

CRL Connection

17 March 2017



The Shakespeare - a great host for 119 years

General Manager Paul Murtagh and owner Nick McIntyre.

Proving that 119-year-olds can still host a great party, Albert Street's historic Shakespeare Hotel and Brewery is promising its biggest and best St Patrick's Day celebration today.

The Shakespeare was established in 1898 by Thomas Foley, who was born in the original hotel on Wyndham St, owned by his parents.

Located in a prime location on the corner of Albert and Wyndham Street, the iconic pub and 10-room hotel offers friendly hospitality, great food and world-class craft beers. In 1986, it became the first pub in New Zealand to make its own beer on site.

The St Patrick's festivities kick off early with live Irish music by the Plastic Paddys in the main bar, followed by the award-winning Recliner Rockers in the Terrace Bar until late.

The Shakespeare's Dublin-born general manager, Paul Murtagh, promises a lot of loud and crazy Irish fun.

"We'll have plenty of 'black magic' flowing on the day

and our own special 'The Gentleman' Irish stout, brewed on site, plus food and beverage specials all day.

"The celebrations will continue late into the evening, so gather your mates and get your Irish on!"

New owners, the McIntyre family, are proud of the Shakespeare's place in Auckland's history and are looking forward to being part of the new-look Albert Street once the City Rail Link (CRL) is completed in 2023/24. The entrance to the future mid-town station will be just a 200m walk away on Victoria Street.

Japanese

もし、このファクトシートを理解する必要があれば、下記のメール経由で我々にご連絡ください。

Russian

Если Вам необходима помощь в разъяснении содержимого в данном бюллетене, просим адресовать Ваши вопросы на нижеуказанную электронную почту.

Simplified Chinese

如果您对这简报有任何疑问请以下的邮箱联系我们

Korean

본 자료에 관한 더 많은 정보를 원하시면 하단의 이메일 주소로 연락 주시기 바랍니다.

Arabic

إذاً ينورتكللـا ديربـلـا نـونـعـ ربـعـ اـنـبـ لـاصـتـالـاـيـ جـرـيـ، فـرـشـنـلـاـ اـنـهـ مـهـفـ يـفـ قـدـعـ اـسـمـ عـلـاـ ئـاحـبـ تـنـكـ اـذـ



Concept plan shows potential of Albert Street, post-CRL



Improving Albert Street for pedestrians and public transport reliability are the top considerations in a concept plan released this week by the CRL project team.

The designs show the potential of a reinstated Albert Street, once the CRL's underground tunnels and stations are completed.

The tree-lined Albert Street of the future has a vastly improved pedestrian environment, with broad footpaths, improved footpath (and road) surfaces, better bus stop facilities and attractive street furniture.

The design also provides for a reliable frequent bus service along the route, with dedicated bus lanes down both sides, as part of this city busway corridor.

Sustainability measures have also been considered in the design, including the potential to add a "green" wall of vertical plantings to one Albert St building,

where space constraints prevent trees being planted in the footpath. Tree pits will be used to filter and cleanse road surface run-off before it goes out to sea. Materials and detailing have also been carefully chosen to make maintenance and operations more cost-effective.

CRL Design Manager, John Fellows, says in the future, Albert Street will be a much more attractive space than it is at present.

"It will be a great environment for promoting city life, for businesses, residents and pedestrians, extending and complementing the improvements to the city centre between Aotea Square and Quay Street," he says.

"It will be a much more connected and pedestrian-focussed environment for people to use and enjoy - and this is absolutely necessary to cater for the increased number of people who will be using Albert Street once the CRL is built. The future mid-town



station, located under Albert Street, between Victoria and Wellesley Sts, will be the busiest on Auckland's rail network."

The Waitemata Local Board, the City Centre Advisory Board, Auckland Council's Planning Committee and property owners were consulted on the Albert Street concepts and their feedback incorporated into the preliminary design. They will now be developed into a more detailed level of design for inclusion in the CRL delivery contracts.

The reinstatement works will start at the northern end of Albert Street (Quay St to Wyndham St) in 2018/19, once the current cut and cover tunnel works are complete. The southern end will be reinstated in about 2023, once the mid-town station and bored tunnel works are complete.

To see the video fly-through go to [AT's YouTube](#) channel.

Deck construction works underway at Albert/Customs intersection



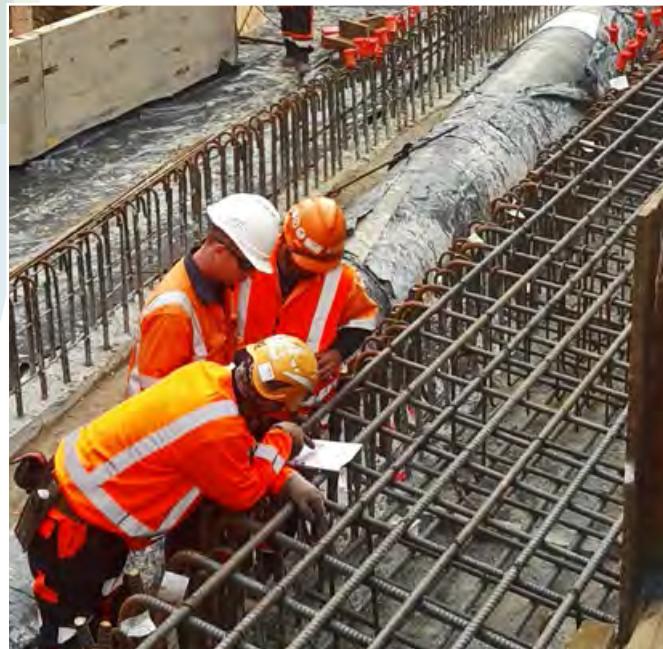
High profile works are underway in the middle of the road at the Customs/Albert St intersection – one of the busiest intersections in the CBD.

Before CRL tunnels are excavated under this intersection, the numerous utility services running across the intersection need to be located and protected, while maintaining two-way through-traffic at all times.

Commuters through this intersection will have noticed frequent changes as a result of the changing location of piling works along Albert St and the work to locate underground utility services, section by section.

You may have noticed a big black pipe sitting alongside a steel reinforcing cage at the intersection. This is the high-pressure freshwater pipe servicing the whole of Auckland's CBD, so it's getting a lot of protection before the 16-metre trench is excavated underneath it.

The services will be supported by a concrete deck cast in four sections, which will allow the traffic to flow overhead while the tunnel is safely excavated



underneath. The first section was completed in mid-February. Section 2 is excavated but requires additional working around Auckland's primary water main, while investigations and piling are required before Section 3 construction starts. All four sections should be complete in just over six months.



Piling and capping beam works a prelude to tunnel excavation



'Gomer', the nine-storey piling rig affectionately named after 1960s TV character Gomer Pyle, continues to make good progress on Albert Street ahead of the cut and cover tunnel works that are expected to start at the end of April.

To date, Gomer has dug 309 piles of up to 20 metres in depth, which have been filled with reinforcing cages and concrete to create deep retaining walls that enable construction of CRL tunnels within the trench.

After drilling and forming the piles, reinforced concrete capping-beams (pictured) will be formed on site to tie the piles together. The capping beam



helps stop displacement of the piles while the trench is being excavated. Steel I-shaped beams piled in the middle of Albert St will then be lifted to span the full width of the trench. From that point, the team moves from preparation to full excavation.



Floor and stairs removed from CPO

The dismantling of Britomart Station's Chief Post Office (CPO) interior is progressing well, with contractors now removing the floor and redundant staircases.

The old stairs are being removed with a four tonne excavator, which is being used to 'crunch' away the concrete before it's removed from the site.

The CPO's heritage protection works are in their final stages, with ceiling, columns and arched windows being shrink-wrapped.

Later this month, construction will start on the new temporary buildings to house train staff. Hoardings will be in place around the works and access to and from trains will be maintained at all times.

The CPO building is closed until 2019 to enable construction of the CRL tunnels.



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