

# **City Rail Link Notices of Requirement – Urban Design Report**

## **Auckland Transport**

Prepared for Auckland Council

May 2013

## **City Rail Link Notices of Requirement**

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## Technical Specialist Report

### Urban Design

### Experience and Qualifications

I hold a Bachelor of Town Planning (Auckland University, New Zealand) and a Master of Science in Urban Design (Heriot-Watt University Edinburgh, United Kingdom). I am a full member of the New Zealand Planning Institute.

I have worked in the field of urban design for 19 years. I am currently employed by Auckland Council (Council) as the Principal Planner. I have previously worked for MWH (2 years) Rodney District Council (5 years) Auckland City Council (6 years), Harrison Grierson Consultants Ltd (3 years) and North Shore City Council (2 years).

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# 1 Introduction

## 1.1 Purpose or report

The purpose of this report is to assess the Urban Design effects of the City Rail Link Project, consider the issues raised by submitters in respect of Urban Design and determine the adequacy of the measures proposed by Auckland Transport (AT) to avoid, remedy or mitigate these effects.

## 2 Documents considered

- City Rail Link Volume 2 - Assessment of Environmental Effects (December 2012)
- City Rail Link Volume 3 Part 1 – Technical Reports - Urban Design Framework (7 August 2012)
- City Rail Link Volume 3 Part 2 – Technical Reports – Concept Design Report (December 2012)

## 3 Overview of Urban Design matters

The Urban Design Framework (Section 2.0) outlines three main urban design themes, these are:

1. Movement and connections;
2. Public realm and landscape; and
3. Existing and new buildings/structures.

The three themes are supported and are discussed within Section 3.1 below.

### 3.1 Key issues relating to Urban Design

The three themes are discussed in terms of their effects on the project's operational and construction requirements. The discussion will highlight positive and potential adverse effects which in turn will help identify mitigation measures. These measures are discussed within Section 4.3 below.

#### 3.1.1 Movement and connections

##### **Operational issues**

These issues involve the way in which the City Rail Link functions from a movement and connection perspective. That is people are able to find the stations due to them being well connected within the existing network. It is

noted that signage and station entrance design will assist in this regard, (refer Urban Design principle MC2). This is important since stations are located below ground and accessed from street level.

It is anticipated that between 25,000 and 30,000 commuters will use Auckland's rail network over the peak travel period. Therefore sufficient space needs to be provided accommodate this number of people. This means:

- Considering pedestrian amenity at those street intersections which people will use to enter and leave the station entrance. Adequate space is required, while they wait to cross the street and sufficient time in which to do so.
- Appropriate footpath width and space within the station's entry foyer.
- Careful design of the movement system used to move people from street level to the below ground station and vice versa. That is it must move people quickly, efficiently and safely.
- Sufficient space for people to congregate (in relative comfort) on the station's platform while they either wait for or exit trains. This means appropriate platform width, height and length.
- The supporting documentation outlines that the majority of people using the City Rail Link will be pedestrians. Provision is made for cyclists using the facility where they leave their bikes at the station entry. It is not clear whether it is possible to carry bicycles on trains. This matter needs to be addressed to enable further planning around the design and function of stations to be explored.

### **Construction issues**

The City Rail Link involves cut and cover and tunnelling development, (refer AEE Table 4.1). The underground rail line will provide a link between Britomart and the North Auckland Line. It comprises two rail lines largely contained within two tunnels over a 3.4 kilometre length.

The following key issues are assessed in terms of their effects upon movement and connections:

- The effect of the proposed development works on the movement of people (pedestrians, cyclists, public transport users, commercial vehicles, private vehicles) using the streets which are directly affected by the proposed development. This includes construction, storage and depot areas associated with cut and cover and tunnelling works.

- While these works are being undertaken it is important to ensure that access to the affected areas is maintained (streets, public open spaces and building entries).
- That the directly affected streets remain connected to surrounding city streets. People should be able to move around the city with relative ease on the understanding that a significant infrastructure project is being constructed.

### **Positive effects**

The positive effects are considered to be:

- The safe and efficient movement of between 25 and 30 thousand people will use the Auckland Rail network on a daily basis during the peak travel period. This will help reduce congestion on Auckland's roads which in turn could help improve air quality by reducing vehicle emissions.
- An increase in the number of people moving (walking) around the city since walking is required at the beginning and end of a public transport trip. This could positively affect public safety (people feel safer when they are in the presence of 'others') and public health.

### **Potential effects**

The potential adverse effects are considered to be:

- Stations that are poorly connected into the city's urban fabric, making them hard to find and difficult to access.
- That insufficient space has been provided for people to enter and leave the station entrance.
- That insufficient space has been provided at street intersections for people entering or leaving a station entrance including the time it takes for potentially large numbers of people to cross the street(s).
- Insufficient space at the station's entry foyer.
- The inability for people to move quickly, efficiently and safely from between the station's street level foyer to the below ground station.
- Insufficient space for the congregation and movement of people who are entering or exiting trains, i.e. appropriate platform width, height and length.

- That inadequate provision has been made for people carrying bicycles on trains.

### 3.1.2 Public realm and landscape

#### **Operational issues**

These issues involve the way in which the City Rail Link is integrated with the existing public realm and landscape. Furthermore there may be streetscape upgrades in areas that could be directly associated with this project. For example this may include a redesign for Albert Street, or the area in and around Beresford Square. Specifically this means:

- That all City Rail Link structures (station entries, public spaces, access ways, utility structures (vents, access services), bike storage and street furniture) need to be carefully integrated into the city's existing or 'changing' (e.g. proposed streetscape, public space upgrade) environment.
- That surface reinstatement is designed to respond to that which presently exists. Consideration needs to be given to the likelihood and timeframe of potential streetscape and public space upgrades.
- That consideration is given to the installation of public art and iwi cultural initiatives.
- That landscaping and further planning is appropriate to the area's ecology and local Mana Whenua is established.

#### **Construction issues**

As previously noted the City Rail Link involves cut and cover and tunnelling development, (refer AEE Table 4.1). The following key issues are assessed in terms of their effects upon the public realm and landscape:

- Construction areas need to be appropriately screened from public view. This does not preclude public viewing opportunities.
- Construction areas to be appropriately reinstated as soon as practicable after the completion of development works.

#### **Positive effects**

The positive effects are considered to be:

- Potential for the project to 'upgrade' the existing public realm and landscaped environment including (but not limited to) public spaces, access ways, streetscape upgrades and street planting.

### **Potential effects**

The potential adverse effects are considered to be:

- Construction areas left in an unkempt, untidy manner.
- Inappropriately designed reinstatement work.

#### 3.1.3 Existing and new buildings and structures

### **Operational issues**

These issues involve the way in which the City Rail Link affects existing and new buildings. This includes new building construction along with building design and appearance.

Specifically this means:

- Wherever practicable the City Rail Link development is to have no more than a minor effect on the city's built heritage.
- Buildings are designed to respond to their immediate surroundings so that they do not conflict with an area's character, form and scale.
- To support designs where a range of appropriate land uses can be accommodated.
- Where buildings adjoin the public realm they are to provide weather protection and an active frontage.
- Using quality and appropriate materials when redeveloping or altering existing buildings and structures.

### **Construction issues**

As previously noted the City Rail Link involves cut and cover and tunnelling development, (refer AEE Table 4.1). The following key issues are assessed in terms of their effects upon existing and new buildings and structures:

- Potential construction effects on the city's built heritage.
- Existing and new buildings are developed to respond to their given context so they are sympathetic to their surroundings.
- To design existing and new buildings so they can accommodate a range of different land uses.

- That active frontages and weather protection are designed and incorporated within buildings where deemed appropriate.
- Quality and appropriate materials are used when developing existing and new buildings.
- Construction areas need to be appropriately screened from public view. This does not preclude public viewing opportunities.

### **Positive effects**

The positive effects are considered to be:

- Development opportunities for existing, new and heritage buildings.
- Existing and new buildings respond to their surroundings.
- Existing and new buildings are designed to accommodate a range of land uses.
- The public realm's amenity is increased due to buildings having 'active' frontages and weather protection.
- That quality building materials are used to develop existing and new buildings.

### **Potential effects**

The potential adverse effects are considered to be:

- Development that has an adverse effect on Auckland's heritage.
- Development which does not relate to other buildings and its surroundings.
- Development which is not able to be easily adapted to accommodate a range of land uses.
- Buildings which present blank walls to the public realm.
- Buildings which offer pedestrians no protection from inclement weather.
- Development which is constructed out of poor quality or inappropriate building materials.



## 3.2 Summary of key issues raised in submissions

Urban design related matters were raised by 15 of the 257 submissions received on the NoR for the Central Rail Link. They are summarised as follows:

### **Visual and amenity values**

Submitters considered the Central Rail link would create adverse impacts on the landscape, including visual and amenity values. Visual amenity effects in relation to hoardings and rehabilitation works to be carried out along Albert Street was also mentioned.

### **Pedestrian related matters**

Concern was expressed about the project's inability to serve pedestrian connectivity in and around stations. The idea of creating pedestrian-friendly station surroundings (traffic calming, shared space schemes, pedestrian priority at street crossings) was supported.

### **Cycling related matters**

Cyclists' requirements need to be considered in relation to areas set aside for bike parking, plentiful secure bike storage and bike hire facilities.

### **Post construction**

It was requested that rehabilitation works need to be undertaken once the construction works have been completed. This extends to the improvement of nearby public areas, footpaths, trees and the streetscape.

There was support for the Urban Design Framework to reinstate an adaptive building frontage along road reserve particularly along the top end of Symonds Street. It was requested that clearly identifiable, accessible (at street level) toilets form part of the Beresford Street development.

### **Station design, entrance and access**

The Karangahape Road Business Association requested that they have the opportunity to input into the design of stations, station entries and public areas around stations.

The Eden Terrace Business Association requested that they be involved when decisions are being made regarding street furniture, public arts, lighting and planting in and around where the Newton Station emerges on Symonds Street.

Request that the Urban Design Framework criterion MC7 be changed since it incorrectly expresses the benefits grade separated crossings and access can provide for underground stations.

Important that station entrances are visible at ground level from areas that are frequented by pedestrians. Pedestrian amenity is important around each station with priority given to pedestrian movement. Provision of cycle facilities ensures that the station is accessible to a wide range of potential users.

### **Mechanical plant - clarification**

Clarification about the diameter and size of vent stacks on the mechanical plant building immediately next door to Albert Plaza.

## **4 Assessments of effects of Urban Design**

### **4.1 Description of Urban Design effects**

Potential urban design effects have been identified within Section 3.1 as follows:

#### Movement and connections

- Stations are poorly connected into the city's urban fabric, making them hard to find and difficult to access.
- That inadequate provision has been made for people carrying bicycles on trains.
- That insufficient space has been provided for people to enter and leave the station entrance.
- That insufficient space has been provided at street intersections for people entering or leaving a station entrance including the time it takes for potentially large numbers of people to cross the street(s).
- Insufficient space at the station's entry foyer.
- The inability for people to move quickly, efficiently and safely from between the stations street level foyer to the below ground station.
- Insufficient space for the congregation and movement of people who are entering or exiting trains, i.e. appropriate platform width, height and length.

#### Public realm and landscape

- Construction areas left in an unkempt, untidy manner.
- Inappropriately designed reinstatement work.

Existing and new buildings/structures

- Development that has an adverse effect on Auckland’s heritage.
- Development which does not relate to other buildings and its surroundings.
- Development which is not able to be easily adapted to accommodate a range of land uses.
- Buildings which present blank walls to the public realm.
- Buildings which offer pedestrians little or no protection from inclement weather.
- Development which is constructed out of poor quality or inappropriate building materials.

## 4.2 Submitter issues

**Comment in relation to submissions which have an urban design component.**

Submission No. + topic	Submitter	Relief sought	Urban design comment
028 5.12 Public amenity/streetscape - construction	Pal Properties (2008) Limited	Adverse impacts on the landscape, visual and amenity values.  The adverse effects (outlined above) cannot be adequately avoided, remedied or mitigated.	The ‘adverse’ impacts that cannot be adequately avoided, remedied or mitigated have not been clearly specified.  It is requested that the submitter clarify those matters which cannot be adequately avoided, remedied or mitigated.
061 5.12 Public amenity/streetscape - construction	ML Hoef Partners	2.2 (d) The inability to properly serve pedestrian connectivity in and around stations.	The submitter lists a series of adverse effects, one of which is ‘ <i>The inability to properly serve pedestrian connectivity in and around stations.</i> ’  The NoR designation

Submission No. + topic	Submitter	Relief sought	Urban design comment
			<p>footprint clearly defines the area of land required to develop the City Rail Link. This submission mentions pedestrian connectivity in and around stations. Therefore this could relate to pedestrian connectivity within or outside the designation footprint.</p> <p>The City Rail Link: Proposed Draft Notice of Requirement Conditions, Condition 29 addressed pedestrian connectivity.</p> <p>This requires an Urban Design and Landscape Plan to be prepared to show how those areas within the designation footprint are to be used during construction and how they will be restored post construction. It is considered that the issue of pedestrian connectivity will be addressed within this condition.</p> <p>Under the heading <b>Existing Networks</b> it is stated:</p> <p><i>‘Structures of the CRL should not interrupt or adversely change the</i></p>

Submission No. + topic	Submitter	Relief sought	Urban design comment
			<p><i>function of existing public open space, street networks and infrastructure.'</i></p> <p>This will help address pedestrian connectivity outside the designation footprint.</p>
<p>068 5.16 Urban Design Framework</p>	<p>Barbara L Holloway  The Karangahape Business Association (KBA)</p>	<p>Station/Entry/Square Design. The KBA wishes to be actively involved in the consultation regarding the design of Beresford Square, the entry and the Station in Beresford Square and Mercury Lane and the artworks inside the station. A striking design for these prominent sites is required with reference to: examples of structures such as; the Paris Metro entrances by Hector Guimard, the Place Colette [Musee Du Louvre] by Jean-Michel Othoniel and Fosteritos in Bilbao Spain. Post construction of the station entrance Beresford Square itself will need to be reconstituted, this would be an appropriate time to redesign the square. The KBA would want input into this process as there are several possibilities, including extending the square down toward Hopetoun Street, new art</p>	<p>The City Rail Link: Proposed Draft Notice of Requirement Conditions (Condition 8) states that the Requiring Authority is to prepare a Communication and Consultation Plan.</p> <p>Section (l) states that it shall include:</p> <p><i>'A list of Stakeholders and directly affected parties to the construction works who will be communicated with;'</i></p> <p>The submitters request is not covered in the Proposed Condition. It is therefore requested that the text is amended to enable Business Associations to be consulted on matters as indicated by the submitter.</p>

Submission No. + topic	Submitter	Relief sought	Urban design comment
		<p>works, fountains, plantings and the transformation to shared space. The KBA wishes to be actively involved in consultation concerning the final appearance of the Station in Mercury Lane including artworks inside. As all the surrounding buildings will have been demolished as part of the CRL construction process the KBA will want input into the future design of this space. This will be an excellent opportunity for the creation of a link between Mercury Lane and East Street. Such as square, plaza or lane would hasten the construction of Apartment blocks on the adjacent South, East and Galatos Streets thus increasing the viability of the CRL. The KBA are enthusiastic to support high density housing round the Mercury Lane entry with artists'/artisans' work/live/retail studios; A unique opportunity to support the Precinct's position as an incubator for creative industries.</p>	

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<p>071</p> <p>5.12 Public amenity/streetscape - construction</p>	<p>Stamford Plaza Auckland (<i>Stamford</i>)</p> <p>Attn: Paul Evans</p>	<p>13.6 Visual amenity</p> <p><i>Hoardings</i></p> <p>Stamford seeks designation conditions requiring that hoardings (erected along the Albert St footpath) be visually appealing (both at ground level and having regard to the views from above) and are subject to review by the Auckland Urban Design Panel.</p> <p>Stamford seeks in particular a designation condition requiring that the design of hoardings adjacent to the boundary of its property is agreed by Stamford prior to erection.</p>	<p>The City Rail Link: Proposed Draft Notice of Requirement Conditions (Condition 15 (e)) specifically mentions temporary acoustic fences and visual barriers. Opportunities will be provided for mana whenua and community art or other decorative measures. Hoarding design and appearance is considered to be adequately addressed by the above condition and will therefore not require review by the Auckland Urban Design Panel.</p> <p>The City Rail Link: Proposed Draft Notice of Requirement Conditions (Condition 8) states that the Requiring Authority is to prepare a Communication and Consultation Plan.</p> <p>Section (I) states that it shall include:</p> <p><i>'A list of Stakeholders and directly affected</i></p>

Submission No. + topic	Submitter	Relief sought	Urban design comment
		<p><i>Construction</i></p> <p>The amenity of Albert Street would be severely reduced during the construction period of the CRL. To mitigate these effects, Stamford seeks designation conditions requiring Auckland Transport to undertake urban design rehabilitation works. These rehabilitation works could include an upgrade to the road and footpath along Albert Street, including access to Stamford's hotel.</p>	<p><i>parties to the construction works who will be communicated with;</i></p> <p>The submitters request is not covered in the Proposed Condition. It is therefore requested that the text is amended to enable Business Associations to be consulted as indicated by the submitter.</p> <p>The City Rail Link: Proposed Draft Notice of Requirement Conditions (Condition 29) requires an Urban Design and Landscape Plan be prepared. Proposed Condition 32 requires this plan to include how Albert Street (between Quay Street and Victoria Street) will be restored following completion of the City Rail Link construction works (refer Condition 32(b)).</p> <p>Rehabilitation works will be managed by the proposed consent conditions.</p> <p>In addition rehabilitation work has also been</p>



Submission No. + topic	Submitter	Relief sought	Urban design comment
		<p><i>Designation conditions:</i></p> <p>(f) That hoardings are visually appealing and are subject to review by the Auckland Urban Design Panel and the hoardings and construction areas are appropriately screened by plantings.</p>	<p>addressed by the Urban Design Framework where it will also be assessed. The purpose of which is to deliver an excellent public realm.</p> <p>It is considered that rehabilitation works in the vicinity of the Stamford hotel have been adequately addressed.</p> <p>The City Rail Link: Proposed Draft Notice of Requirement Conditions (Condition 15 (e)) will be used to manage hoarding design and appearance. It is therefore considered inappropriate to require hoardings to be reviewed by the Auckland Urban Design Panel.</p> <p>A request is made for construction areas to be appropriately screened by plantings.</p> <p>It is anticipated that there will not be an abundance of available space due to current road width and the area required for the</p>

Submission No. + topic	Submitter	Relief sought	Urban design comment
			<p>proposed construction.</p> <p>Further the construction environment is not overly conducive to 'plantings'.</p> <p>In conclusion screens (i.e. hoardings) are preferred in place of plantings. This is due to limitations on available space and the construction environment not being suitable for plantings.</p>
<p>071</p> <p>5.13 Public amenity/streetscape – post construction</p>	<p>Stamford Plaza                      Auckland                      (<i>Stamford</i>)</p>	<p>(g) A requirement that Auckland Transport undertake urban design rehabilitation works once construction is completed.</p>	<p>The City Rail Link: Proposed Draft Notice of Requirement Conditions (Condition 29) requires an Urban Design and Landscape Plan be prepared.</p> <p>Proposed Condition 32 requires this plan to include how Albert Street (between Quay Street and Victoria Street) will be restored following completion of the City Rail Link construction works (refer Proposed Condition 32(b)). It is considered that rehabilitation works in the vicinity of the Stamford hotel have been adequately</p>

Submission No. + topic	Submitter	Relief sought	Urban design comment
			addressed.
080 5.16 Urban Design Framework	Eden Terrace Business Association	<p>The Eden Terrace Business Association supports the initiative outlined in the Urban Design Framework to reinstate a continuous adaptive building frontage along the road reserve, as part of the redevelopment of land acquired for the CRL, particularly along the top end of Symonds Street.</p> <p>The Eden Terrace Business Association is also keen to be involved when it comes to deciding on things like street furniture/public arts/lighting and planting in and around where the Newton Station emerges on Symonds Street to ensure a public space that we can be proud of.</p>	<p>The submitter supports the Urban Design Framework in relation to the top end of Symonds Street. No comment is therefore required.</p> <p>Following the CRL Notices of Requirement further work will be undertaken in the area where Newton Station emerges onto Symonds Street.</p> <p>This work is likely to include streetscape upgrades such as street furniture, public art, street lighting and planting.</p> <p>The City Rail Link: Proposed Draft Notice of Requirement Conditions (Condition 8) states that the Requiring Authority is to prepare a Communication and Consultation Plan.</p> <p>Section (l) states that it shall include:</p> <p><i>'A list of Stakeholders and directly affected parties to the</i></p>

Submission No. + topic	Submitter	Relief sought	Urban design comment
			<p><i>construction works who will be communicated with;</i></p> <p>The submitters request is not covered in the Proposed Condition. It is therefore requested that the text is amended to enable Business Associations to be consulted as indicated by the submitter.</p>
<p>101</p> <p>5.13 Public amenity/streetscape – post construction</p>	<p>Toko Pihema</p>	<p>Public amenity/streetscape</p> <p>Require further information about how Albert Street will be rebuilt after it's dug up between Wellesley and Customs Streets. If possible we should try to remove the slip lane between Wellesley and Victoria Streets and also improve the quality of footpaths along all of Albert Street from their current embarrassing state.</p>	<p>The City Rail Link: Proposed Draft Notice of Requirement Conditions (Condition 29) requires an Urban Design and Landscape Plan be prepared. Proposed Condition 32 requires this plan to include the area between Wellesley and Customs Streets.</p> <p>It is proposed that this section of Albert Street (between Wellesley and Customs Streets) will be restored following completion of the City Rail Link construction works (refer Condition 32(a, b and c)).</p> <p>The submitter mentions the possible removal of the slip lane between Wellesley and Victoria</p>

Submission No. + topic	Submitter	Relief sought	Urban design comment
			<p>Streets. Due to the complex building access arrangements along this portion of Albert Street it is considered not feasible to remove this slip lane.</p> <p>The submitter also requests that there is an improvement to the public areas including footpaths, trees and general streetscape.</p> <p>The Council is seeking a high quality urban design outcome which is consistent with recent streetscape upgrades.</p> <p>It is considered this delivers the relief sought.</p>
<p>103</p> <p>5.13 Public amenity/streetscape – post construction</p>	<p>Barnaby Marshall c/- I Love Ugly Limited</p>	<p>Desiring the reinstatement and improvement of the nearby public areas including footpaths, trees and general streetscape after construction.</p>	<p>The City Rail Link: Proposed Draft Notice of Requirement Conditions (Condition 34) states that the Urban Design and Landscape Plan shall include restoration plans for the areas used for surface construction within the designation footprint. This includes the construction yard located on the northeast corner of Mt Eden Road and</p>

Submission No. + topic	Submitter	Relief sought	Urban design comment
			<p>Symonds Street.</p> <p>The submitter also requests that there is an improvement to the public areas including footpaths, trees and general streetscape.</p> <p>The Council is seeking a high quality urban design outcome which is consistent with recent streetscape upgrades.</p> <p>It is considered that this delivers the relief sought.</p>
<p>107 5.16 Urban Design Framework</p>	<p>M Robitzsch on behalf of IPENZ</p>	<p>In regards to the urban design of train stations and their surroundings, we ask that this consider not only pedestrians, buses and taxis, but also cyclists. In particular, this should include consideration of bike parking, and areas for public bike hire facilities, where passengers using the train to arrive in the inner city can switch to hired bicycles, much extending the range of the stations.</p>	<p>The City Rail Link: Proposed Draft Notice of Requirement Conditions (Condition 29) requires an Urban Design and Landscape Plan be prepared. The following is stated under the Bicycle Parking heading:</p> <p><i>'Appropriate numbers of safe bicycle storage or parking should be provided in each station environment'</i></p> <p>While public bike hire facilities are not specifically mentioned the idea is supported, and would be part of a wider bike hire network managed by Auckland</p>

Submission No. + topic	Submitter	Relief sought	Urban design comment
		<p>In regards to the urban design of train stations and their surroundings, we ask that, criterion MC7 in the Urban Design Framework be changed. With the proposed new stations all being underground and generally having access via concourses below street level, high-quality underpasses can achieve positive urban design and transport functions, especially as patrons will already have to undergo the level change anyway. While we understand the original intent of this criterion, we think it does not correctly express the benefits that grade-separated crossing/access</p>	<p>Transport.</p> <p>This condition will be used to determine bicycle storage or bicycle parking within each station environment.</p> <p>While this goes beyond the scope of the CRL it is recommended that this be noted and considered when the new stations are being designed.</p> <p>It is requested that Criterion MC7 be amended due to all stations being located underground and accessed via concourses which are below street level.</p> <p>Criterion MC7 states,  <i>'Street Crossings – safe pedestrian street crossings should be facilitated in the immediate vicinity of station entrances. The provision of level street crossings is preferable over any grade separated solutions'</i></p> <p>The Criterion states that provision of level street crossings is</p>

Submission No. + topic	Submitter	Relief sought	Urban design comment
		<p>can provide for underground stations – even though several of the concept station designs in the NOR already envisage such crossings.</p>	<p>preferable. This is supported from an urban design perspective where there is a strong desire to have people occupying the public domain i.e. public street.</p> <p>Note however the criterion does not preclude grade separated solutions, it merely states that this is the preferred solution.</p>
<p>107 5.13 Public amenity/streetscape – post construction</p>	<p>M Robitzsch on behalf of IPENZ</p>	<p>We support the creation of pedestrian-friendly station surroundings, even where this requires some level of reduction in car capacity/convenience. This could be via providing traffic-calmed/shared space zones and/or pedestrian priority at crossings.</p>	<p>The City Rail Link: Proposed Draft Notice of Requirement Conditions (Condition 29) requires an Urban Design and Landscape Plan be prepared. Proposed Condition 36 requires a Station Plan to be prepared. Both conditions will help ensure that pedestrian friendly station surroundings are created.</p> <p>In terms of the operational matters, (i.e. creating traffic-calmed/shared space zones/pedestrian priority at crossings) this request is out of scope with the City Rail</p>



Submission No. + topic	Submitter	Relief sought	Urban design comment
			<p>Link NoR.</p> <p>It is our understanding that these measures will be considered by Auckland Transport and will form part of the wider transport network.</p>
<p>108</p> <p>5.16 Urban Design Framework</p>	<p>T O'Higgins on behalf of Cycle Action Auckland</p>	<p>We encourage AT to expand and enrich its current secure bike parking programme for all stations (city centre or suburban), together with the development of safe and direct cycle routes between stations and local neighbourhoods. As a consequence of growth in rail demand due to the CRL, building extensive car park and rail ride at our suburban rail stations is not the sole answer. The answer is choice and integration, by providing an alternative to the car for the complete trip (e.g. home to work). Only then will we see any true reduction in car use on the network.</p> <p>Regarding urban design of the station and surrounding areas, this must include pedestrians and cyclist. In particular, this should include consideration of well-located quality and plentiful secure bike parking</p>	<p>The City Rail Link: Proposed Draft Notice of Requirement Conditions (Condition 29) requires an Urban Design and Landscape Plan be prepared.</p> <p>The Plan specifically refers to bicycle parking, stating <i>'Appropriate numbers of safe bicycle storage or parking should be provided in each station environment'</i></p> <p>This condition will be used to determine bicycle storage or bicycle parking within each station environment. However the submitter requests that Auckland Transport's secure bike parking programme be expanded for all stations both within the city centre and suburban areas.</p>

Submission No. + topic	Submitter	Relief sought	Urban design comment
		<p>at both city centre and suburban stations, and opportunity for public bike hire stations, so public can switch from rail to bicycles, much extending the range of the stations on the rail network, and providing an easy alternative to taking bikes on the trains themselves.</p>	<p>While this goes beyond the scope of the CRL it is recommended that this be noted and considered when the new stations are being designed.</p> <p>The submitter suggests that cycle storage areas need to be of quality and secure. The above criterion refers to safe bicycle storage but the quality aspect is not covered. It is recommended that the criterion be amended to read (or words to like effect),</p> <p>Appropriate numbers of safe, <b>secure and well located, quality</b> bicycle storage should be provided in each station environment, <b>including storage for bike commuters and bike hire stations.</b></p> <p>Added text appears in bold.</p>
<p>110 5.12 Public amenity/streetscape - construction</p>	<p>Podium Property Limited</p>	<p>6.3.9 Adverse impacts on the landscape, visual and amenity values.</p> <p>The adverse effects (outlined above) cannot be adequately avoided,</p>	<p>The 'adverse' impacts that cannot be adequately avoided, remedied or mitigated have not been clearly specified.</p> <p>It is requested that the</p>

Submission No. + topic	Submitter	Relief sought	Urban design comment
		remedied or mitigated.	submitter clarify those matters which cannot be adequately avoided, remedied or mitigated.
212  5.16 Urban Design Framework	Rhys Williams	It is important that the entrances to the stations are visible at ground level from areas that are frequented by pedestrians (e.g. Queen St for Aotea Station). There should be multiple entrances for each station and clear signs for each entrance. The council (and Auckland Transport) must ensure that the area around each station and along the CRL must have high pedestrian amenity with priority given to pedestrian movement. Cycle facilities will also ensure a station that is accessible to a wide range of potential users.	<p>The City Rail Link: Proposed Draft Notice of Requirement Conditions (Condition 29) requires an Urban Design and Landscape Plan be prepared.</p> <p>The Plan specifically refers to station entrance location in that they '<i>should be clearly identifiable and conveniently located in relation to existing and anticipated main pedestrian routes and destinations</i>'.</p> <p>In addition Proposed Condition 36 specifically deals with Station design. A Station Plan is required to show the station's above and below ground elements. It is considered that development in accordance with the two conditions will create high pedestrian amenity.</p> <p>Cycle facilities are mentioned within Proposed Condition 29</p>

Submission No. + topic	Submitter	Relief sought	Urban design comment
			which addresses bicycle storage 'or' parking. However, the submission is not specific in what is meant by 'cycle facilities'. It is requested that this be clarified at the hearing.
219 5.16 Urban Design Framework	David Davies Auckland Methodist Central Parish	<p>The current toilets directly opposite Pitt St church in Beresford St are contained in a small discreet modern capsule, which unfortunately is so small discreet and modern that it is often not recognised as a toilet. Our property is the frequent beneficiary of the resulting unwelcome public imperative.</p> <p>We should ask that care should be given to the provision of clearly identifiable and accessible facilities at the street level as part of the Beresford St development, as envisaged in the Urban Design Framework.</p>	<p>The City Rail Link: Proposed Draft Notice of Requirement Conditions (Condition 33) states that an Urban Design and Landscape Plan shall include restoration plans showing how the Beresford Square and Street are to be restored following completion of the City Rail Link.</p> <p>Further, Proposed Condition 36 requires a Station Plan to be provided. Section (a) indicates that design details showing both the above and below ground elements. It is anticipated this will include public facilities as requested by the submitter.</p>
236 5.16 Urban Design	James Kirkpatrick	15. Vent stacks on the 'mechanical plant building' immediately next door to	It is requested that this matter be addressed by Auckland Transport at

Submission No. + topic	Submitter	Relief sought	Urban design comment
Framework	Limited	Albert Plaza. Kirkpatrick's have no idea how big (tall) and what diameter these extraction fans are proposed to be or if they will emit dangerous extraction gases, cause noise and vibration, or have poor visual amenity.	the hearing.

### 4.3 Mitigation measures

The potential urban design effects have been identified as follows:

#### Movement and connections

- Stations are poorly connected into the city's urban fabric, making them hard to find and difficult to access.
- That inadequate provision has been made for people carrying bicycles on trains.
- That insufficient space has been provided for people to enter and leave the station entrance.
- Insufficient space at the station's entry foyer.
- That insufficient space has been provided at street intersections for people entering or leaving a station entrance including the time it takes for potentially large numbers of people to cross the street(s).
- The inability for people to move quickly, efficiently and safely from between the stations street level foyer to the below ground station.
- Insufficient space for the congregation and movement of people who are entering or exiting trains, i.e. sufficing platform width, height and length.

#### **Comment**

There is the possibility that stations could be poorly connected into the city's urban fabric. It is considered that given the route primarily being located along major city streets that this issue is unlikely to present problems. The Proposed

Draft Notice of Requirement Conditions (Condition 29) will enable this matter to be addressed further.

It is not clear whether people will be able to carry their bicycles on the trains. Draft Notice of Requirement Conditions (Condition 29) will enable this matter to be addressed further under the heading of 'Public Realm and Landscape' – Universal Access, where it is stated:

*Station environments should promote universal access (e.g. footpath ramps and smooth ground surfaces).*

The remaining urban design effects primarily relate to insufficient space for people at station entrances, entry foyer(s), at street intersections, whether the design allows people to move quickly, efficiently and safely between the station entry and below ground platform. The Proposed Draft Notice of Requirement Conditions (Conditions 29 and 36) will be used to address and resolve these matters.

It is considered prudent to future proof the City Rail Link so that it can be modified to meet potential future demands (refer Proposed Draft Notice of Requirement Conditions Proposed Condition 36 – Adaptability).

#### Public realm and landscape

- Construction areas left in an unkempt, untidy manner.
- Inappropriately designed reinstatement work.

#### **Comment**

The Proposed Draft Notice of Requirement Conditions (Condition 13) states that a Construction Environmental Management Plan (CEMP) shall be prepared, complied with and monitored by the Requiring Authority. It will be used to manage and monitor adverse construction effects resulting from the City Rail Link project. Proposed Condition 15 (c) states:

*'Measures to adopt to keep the construction area in a tidy condition in terms of disposal/storage of rubbish and storage of unloading of construction materials.'*

Proposed Condition 15 (f) states:

*'How the construction areas are to be fenced and kept secure from the public, and where practicable and without compromising the purpose for which these are erected, opportunities for mana whenua (see condition 8) and community art or other decorative measures along with viewing screens that can be incorporated to enhance public amenity and connection to the project',*

Proposed Condition 37 relates to Construction Management and states,

*‘All temporary boundary/security fences associated with the construction of the City Rail Link shall be maintained in good order with any graffiti removed as soon as possible. All storage of materials and equipment associated with the construction works shall take place within the boundaries of the designation.’*

It is concluded that the conditions will help ensure construction areas are fenced and kept in a tidy condition in terms of rubbish and construction materials. It is therefore considered the two conditions will help mitigate adverse effects associated with untidy and unkempt construction areas.

In terms of inappropriately designed reinstatement work, Proposed Draft Notice of Requirement Conditions (Condition 29) states

*‘An Urban Design and Landscape Plan shall be developed to show those areas within the designation footprint used during the construction of the City Rail Link are to be restored.’*

A number of Principles have been taken from the Urban Design Framework to ensure that areas affected by City Rail Link construction are appropriately restored. These are clearly outlined within Proposed Condition 29.

In addition Proposed Condition 30 refers to replacement planting which is required to mitigate the adverse effects of tree and vegetation removal. Proposed Conditions 32, 33, 34 and 35 refer to restoration works which affect specific parts of the city.

It is therefore considered that the above mentioned conditions will help mitigate effects associated with inappropriately designed reinstatement work.

#### Existing and new buildings/structures

- Development that has an adverse effect on Auckland’s heritage.
- Development which does not relate to other buildings and its surroundings.
- Development which is not able to be easily adapted to accommodate a range of land uses.
- Buildings which present blank walls to the public realm.
- Buildings which offer pedestrians little or no protection from inclement weather.
- Development which is constructed out of poor quality or inappropriate building materials.

### **Comment**

The potential adverse effects on new buildings/structures cover a range of different matters. For ease of reference they will be commented on individually.

- Development that has an adverse effect on Auckland's heritage.

### **Comment**

This matter has been assessed in detail by Heritage and Arboriculture Experts. It is noted the Proposed Draft Notice of Requirement Conditions (Proposed Conditions 22 and 23) are designed to manage adverse effects on built heritage and archaeology.

Proposed Condition 36 addresses Station Plans (including report and design plans as required). Section (b) stipulates that design details are required for both above and below ground station elements. The following criteria is listed in terms of 'Existing and New Building Structures' in relation to building reuse,

*'**Built Heritage** Where built heritage is required for City Rail Link station requirements, adaptive reuse strategies should be considered to preserve the building's role in establishing the streetscape and urban character.'*

Auckland's heritage will be addressed by these experts along with the Proposed Conditions. It is considered that these measures will help mitigate potential adverse effects on Auckland's heritage.

- Development which does not relate to other buildings and its surroundings.

### **Comment**

The Proposed Draft Notice of Requirement Conditions (Condition 29) – Public Realm and Landscape, under the 'Existing Streetscape' heading it is stated,

*'Structures of the CRL should be designed to respect and contribute positively to the form and function of existing public open space'.*

Under the 'Reinstated Surfaces' heading it is stated,

*'The design and construction of reinstated streetscapes should be coherent with the wider area and/or recent public realm upgrades in the area.'*

Station plazas, public art, landscape planting are also mentioned in that they need to be designed so they respond to and 'fit' with the wider area.

It is considered that Proposed Condition 29 addresses buildings in relation to public open space and that this also includes the public realm. However, there is nothing under Proposed Condition 29 that relates to the bulk, scale and



massing of City Rail Link structures. However, this matter is addressed within Proposed Condition 36 under the heading of Station Plans.

Section (b) stipulates that design details are required for both above and below ground station elements. The following criteria are listed in terms of 'Existing and New Building Structures' – Bulk, Scale and Massing,

*'Bulk, scale and massing of structures resulting from the City Rail Link (station buildings in particular) should be sympathetic with the surrounding built urban form.'*

The condition is designed to refer specifically to station development (both above and below station elements). At this stage it is unclear as to what City Rail Link structures could look like.

It is therefore considered prudent to insert a condition as per the text within the Urban Design Framework (2.0 Urban Design Principles, criterion BS2) within Proposed Condition 29.

- Development which is not able to be easily adapted to accommodate a range of land uses.

**Comment**

The Proposed Draft Notice of Requirement Conditions (Condition 36) refers to this matter within Station Plans (Existing and New Building Structures: Adaptability) where it is stated,

*'The design of structures resulting from the City Rail Link should be able to adapt to change over time (e.g. change of uses, innovations in technology etc.) where reasonably practicable and anticipate opportunities (e.g. additional entrances) that may become possible in the future. The station design should not inhibit wider development opportunities (e.g. above or around station entrances).'*

It is considered the Proposed Condition will help mitigate potential adverse effects associated with development being easily adapted to accommodate a range of land uses.

- Buildings which present blank walls to the public realm.

**Comment**

The Proposed Draft Notice of Requirement Conditions (Condition 36) refers to this matter within Station Plans (Existing and New Building Structures: Adaptability) where it is stated,

**‘Active Frontage Structures resulting from the City Rail Link should present an active frontage towards public spaces like streets, square, pedestrian walkways, etc.’**

It is considered the Proposed Condition will help mitigate potential adverse effects associated with development presenting blank walls to the public spaces.

- Buildings which offer pedestrians little or no protection from inclement weather.

**Comment**

The Proposed Draft Notice of Requirement Conditions (Condition 36) refers to this matter within Station Plans (Existing and New Building Structures: Adaptability) where it is stated,

**‘Weather Protection** Where practicable, station entrances should provide some weather protection along their frontage (e.g. verandahs, awnings, canopies etc.) and these should be considered as part of the design.’

It is considered the Proposed Condition will help mitigate the potential adverse effects associated with development which offers pedestrians little or no weather protection.

- Development which is constructed out of poor quality or inappropriate building materials.

**Comment**

The Proposed Draft Notice of Requirement Conditions (Condition 36) refers to this matter within Station Plans (Existing and New Building Structures: Adaptability) where it is stated,

**‘Construction Quality** The design and construction of structures resulting from the City Rail Link (station buildings in particular) should be of a quality that lasts over time. Materials should be selected that are highly durable, elegant and vandal resistant where they come into contact with patrons.’

The Proposed Draft Notice of Requirement Conditions (Condition 29) requires an Urban Design and Landscape Plan to be developed illustrating how areas within the designation footprint are to be reinstated,

**‘The design and construction of reinstated streetscapes should be coherent with the wider area and/or recent public realm upgrades in the area.’**

Station plazas, public art, landscape planting are also mentioned in that they need to be designed so they respond to and ‘fit’ with the wider area.

It is considered the Proposed Conditions will help mitigate potential adverse effects associated with poor quality construction or inappropriate building materials.

It is concluded that the urban design related matters have been largely addressed by Auckland Transport. This has been achieved by inserting components of the Urban Design Framework as, 'Proposed Draft Notice of Requirements Conditions. The Urban Design Framework refers to specific components of the City Rail Link route, for example, Britomart, Aotea Station, Karangahape Station, Newton Station and the connection to the North Auckland Line. It would be beneficial to incorporate this body of work within the Proposed Draft Notice of Requirement Conditions.

In addition, it is considered that the bulk, scale and massing of structures requires further consideration.

It is not clear what process will be used to ensure that Proposed Draft Notice of Requirement Conditions (specifically design related conditions) will be considered and implemented in a fair and consistent manner.

One means would be to require the design related components of the Outline Plan to be considered by the Council's Urban Design Panel. The Panel would be used to establish a peer review approach and in turn would serve as a useful independent body.

## 5 Conclusion and conditions

It is concluded that relevant urban design related matters have been appropriately addressed by Auckland Transport.

It is considered Proposed Condition 29 needs to be amended as follows:

Condition Number	Issue	Requested change
29	The submitter suggests that cycle storage areas need to be of quality and secure. The above criterion refers to safe bicycle storage but the quality aspect is not covered. It is recommended that the criterion be amended to read (or words	That Bicycle Parking be amended (altered text appears in bold) as follows:  Appropriate numbers of safe, <b>secure and well located, quality</b> bicycle storage should be provided in each station environment, <b>including storage for bike commuters and bike hire stations.</b>

	to like effect),	
29	It is requested that Condition 29 be amended to be in keeping with text used within the Urban Design Framework (2.0 Urban Design Principles, criterion BS2)	That the following text be inserted within Proposed Condition 29:  <b>Bulk, Scale and Massing</b>  Bulk, scale and massing of structures resulting from the CRL should be sympathetic with the surrounding built urban form.

The Urban Design Framework refers to specific design components of the City Rail Link it is therefore considered appropriate that this information should be inserted into the Proposed Draft Notice of Requirement Conditions.

It is also requested that some thought be given to establishing a process where design related matters could be considered and implemented in a fair and consistent manner. One solution would be to require design related components of the Outline Plan to be presented before Council’s Urban Design Panel. The Panel is an independent body and can therefore provide an effective peer review role.

### Document Status

Revision Number	Date	Section/ Page	Author	Description
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### Quality Assurance Statement

Prepared for Auckland Council	Prepared by
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<b>Report Title</b>	Reviewed by
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Draft Report	Approved by
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Bullet points:

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  - (i) Tier two, numbering
  - (ii) Tier two, numbering