

Invitation for Comment on Federal Street Residences

Federal Street Residences is a Referred Project under the COVID-19 Recovery (Fast-track Consenting) Act 2020

Application name	Federal Street Residences
EPA reference	FTC000055
Applicant/s	P0012 Auckland NZ Pty Limited
Comments due by	14 April 2022
Accessing the application	https://www.epa.govt.nz/fast-track-consenting/referred-projects/federal-street-residences/the-application/

An application has been made by P0012 Auckland NZ Pty Limited under the COVID-19 Recovery (Fast-track Consenting) Act 2020 (the act) for resource consent to a: demolish an existing 7-storey car parking building on land in Auckland Central, Auckland; and b: to construct a mixed-use building on that land that is approximately 55 storeys and 183 metres high.

To comment on the project application, please fill in the details on the attached form and:

- **Email** the form to federalstreet.fasttrack@epa.govt.nz. Please mark in the subject line: "Comments on Federal Street Residences, Fast Track Application (Your name/organisation) by **14 April 2022**"; or
- **Post** the form to Federal Street Residences, Fast Track Application, Environmental Protection Authority, Private Bag 63002, Waterloo Quay, Wellington 6140 in time for the form to be received by the **14 April 2022**; or
- **Deliver in person** to Environmental Protection Authority, Grant Thornton House, Level 10, 215 Lambton Quay, Wellington by **14 April 2022**. Please note that due to potential changes in COVID-19 Alert Levels our reception may not be open to the public. We suggest phoning ahead to check.

Comments must be received by the EPA, on behalf of the Federal Street Residences Expert Consenting Panel, no later than **14 April 2022**

If your comment is not received by the EPA by **14 April 2022** the Panel is not required to consider your comment (although it may decide to). Under the COVID-19 Recovery (Fast-track Consenting) Act 2020 there is no right to seek a waiver of the time limit.

If you are an iwi authority you may share the consent application with hapū whose rohe is in the project area in the application, and choose to include comments from the hapū with any comments you may wish to provide.

Important information

Your personal information will be held by the EPA and used in relation to the project consent application process. You have the right to access and correct personal information held by the EPA.

A copy of your comments, including all personal information, will be provided to the Expert Consenting Panel and the applicant.

If you are a corporate entity making comments on this application, your full contact details will be publicly available.

For individuals, your name will be publicly available but your contact details (phone number, address, and email) will not be publicly available.

A copy of your comments will also be published on the EPA website. We will redact your contact details but you should not include any other personal information that you are concerned about being publicly available.

Please do not use copyright material without the permission of the copyright holder.

All information held by the EPA is subject to the Official Information Act 1982.

More information on the fast-track consenting process can be found at <https://www.epa.govt.nz/fast-track-consenting/about/>.

More information on the commenting on a fast-track consenting application can be found at <https://www.epa.govt.nz/fast-track-consenting/commenting/>.

Your comment on the Federal Street Residences

All sections of this form with an asterisk (*) are mandatory.

1. Contact Details

Please ensure that you have authority to comment on the application on behalf of those named on this form.

Organisation name (if relevant)	Auckland Transport		
*First name	Hannah		
*Last name	Miln		
Postal address	20 Viaduct Harbour Avenue		
*Home phone / Mobile phone	021 325 438	*Work phone	021 325 438
*Email (a valid email address enables us to communicate efficiently with you)	Hannah.miln@aucklandtransport.govt.nz		

2. *We will email you draft conditions of consent for your comment

<input checked="" type="checkbox"/>	I can receive emails and my email address is correct	<input type="checkbox"/>	I cannot receive emails and my postal address is correct
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3. Please provide your comments on this application

If you need more space, please attach additional pages. Please include your name, page numbers and the project name on the additional pages

Overall Summary

1. Thank you for the opportunity to provide comment on the Federal Street Residences (the **Project**) under consideration of the COVID-19 Recovery (Fast-track Consenting) Act 2020 (the **Covid 19 Recovery Act**).
2. Auckland Transport acknowledges the Project includes the provision of additional living opportunities for the City Centre close to excellent public transport, walking and cycling facilities, includes commercial facilities increasing choice within the City Centre which also serves the residential activities, will activate the street edge on Federal Street / Kingston Street, and will provide economic stimulation through the design, construction and operation of the Project.
3. The site is zoned Business – City Centre under the Auckland Unitary Plan (Operative in Part) (the **AUP(OP)**). Land use and regional resource consent is required under the AUP(OP) for an overall Non-complying activity status. Consent is required for new buildings, demolition, earthworks, construction duration, noise/vibration effects, building bulk and location, groundwater effects, shortfall in bicycle parking, shortfall in loading and other specific zone infringements, Consent is also required under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011.
4. The Project will create pedestrian, cycling and vehicle trip generation over the Federal Street and Kingston Street frontages and an active street edge with its proposed land uses and design. The Project contains separated pedestrian, cycle and vehicle access points from Kingston Street, with commercial activities fronting Federal Street. The vehicle access point has been designed without inter-visibility toward pedestrians on the Kingston Street footpath and is not considered to prioritise pedestrian safety or amenity as anticipated in Chapters H8 and E27 of the AUP(OP).
5. The Project includes streetscape upgrades which do not currently account for the existing needs of the transport network (loading, cycle lane, disability parking and allocated police parking for the Auckland District Court). Such changes are proposed to occur prior to the streetscape upgrades planned by Auckland Council. There are additional transport effects generated by the Project where the extent of the effect is currently unknown. This includes operation of the valet/car lift parking and queuing effects on Kingston Street.
6. Auckland's City Centre is currently undergoing significant change in relation to transportation facilities, demands and re-allocating kerbside spaces. Currently, the Link Alliance is delivering the City Rail Link (**CRL**) and Aotea Train Station, Auckland Council is delivering Te Hā Noa (Victoria Street upgrades) and leading / funding the Federal Street/Kingston Street upgrades identified within the City Centre Masterplan and Access for Everyone.
7. Furthermore, the streets surrounding the Project are expected to accommodate high pedestrian demand/movement over the coming years as identified within Auckland Council's Access for Everyone Report (the **A4E Report**). The A4E Report has taken pedestrian counts at 61 Federal Street where 400,000 pedestrians were measured in January 2019 with a predicted increase of an additional 15,000 pedestrians over a 2-hour AM peak period by 2028¹.

¹ (MRCagney, 2019)

8. The location of the Project's site currently has excellent transport connections for active modes and public transport. Federal Street adjoining the Project currently has a protected cycle lane and Federal Street south of the Project contains an existing shared space road. Hobson Street and Victoria Street West are currently Frequent Transit Network ¹² routes for public transport, which is the second highest public transport priority under Future Connect. Future Connect is Auckland Transport's long-term transport network plan which identifies the most important parts of the network and enables planning/funding for transport needs. Future Connect identifies the public transport network changing to Hobson Street gaining Rapid Transit Network³ priority, which is the highest priority due to the CRL project, and Victoria Street West retaining its Frequent Transit Network 1 status.
9. A specific, more detailed assessment on the above and other matters has been provided below.

Assessment

Streetscape Upgrades

10. Federal Street and Kingston Street have been identified for upgrades which are currently being lead and funded by Auckland Council. Auckland Transport is part of the Council project team for future streetscape upgrades. There are currently no preliminary designs for these upgrades.
11. The 'baseline upgrades' proposed in the Project will remove paid parking, mobility parking, loading spaces and reserved police parking (associated with the Auckland District Court) over Federal Street and Kingston Street. The plans provided with the application also show extended use of the public footpath in the road reserve of Federal Street, impeding free access of this space by pedestrians. The Project plans also do not show the retention of the existing protected cycle lane on Federal Street. As the Road Controlling Authority, we require that transport network elements such as the protected cycle lane, loading spaces, mobility parking, a clear pedestrian through route and police parking facilities be retained. These network elements will be considered more appropriately through the Council project.
12. Furthermore, it is worth noting that public kerbside parking is subject to significant review over the coming years through the Draft Parking Strategy (the **Parking Strategy**) recently released by Auckland Transport. The Parking Strategy has identified the City Centre as a 'Tier 3 Location' which applies to areas that have a high priority for action, a high readiness for change, and are characterised by high access to public transport. The approach to parking management and supply in the City Centre and Tier 3 Locations will likely focus on reducing private vehicle use and reappropriating space for footpaths, public spaces, cycleways, loading zones and micro-mobility parking.

² The Frequent Transit Network 1 is defined as a 'secondary strategic network' under the Auckland Strategic Networks Report (**ASNT**). The secondary network provides major connections to the primary network and other key destinations (such as Metropolitan Centres, freight hubs or rapid transit stations). Secondary networks provide direct journeys but may not be as fast as the journeys on the primary strategic network.

³ The Rapid Transit Network is defined as the 'primary strategic network' under the ASNT. The primary network provides for longer distance journeys and typically carries the highest volume of people and goods. This network provides the most direct connections and fastest journeys to key places.

13. Auckland Transport does not support inclusion of these proposed streetscape upgrades as part of the consent process. The baseline upgrades proposed by the Project are within the road reserve and consequentially will require several separate assessment and decision-making processes which are not governed by the Covid-19 Recovery Act, such as a Corridor Access Request, Encroachment Licence, Engineering Plan Approval for any vested assets and Outdoor Dining Licences. This means this application (if approved) does not and cannot give express approval for any work or activities currently shown in the road.

14. Consideration needs to be given to the transport network requirements for this part of the city. Auckland Transport also understands that the baseline upgrades fall short of the Council's intended outcomes for Federal Street and Kingston Street as the project does not account, for example, for a dedicated cycle lane or provision for pedestrian facilities (through shared spaces). At the very least, further consultation with Auckland Transport, Auckland Council and other key stakeholders by the applicant would be required in the first instance to enable assessment of the impact of the Project's proposed concept design on the transport network and road/street environment, and how this would align with Auckland Transport and Council's plans and requirements. Due to the uncertainty around Council's streetscape upgrades in the area, and the additional approvals required, Auckland Transport requests that the Project should be considered without the baseline street upgrades included.

Bicycle Parking

15. The Project's provision of bicycle parking (which includes a shortfall of 58 long stay and 3 short stay bicycle parking spaces) is considered inadequate to service the proposed development for the following reasons:
 - a. The site has excellent access to existing cycling networks in the City Centre as identified on Page 4 of the Project's Integrated Transport Assessment (**ITA**).
 - b. The AUP(OP) provisions already account for the fact that not every occupant will own a bike, hence the standard is 1 bike parking space per unit, rather than 1 space per resident.
 - c. The Waste Management Plan provided with the Project documentation has identified a maximum occupancy of 1,374 people. Providing 304 long term bicycle parking spaces results in providing approximately 22% of the maximum occupancy of the Project with the option to store a bike within a communal area.
 - d. Auckland Transport does not consider residents parking their bikes within their apartment as practical and may contradict body corporate rules (such as bikes within lifts).
 - e. The units within the Project range between 55m² and 117m² and have limited space for additional storage of bicycles.
 - f. Furthermore, pursuant to Section 31(1) of the Covid 19 Recovery Act, regard is given to Part 2 of the Resource Management Act 1991, which seeks to sustainably manage natural and physical resources to meet the needs of future generations.

16. We seek to ensure this viable mode of transport is adequately catered for. In this case, the shortfall of bicycle parking spaces is not considered to meet the needs of future generations, the likely demand from the proposed land uses, future visitors and residents alike. The Project has not identified opportunities for additional bicycle parking spaces in the future and does not facilitate significant change to sustainable modes of transport through the bicycle parking shortfall.

17. The bicycle parking shortfall conflicts with assessment criteria E27.8.2(6)(a)-(b), Objectives E27.2(1)(a), (2), (4) and Policies E27.3(3)(b) & H8.2(11). Auckland Transport considers that bicycle parking spaces should be optimised to create additional provision (perhaps through stacking) or by reallocating some private vehicle parking to provide additional provision in accordance with the minimum AUP(OP) requirements at the very least (noting more would be appropriate given the location, nature and scale of the Project).

Queuing at the Access

18. The information provided to support the Project is considered inadequate to provide certainty that there will be no adverse queuing effects beyond the boundary of the site along the road reserve. This lack of information relates to the estimated trip generation and the operation/management details for the valet parking. We note that the number of car lifts (being 2) and valet staff (number unknown) will limit the ability for and impact on the timeliness of vehicles to be parked.
19. If parking demand exceeds the capacity of the lifts/valet staff, there will be queuing effects at peak hours which is likely to result in adverse operational and safety effects for other road environment users in the vicinity of the Project, including vehicles, pedestrians and cyclists. Auckland Transport is specifically concerned with the PM peak demand where cars need to come off Kingston Street.
20. The ITA states it will take 5 minutes for valets to park one vehicle. This means that the serviceability of parking per hour would be 12 vehicles with one valet staff member or 24 with two valet staff members (taking no breaks and provided there are no lift faults), noting we are unsure whether that 5 minutes includes the valet returning to the valet station. It is noted that the ITA identifies 21 trips in the AM peak and 16 in the PM peak, which could be higher or lower once operating. During the PM peak the trip generation as supplied in the ITA will use 67% of the available lift capacity (provided both lifts are operating with two valet staff).
21. Table 4 of the ITA uses the average trip generation calculations from RTA Technical Direction TD13-04a (**RTA**) which are 0.15 trips per car space in the AM peak and 0.12 trips per car space in the PM peak. The variable is significantly greater than the average where the trip generation could be higher or lower than provided in the ITA. If the trip generation is greater, queuing could be greater than outlined within the TIA and could create operational and pedestrian safety effects.
22. There is a lack of information on the valet operation, number of staff, how keys are managed, how car lifts are maintained, actions if car lifts break down, the time required to operate the lift, how valet staff travel back down to the basement (stairs or car lift), whether the lifts wait at the floor the valet staff are on, and whether these variables result in parking times that are longer than 5 minutes.
23. Furthermore, Auckland Transport seek that all vehicle parking spaces included within the Project are held in ownership with the associated residential activities. The Project ITA has provided trip generation and queuing assessment for residential activities and did not include assessment on commercial activity use or use by off-site third party parking. The use of parking for alternative activities may trigger different reasons for consent under the AUP(OP) and will create alternative trip generation and queuing effects which have not been assessed within the application material.

24. In light of the above, it is unknown whether the proposal will positively contribute toward pedestrian safety (H8.8.2(1)(a)(iii)), nor whether the transport associated components of the Project have adequately considered the potential effects on and integration with the transport system (H8.2(10)).
25. Accordingly, Auckland Transport recommends conditions are imposed to address the management, monitoring and maintenance of the proposed valet parking, car lifts and loading turn table to ensure that queuing does not occur within the road reserve to avoid effects. Such conditions should also provide for mitigation measures to be identified and implemented if queuing does occur.

Pedestrian Visibility

26. As outlined in paragraph seven (7) above, Federal Street/the Project area is expecting a significant increase in pedestrian patronage in the future and works have been identified for pedestrian improvements. Between the Project and projected pedestrian numbers, there will be significant increases to pedestrian traffic. Auckland Transport considers the vehicle access has not been designed to accommodate pedestrian priority or safety along Kingston Street (refer to Objectives E27.2(5), (30) and Policy H8.3(3)(c)).
27. There is no provision for visibility toward pedestrians west of the vehicle crossing – this is concerning for vulnerable road users and is not acceptable. Vulnerable road users refer to pedestrians (includes skateboarders, roller-skaters, scooters, prams), wheelchair users (including mobility powered wheelchairs), cyclists and motorcyclists (includes mopeds). We acknowledge that the Project has included as much mitigation as far as practical to mitigate the lack of pedestrian visibility given the current access design (e.g. speed hump, car coming warning and convex mirror). The location point of the vehicle crossing along the site frontage, however, does not put pedestrians first and therefore does not deliver on many of the outcomes sought in the Business – City Centre Zone.
28. The Auckland Transport Roads and Streets Framework, which guides the design and development of Auckland's roads, has identified Kingston Street as a P3/M2 road – which is the highest place value (P value), attracting people from within and beyond the region; while the medium movement value (M value) demonstrates the strategic importance for moving people safely and efficiently, with an increasing volume of users. Therefore, pedestrian safety is critical along Kingston Street.
29. Furthermore, an Auckland Transport road safety engineering review has identified that while deaths and serious injuries (**DSI**) as a result of collisions at vehicle crossings between pedestrians and vehicles are not common, they do occur. We note that the road safety partners; Auckland Transport, Auckland Council, Waka Kotahi NZ Transport Agency, New Zealand Police, ACC, Ministry of Transport and Auckland Regional Public Health Services have adopted the Vision Zero / Safe System approach in 2019 to reduce road trauma. Vision Zero intends to move to a more forgiving road environment to ensure that vulnerable road users are protected in the case of mistakes when operating vehicles. Vision Zero seeks to achieve zero deaths and serious injuries on the road network by 2050. While a DSI in this case would be uncommon, the lack of visibility of and for pedestrians does not achieve AUP(OP) pedestrian safety outcomes.

Loading

30. Two (2) loading spaces are provided on the site, while three (3) are required under the AUP(OP) (refer to E27.6.2.7). The ITA infers that all loading can be sufficiently accommodated within the basement through management practices. We agree with the ITA in this respect, although note that no management practices have been specifically identified.
31. Having regard to floor areas provided across the building, commercial (975m²) and residential (45,355m²), it is likely that two loading spaces will adequately meet the associated loading demands. Furthermore, the AUP(OP) requires 1 loading space for 5,000m² of commercial GFA and 2 loading spaces for up to 90,000m² GFA. We note the commercial and residential GFA is less than these AUP(OP) thresholds, hence it is anticipated that the proposed loading can service the GFA associated within the Project.
32. Accordingly, this aspect is not anticipated to create adverse operational or safety effects on the road environment (refer to E27.8.2(7)(a)) as it should be wholly managed within the site. Conditions are recommended in relation to this.
33. We note that in relation to the one (1) space loading shortfall, the applicant will not be eligible to utilise public on-street loading to support their site activities. As noted above, however, the two (2) basement loading spaces should accommodate the proposed activities.

Construction Traffic Management Plan (CTMP)

34. Auckland Transport agrees with the ITA that the provision of a suitable CTMP should address any adverse effects on the environment and road users from the physical works required to give effect to this development (i.e. demolition, earthworks and construction), ensuring they are managed appropriately. We note that a draft CTMP has already been provided within the application material, but a final version should be required as a condition of consent to achieve consistency with Policy H8.3(35) and E12.3(2).
35. Auckland Transport also notes that the Project construction time frames (potentially early 2023) will be problematic as there is no additional road space available for further road closures prior to the completion of the CRL and Te Hā Noa works. The completion of these projects is expected over 2023-2024. We note that draft condition 2 within the Draft Conditions for the Project outlines the implementation of the Project 2 years following an approval, which may not be feasible given the nature of projects already underway in the surrounding area and the provision of ongoing access.

Further Information Required to Inform a Full Assessment

36. The Project requires further assessment and detail around the trip generation associated with PM peak movements into the site, valet operation and management of machinery critical for loading and vehicle parking arrangements (car lifts and turn table). A Traffic and Valet Parking Management Plan is required to fully assess the potential effects associated with vehicle trips and valet parking for the Project. Conditions of consent are recommended to address this information.

Conclusion

37. Auckland Transport has concerns around the lack of visibility toward pedestrians from the vehicle access, the supply of bicycle parking spaces within the Project and potential queuing effects onto Kingston Road associated with the valet and car lift operation and trip generation. It is considered that additional information is required to address the outstanding potential effects generated by the Project.
38. Auckland Transport also seeks for the streetscape upgrades to be removed from any approval of the Project given the need for separate third party approvals, impact on the operation of the transport network, and the isolation of such changes from Council and AT upgrade projects.
39. Overall, the potential effects of the Project are anticipated to be able to be mitigated or managed through recommended conditions of consent, with the exception of visibility toward pedestrians from the vehicle crossing. The design of the access arrangement has not provided any visibility toward pedestrians within an area of significant pedestrian demand. No additional mitigation measures or management practices can be identified beyond what has been outlined within the ITA, as outlined in paragraph 27, other than re-aligning the vehicle crossing location to provide a pedestrian inter-visibility splay that meets Figure 14.11 of the Waka Kotahi Pedestrian Planning Guide.

Recommended Conditions of Consent

40. Auckland Transport recommends the following additional or amended conditions of consent, noting the following conditions do not include the Draft Conditions provided by the applicant within the Project material that need to be included appropriately.
41. It is requested that should this resource consent be granted, standard Auckland Council conditions and advice notes are included and that appropriate conditions from the Draft Conditions within the Project material are included.

General Transport

- *The application shall provide 360 secure long term bicycle parking spaces and 21 short stay visitor bicycle parking spaces. Revised plans shall be provided to Auckland Council for approval prior to any construction works on the site.*
- *Vehicle parking spaces are to be held in ownership by residents and not leased or sold to third parties.*
- *Mitigation measures for pedestrian safety at the proposed Kingston Access (speed calming, convex mirror and car coming warning signage) is to be implemented prior to the occupation or operation of any land uses at the site. Mitigation measures are to be retained and maintained in perpetuity.*
- *The Federal Street public footpath must remain clear to ensure a pedestrian through route (free of street furniture and on-street dining) is provided and retained in accordance with the Auckland Transport Engineering Standards.*

Prior to construction

- **Construction Traffic Management Plan (CTMP)**
Prior to the commencement of any earthworks or construction activity on the site, the consent holder shall submit to Auckland Council, a Construction Traffic Management Plan (CTMP) for certification. The CTMP shall be prepared in accordance with the Council's requirements for traffic management plans or CTMPs (as applicable) and shall be consistent with the New Zealand Transport Authority's Code of Practice for Temporary Traffic Management and shall address the surrounding environment, including pedestrian and cycle traffic. The CTMP shall also:
 - a) *Provide a parking management plan for construction traffic.*
 - b) *Address the transportation and parking of oversize vehicles (if any).*
 - c) *Provide appropriate loading / working areas to minimise disruption to traffic.*
 - d) *Provide cleaning facilities within the site to thoroughly clean all vehicles prior to exit to prevent mud or other excavated material from being dropped on the road. In the event that material is dropped on the road, resources should be on hand to clean-up as soon as possible.*
 - e) *Provide traffic management plans in compliance with the latest edition of the NZTA "Code of Practice for Temporary Traffic Management" (COPTTM) document.*
 - f) *Ensure the site access point shall be clearly signposted.*
 - g) *Include measures that are to be adopted to ensure that pedestrian access on the public footpaths in the vicinity of the site is safe during construction works.*
 - h) *Detail how the works will be undertaken to maintain access to properties adjacent to the work site during construction and address the duration time frame for sites with no-vehicle access during the works.*
 - i) *Detail how the works will be undertaken to minimise the impact on public transport.*
 - j) *Identify proposed numbers and timing of heavy vehicle movements throughout the day.*
 - k) *Identify the location of vehicle and construction machinery access during the period of site works.*
 - l) *Identify the storage and loading areas for materials and vehicles.*
 - m) *For each construction phase, identify the location and duration of any road or lane closures, division of road closures into segments, duration of works in each closure, indication of detour routes for each closure and assessment of the effects on the Auckland Transport road network of any road closures and a plan to mitigate these effects.*
Such analysis must also identify how continuous pedestrian, cyclist and vehicle access will be retained and integrated with other construction activities/road closures within the site's catchment.
 - n) *Detail how communication with drivers that they should divert, be done and how it would be monitored to ensure that the expected level of diversion is achieved.*
 - o) *Identify the relevant Auckland Transport approvals.*

The approved CTMP shall be implemented and maintained throughout the entire period of earthworks and construction activity on site to the satisfaction of Council. Where modelling has been done and monitoring shows it deviates adversely from the modelled performance, the applicant be required to take corrective action as required by Council.
- **Engineering Plan Approval (if streetscape upgrades are considered part of this application)**

Any changes to the road environment require assessment and approval through separate processes, including Engineering Plan Approval (EPA) and Corridor Access Request, Any changes to public roads must retain a protected cycle lane on Federal Street, loading, mobility parking, loading and reserved police parking within the immediate vicinity of the site (on Kingston Street and Federal Street).

Any changes proposed to Federal Street, including use of footpaths in the road reserve, must ensure a pedestrian through route (free of street furniture and on-street dining) is provided and retained in accordance with the Auckland Transport Engineering Standards.

Auckland Transport's Transport Design Manual (TDM) sets out the engineering design requirements for works within public roads. Works within existing roads should be designed to comply with the TDM. Designs that cannot comply with the TDM will require a Departure from Standards (a third-party approval process), which is at the discretion of Auckland Transport to approve as part of the EPA process. Where Auckland Transport, as a road corridor asset owner has not given support to a proposed departure through a resource consent and EPA process, the application is unlikely to be approved if any concerns exist. Accordingly, works should be designed in accordance with the TDM or any reasonable departure demonstrated as being appropriate.

- *Resolutions (if streetscape upgrades are considered part of this application)
The consent holder must submit a Resolution report for approval by Auckland Transport Traffic Control Committee to legalise the proposed traffic control devices (e.g. cycle lane, mobility parking, loading and reserved police parking) within the relevant roads. The consent holder must submit an approved copy of the resolution report prior the occupation of the building.*
- *Traffic and Valet Parking Management Plan (TVPMP)
A Traffic and Valet Parking Management Plan is to be prepared by a suitably qualified professional that addresses the detailed operation of loading, valet parking, queuing and management of associated effects. this TVPMP should include, but is not limited to the following information:*
 - a) *Trip generation and potential queuing effects based on an upper limit trip generation as identified in RTA Technical Direction TD13-04a.*
 - b) *Whether all queuing can be contained within the site and if a camera is necessary for valet staff to monitor any incoming vehicles and/or queueing on Kingston Street.*
 - c) *Operational effects and necessary management if queuing occurs on Kingston Street.*
 - d) *Number of valet staff and shift times for the 24/7 valet operation.*
 - e) *Where customers wait while their vehicles are being retrieved.*
 - f) *A break-down of the valet service end to end, i.e. how a resident requests or deposits a car, waiting areas for customers, how loading spaces are utilised and whether this conflicts with the loading activities, the length of time for the operation of the car lift, how valet staff travel back to the basement (stairs or lift), whether the car lift waits at the floor the valet is on and where vehicle keys are stored.*
 - g) *Management of loading spaces, whether a booking system is required for deliveries and how to ensure loading does not coincide with PM peak hour movements; and, if necessary, details of any booking system.*
 - h) *The maintenance requirements to ensure the car lifts and loading turntable does not break down.*

- i) *Operational management in the event that the car lifts and/or loading turntable break down.*

This TVPMP shall be established and certified by Council prior to the residential occupation of the building. The TVPMP shall be adhered to at all times for the operation and management of vehicle parking on the site. The TVPMP shall be supplied to all owners/occupiers of the building and vehicle car parking spaces. Copies of the TVPMP are to be held in the valet office and by the body corporate.

During Construction

- *Crossings and footpaths*
All new vehicle crossings shall be designed and formed to commercial vehicle crossing standards (GD019A) in accordance with Auckland Transport's Transport Design Manual. This shall be undertaken at the consent holder's expense and to the satisfaction of the Council.
- *Prior to the occupation of the building, all redundant vehicle crossings shall be removed and reinstated as footpath to Auckland Transport's Transport Design Manual requirements, including a regrade of the footpath across the vehicle crossing to 2% cross-fall. This shall be undertaken at the consent holder's expense and to the satisfaction of the Council.*
- *Unless specifically provided for by this consent approval, there shall be no damage to public roads, footpaths, berms, kerbs, drains, reserves or other public asset as a result of the earthworks and construction activity. In the event that such damage does occur, the Council will be notified within 24 hours of its discovery. The costs of rectifying such damage and restoring the asset to its original condition shall be met by the consent holder.*

Post Construction

- *A review condition in accordance with Section 128 of the Resource Management Act 1991 to review the effects and management requirements that relate to the TVPMP as and when considered necessary at the Council's discretion following the commencement of consent. The review is to be undertaken at the consent holder's expense and shall deal with any adverse effects arising from the operation and management of the on-site loading, car lift, turn table and valet parking areas. The findings of such a review are to be implemented at the consent holder's expense.*

Advice Notes

- *Encroachment Licences*
Encroachment licences are required for any works within the road corridor. The licence process is managed by Auckland Transport as the road controlling authority. If the consent holder proposes to undertake works which would require a licence, they will need to apply for approval and complete the Road Encroachment Licences Application Form. All applications are dealt with on a case-by-case basis and needs to be in line with the requirements in Road Encroachment Guidelines. The Road Encroachment Guidelines are in the following link <https://at.govt.nz/media/1985552/road-surface-airspace-and-subsoil-encroachment-policy-180113.pdf>

As noted on the application form the owner will be required to pay all costs and disbursements associated with the application and provide detailed plans of the proposed encroachment. The application fees are set out on the AT website <https://at.govt.nz/about-us/working-on-the-road/road-processes-for-property-owners/road-encroachment-licences-or-leases/> which include Auckland Transport staff time for processing the application. Additionally, the owner will need to cover all legal fees related to preparing the licence and registration of the encumbrance against the Owners' Record of Title to the adjoining land. Some encroachment use also attracts an ongoing rental as noted in the guidelines.

- *Corridor Access Requests*

It will be the responsibility of the consent holder to determine the presence of any underground services that may be affected by the applicants work in the road reserve. Should any services exist, the applicant shall contact the owners of those and agree on the service owners' future access for maintenance and upgrades. Services information may be obtained from <https://www.beforeudig.co.nz/>.

All work in the road reserve shall be carried out in accordance with the general requirements of The National Code of Practice for Utility Operators' Access to Transport Corridors <http://nzuag.org.nz/national-code/ApprovedNationalCodeFeb13.pdf> and Auckland Transport Design Manual <https://at.govt.nz/about-us/manuals-guidelines/transport-design-manual/> Prior to carrying out any work in the road corridor, the consent holder shall submit to Auckland Transport a Corridor Access Request (CAR) and temporary traffic management plan (TMP), the latter prepared by an NZ Transport Agency qualified person and work shall not commence until such time as the applicant has approval in the form of a Works Access Permit (WAP). The application may be made at <https://at.govt.nz/about-us/working-on-the-road/corridor-access-requests/apply-for-a-car/> and 15 working days should be allowed for approval.

- *The resolutions, prepared by a qualified traffic engineer, will need to be passed so that the changes to the road reserve can be legally implemented and enforced. The resolution process may require public consultation to be undertaken by the Applicant in accordance with Auckland Transport's standard procedures. It is the responsibility of the consent holder to prepare and submit a permanent Traffic and Parking Changes report to Auckland Transport Traffic Control Committee for review and approval. It is recommended that the resolution process be initiated at least 8 weeks prior to the installation permanent traffic and parking controls. No installation of any road markings will be allowed before the resolution is approved by the Auckland Transport Traffic Control Committee (TCC).*

► Expert Consenting Panel

FAST-TRACK CONSENTING

Federal Street Residences

Thank you for your comments