavers are to be in the original chiselled format.

It is recommended that the following advice notes also be included:

- An Airspace Encroachment lease or licence will be required for the pedestrian bridge and vehicle ramp over Lower Albert Street, and the canopy over lower Albert Street.
- A Corridor Access Request will be required for all works within the road corridor.
- Any original 'Mount Eden' basalt kerbstones that are removed as a consequence of any off site street works that may be required shall be returned to Auckland Transport Road Corridor Maintenance.

Traffic & Transportation Engineers Ltd