

Watercare c/o
Ms A Tsang
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Auckland

18 April 2019

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Dear Amber

SECTION 92 RESPONSE – GREY LYNN TUNNEL

Further to your recent instructions, we are pleased to provide this response to the Section 92 request for further information issued by Auckland Council dated 21 March 2019. It is noted that the Council response is detailed first, with the Commute response below.

NOTICE OF REQUIREMENT

1. Please provide tracking assessments to demonstrate that vehicular access and egress to the properties on the opposite side of Tawariki Street at 35 to 41 Tawariki Street (particularly 41 Tawariki Street) will be maintained during construction. (Note: see also RC21).

Vehicle tracking has been undertaken for the subject properties detailed above and is detailed in Attachments A1 and A2. As seen in the attachments, access is maintained for all properties, with vehicles able to safely and efficiently access and egress the properties.

2. Please provide further detail on how rubbish collection from 35-41 Tawariki Street will occur during construction. Please provide further details on where trucks (including rubbish trucks) will turn to access 37 to 41 Tawariki Street. (Note: see also RC22 and RC27).

It is noted that Tawariki Street currently terminates in a dead-end, and therefore rubbish trucks turn around via a multi-point turn, utilizing residential driveways. This operation will be retained during site operation, with the required manoeuvre for an 8.0m rubbish truck detailed in Attachment A3. The rubbish vehicle will be required to reverse down the eastern extent of Tawariki Street to service dwellings at 37, 39 and 41 Tawariki Street. The truck will not be required to reverse more than 40m, and given this section of Tawariki Street will be low speed and have minimal traffic, this arrangement is considered acceptable.

3. Please provide tracking for typical construction trucks (large rigid truck) and semi-trailer trucks to demonstrate how these will access the site. The tracking should identify where permanent No Stopping At All Time markings are required on Tawariki Street in order for typical dump trucks associated with construction and maintenance to enter and leave the site.

The vehicle tracking of large rigid trucks and semi-trailer trucks is detailed in Attachments A4-A9 attached. It is noted that the large rigid truck can turn around on-site and exit in a forwards direction. The semi-trailer will reverse down the eastern extent of Tawariki Street as shown and as detailed previously in the Commute TA. The parking to be removed for the project duration and for arrival / departure of larger vehicles is shown in Attachment B1. These manoeuvres will be further detailed in the Traffic Management Plan (TMP) for the site.

4. Please provide further assessment and information to establish the scale of parking related effects and how any potential effects would be mitigated.

As detailed in Attachment B1, approximately 12 spaces are required to be removed for the full project duration, and approximately 35 spaces are required to be removed for the arrival / departure of larger vehicles.

The removal of parking for the full project duration is required to ensure access is provided to the dwellings located on the southern side of Tawariki Street and to allow site vehicle to access and egress the site safely and efficiently. The temporary parking removal is required to enable larger trucks, carrying plant and materials, to safely access and egress the site.

It is noted that on-street parking is available on Tawariki Street, Mokau Street and Moira Street nearby, suitable for accommodating residential parking demand in this area. Further, three dwellings will be removed as part of the site works, reducing this parking demand. Temporary parking removal will be required when large vehicles are accessing the site. These deliveries will occur infrequently, for only a few hours at a time, and can be scheduled for off-peak times when Tawariki Street is lightly trafficked.

Overall, given the parking availability on the surrounding streets, the maintaining of property accesses, and the infrequent nature of large vehicle deliveries, the effects on residents and visitors are considered to be minimal.

5. Please provide more detail on the effects of construction on pedestrian movement in the local area, including how pedestrian access and safety will be maintained throughout the immediate area during temporary works.

Pedestrian connections between Tawariki Street and St Paul's College and between Tawariki Street and Marist School Herne Bay will be maintained during the project timeframe. The site will be fenced off, with all construction activities to be confined to the site. Plant delivery and larger vehicle access to the site will occur outside of peak school and pedestrian times. The pedestrian connections and amenity in the local network are considered to be largely unaffected, and therefore the impacts on

pedestrian safety and efficiency are considered to be minimal.

6. Please confirm whether the trip generation assumptions set out on page 5 of Appendix A to the ITA take into account the construction traffic required for the removal of existing dwellings and site clearance for subsequent applications.

The trip generation for the removal of dwellings and site clearance is considered to be well below the 82vpd detailed and assessed in the Commute ITA for Stages 1 and 4. It is noted that these activities will occur prior to the site works, and therefore will not be additional to the 82vpd detailed previously. As such, the dwelling removal and site clearance are considered to have minimal effect on the local traffic network.

7. Please clarify trip generation assumptions related to other heavy load vehicles not accounted for, and labour related trips.

All other heavy vehicle movements associated with the site and not included in Table 1 of the Commute TA will be one-off events, and will be addressed within the TMP. These deliveries will include delivery of large plant and cranes, and therefore will not reoccur day to day. The labour related trips are detailed by Watercare, and are based on previous experience with sites of a similar scale and nature. As such, the other heavy vehicles and labour trips are expected to have a minimal impact on the local traffic network.

8. Please confirm how any transport related effects have been addressed in relation to the Western Springs shaft site as part of the Central Interceptor designation.

This item is addressed as part of Watercare's s92 response.

9. Please provide further detail around the expected origin and destination of the primary construction related traffic, e.g. for spoil removal.

This item is addressed as part of Watercare's s92 response.

10. Figure 2 Roding environment in the ITA appears to have incorrectly identified the location of the traffic count site at Richmond Road / Mokau Street (Figure 4). Please clarify the location of the traffic count site and update Figure 2 accordingly.

Two traffic counts are referenced in the Commute ITA. The AT traffic count was detailed, and is shown in Figure 2, on Richmond Road between Jessel Street and Cockburn Street. The manual traffic count was undertaken at the intersection of Mokau Street and Richmond Road.

11. Please confirm the following:

- a. the estimated depth of the proposed tunnels at the points where the tunnel crosses beneath existing roads and AT assets (designated car park reference ID518);

This item is addressed as part of Watercare'ss92 response.

- b. if there are any effects on the on-going use and structure of these roads and car park.

This item is addressed as part of Watercare'ss92 response.

RESOURCE CONSENT

- 20. Parking provision: The proposal indicates nine parking spaces will be provided for the site during construction and it is intended reduce that after the tunnel is in operation. Please provide outline how this parking provision would comply/not comply with the AUP (OP).

The site is best represented by "All other activities, except for activities within rural zones". As such, a minimum parking rate of 1 space per 50sqm is detailed. The site GFA includes the two site offices and the workshop, and totals approximately 36sqm. As such, one parking spaces is required. The site provides 9 spaces and therefore satisfies Unitary Plan requirements.

- 21. Effects to 35-41 Tawariki Street: The properties opposite the site on Tawariki Street appear to have limited access and insufficient manoeuvring spaces, in particular with 41 Tawariki Street where the designation and construction boundary comes up to the vehicle crossing. While No Stopping At All Time markings are proposed, tracking assessments that demonstrate that vehicular access and egress to these properties is maintained is required prior to confirming the southern boundary of the site extent.

Please refer to NOR1.

- 22. Waste collection: Please provide details on how and where trucks (rubbish trucks) will be manoeuvred along Tawariki Street. Where trucks are required to use residential vehicle crossings, these should be upgraded to a higher vehicle crossing standard, such as a commercial vehicle crossing.

Please refer NOR2.

- 23. Construction truck volumes: Section 10 and Table 1 of the CTE calculates the construction trip generation in four stages. However, it does not include the initial enabling works for removal of existing dwellings and site clearance for subsequent excavations. Confirmation is required that these works will generate trucks movements within the 82 vehicle movements per day predicted.

Please refer NOR6.

- 24. Vehicle access: The proposal states that the access design is to be confirmed at detailed design stage. However, its future position might have implications for the neighbouring property at 42 Tawariki Street such as the distance in between vehicle crossings and safety concerns. Please provide confirmation that the proposed vehicle crossing will comply with the AUP (OP) relevant standards, including how the crossing will meet relevant construction standards.

As detailed in Figure 1 below, the site vehicle access and the property access to 42 Tawariki Drive are perpendicular, and therefore aren't a typical case as assessed

against the AUP rules. It is noted that vehicles can safely and efficiently manoeuvre into and out of both accesses with the proposed arrangement. It is recommended that vehicles are restricted from parking in either access driveway, to ensure access to both sites is maintained at all times.

Figure 1: Vehicle Access



25. Please provide tracking for access into the properties at the eastern end of Tawariki St, directly opposite the site, particularly residents of no.41 reversing out of their property. The residents should not be required to reverse down the eastern section of Tawariki St.

Please refer to NOR1.

26. Please show tracking curves for rubbish trucks turning around on Tawariki Street, including how the rubbish trucks will service properties 35-41 Tawariki St.

Please refer NOR2.

27. Please confirm if Tawariki Street is currently used as a pick up / drop off for St. Paul's College. This will enable us to understand how the construction activities will adversely impact school-related operations better.

Tawariki Street is currently used for pick up and drop off activities for St Paul's College. It is noted that all pedestrian connections between Tawariki Street and the College will remain as existing. Pick up and drop off activities are expected to continue on Tawariki Street, however vehicles will turn around some 50m further west. Given this minor change in walking distances for students, the adverse impacts on the students as a result of the project are considered minimal.

Based on the assessments as described in this report, and subject to the recommendations provided above, it is concluded that the proposed signs can be accepted without compromising traffic safety or traffic amenity.

Yours sincerely

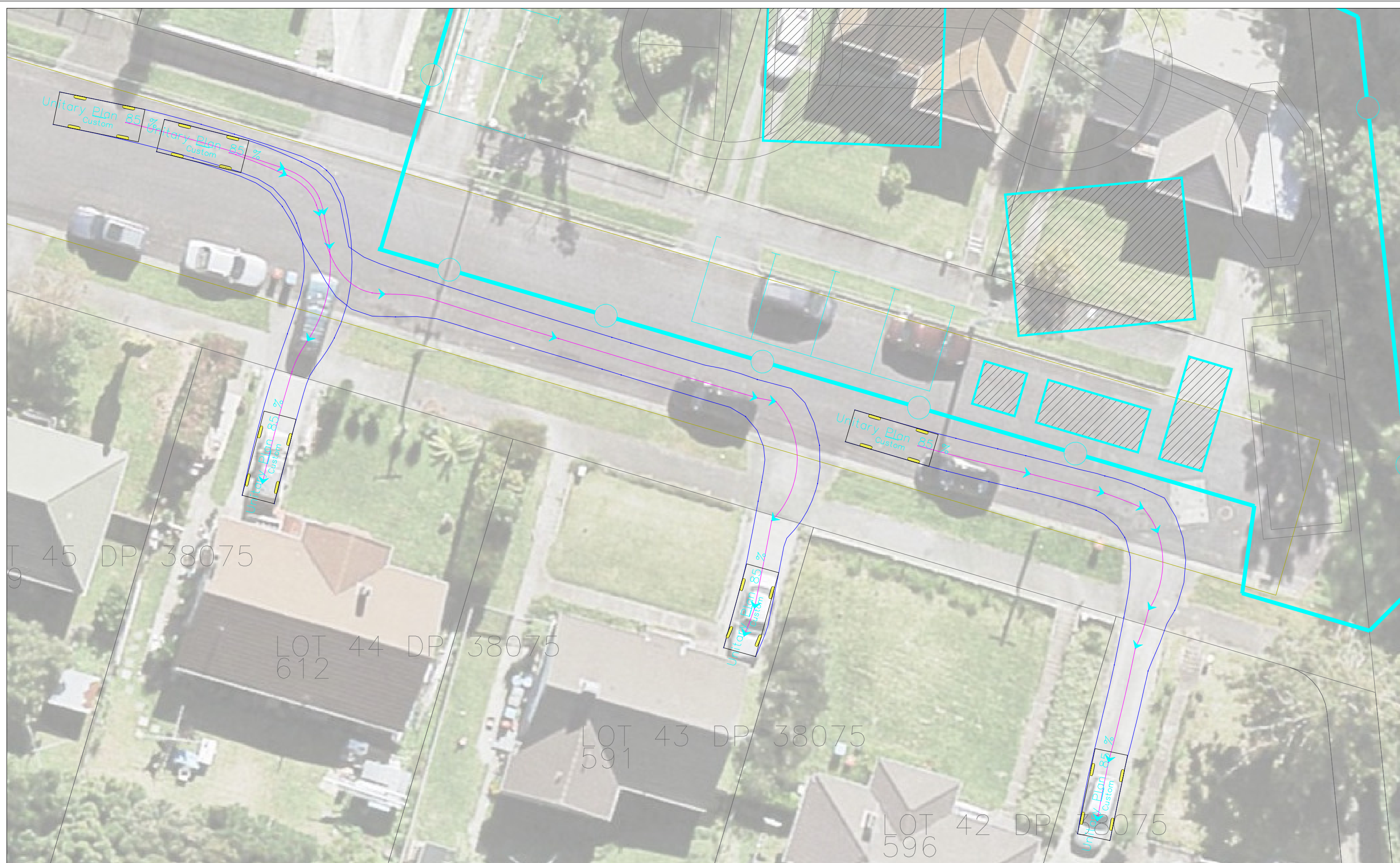
Commute Transportation Consultants




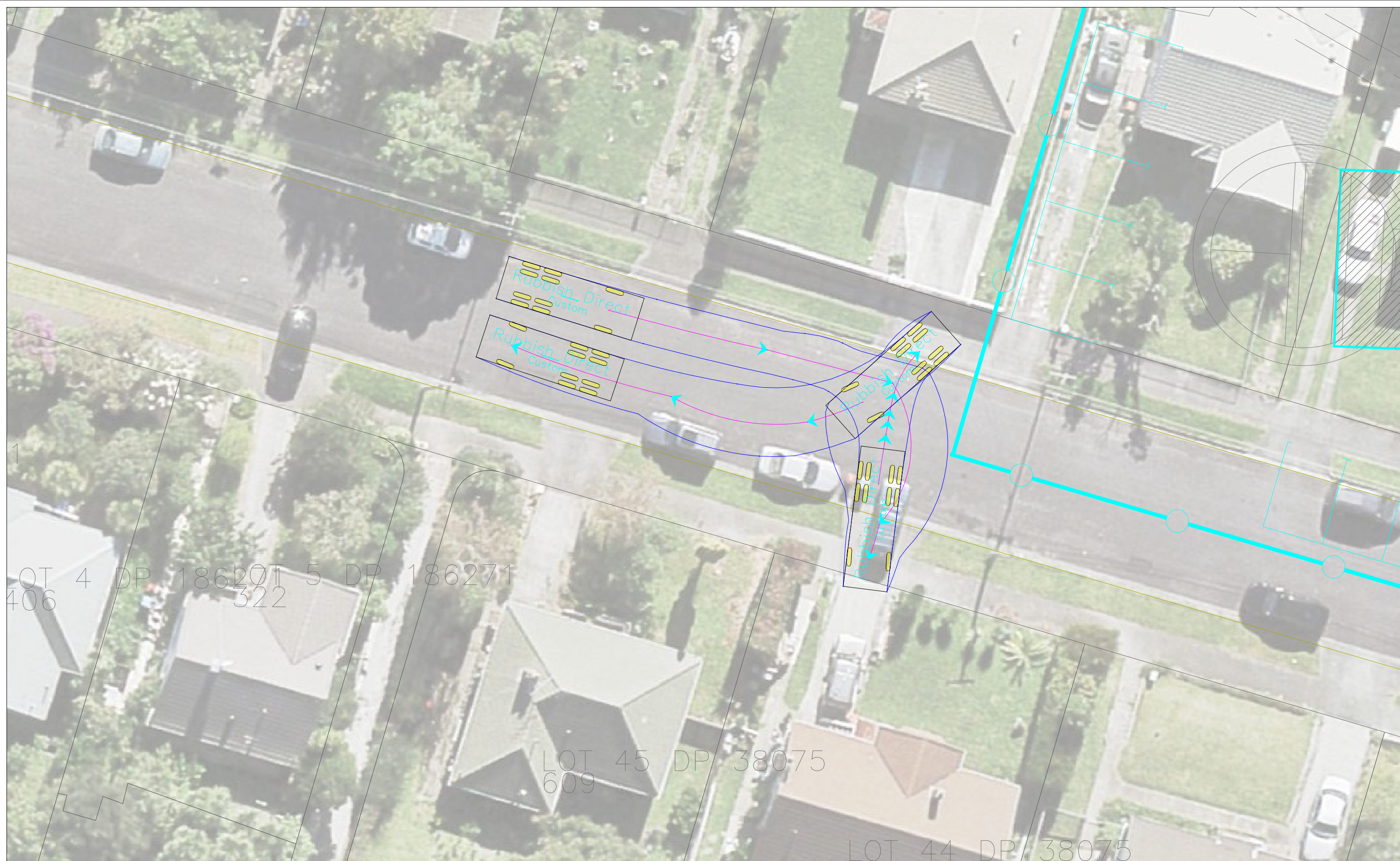
Josh Brajkovic
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Revision notes:			Drawn by:		Date:				Figure:	
Rev:	Date:	Notes:	JB		17 April 2019				A1	
			Client:		Scale @ A3:					
					1:200					
			Drawing Title:		Revision:					
			Car Entry		A					
			Grey Lynn Tunnel							




Revision notes:			Drawn by:		Date:			Figure: A3
Rev:	Date:	Notes:	JB		17 April 2019			
			Client:		Scale @ A3: 1:200			
			Drawing Title: 8m Rubbish Truck		Revision: A			
			Grey Lynn Tunnel					




Revision notes:			Drawn by:		Date:			Figure:
Rev:	Date:	Notes:	JB		17 April 2019			
			Client:		Scale @ A3:			
					1:500			
			Drawing Title:		Revision:		A4	
			11.5m Truck Entry and Exit		A			
			Grey Lynn Tunnel					



Revision notes:			Drawn by:		Date:			Figure:
Rev:	Date:	Notes:	JB		17 April 2019			
			Client:		Scale @ A3:			
			Drawing Title:		1:500			
			Grey Lynn Tunnel		Revision:		A5	
			11.5m Truck Entry and Exit		A			



Revision notes:			Drawn by: JB	Grey Lynn Tunnel	Date: 17 April 2019		Figure: A6
Rev:	Date:	Notes:	Client:	Drawing Title: 11.5m Truck Entry and Exit	Scale @ A3: 1:500		
					Revision: A		



Revision notes:		
Rev:	Date:	Notes:

Drawn by: JB
Client:

Grey Lynn Tunnel

Drawing Title:
Semi Trailer Entry and Exit


Date: 17 April 2019
Scale @ A3: 1:500
Revision: A




Figure:

A8



Revision notes:			Drawn by: JB	Grey Lynn Tunnel	Date: 17 April 2019		Figure: A9
Rev:	Date:	Notes:			Scale @ A3: 1:500		
			Client:	Drawing Title: Semi Trailer Entry and Exit			



Revision notes:			Drawn by:		Date:			Figure: B1
Rev:	Date:	Notes:	JB		17 April 2019			
			Client:		Scale @ A3: 1:500			
			Drawing Title: Semi Trailer Entry and Exit		Revision: A			
			Grey Lynn Tunnel					