

8 August 2024

Attn: Thomas Trevilla  
Auckland Council

**LUC60422975-A & WAT60422976-A Request for Further Information under Section 92(1) of the RMA**

Dear Thomas,

WSP has received the Section 92 RMA Request for Further Information (RFI) on December 20<sup>th</sup>, 2023. Each of the 9 questions included within the RFI have been outlined in table below and are responded to accordingly.

Please see enclosed the following updated reports and plans:

- Attachment A – Updated GSMCP
- Attachment B – Letter from Andy O’Sullivan
- Attachment C – Tracking Drawings
- Attachment D – Additional SIDRA analysis
- Attachment E – Written Approval (s95) from AT

I trust that the information supplied is sufficient to cover the queries included below.

Regards,



Harrison Fernandes-Burnard  
Senior Planner

Item	S92 Request for Further Information Requests	Response
Groundwater		
1.	<p><i>Condition 54(f) has been updated to include Groundwater Alert Level 1 and Alert Level 2 at 0.5 m below Alert level 1 for the three monitoring wells. We concur with these changes. However, the text in the draft GSMCP in Section 4.4 and Table 4-2 should be updated to reflect these changes; the text currently refers to a "single trigger level".</i></p>	<p>The GSMCP has been updated for consistency, see <b>Attachment A</b>.</p>
2.	<p><i>Please provide justification for the proposed change to the groundwater level monitoring prior to the commencement of dewatering as given in Condition 62 - Schedule C.</i></p>	<p>The installation of the monitoring piezometer at Victoria shaft poses a risk of accidental intrusion into the OMS at the Victoria shaft and the risk can be better managed once Watercare is on site and has established their construction support area (CSA). This is however shortly before construction commences and will not allow for 3 months of pre-construction monitoring. The monitoring for Mayoral shaft (M_PZ01) has commenced and the monitoring for Wellesley shaft (PZ06_S) is ongoing.</p> <p>The purpose of the pre-construction monitoring is partly to establish a baseline and to define low groundwater levels for setting the trigger levels. The three-month monitoring prior to construction starting is unlikely to provide low groundwater levels because monitoring will have started within the winter rainfall period, when groundwater levels are higher.</p> <p>For Victoria shaft, the existing piezometer PZ09, 16 m from the edge of the excavation can be used to correlate with the data from V_PZ02 to extrapolate baseline and low groundwater levels for the setting of trigger levels. The piezometer PZ09 has been monitored since March 2023.</p> <p>The same applies to Mayoral shaft, where monitoring data from PZ01_D, located within the Mayoral shaft location, can be used to correlate with data from M_PZ01 to extrapolate baseline and low groundwater levels. Monitoring from PZ06_S commenced in March 2023.</p>

3.	<p>We note that the Andy OSullivan reports (dated 25 and 29 March 2024) in Appendix C - "Mechanical Settlement Analysis" in the WSP report titled "Assessment of Dewatering Effects" are unchanged from the previous version of the WSP report.</p> <p>Please confirm why no changes to these reports have been undertaken given the proposed changes to the three shafts.</p>	<p>A letter has been prepared by Andy O’Sullivan to address this matter, see <b>Attachment B</b>.</p> <p>In summary, there is no increase to the predicted mechanical settlement behind the temporary retention from the changes in the plan layout of the proposed shafts due to the adoption of a stiffer temporary retention for the proposed shafts.</p> <p>The mechanical settlement of the new temporary works design is not expected to increase from the previous assessment, so adopting the previous assessment is considered appropriate. This is consistent with the approach taken for updating the dewatering assessment.</p>
<b>Traffic</b>		
4.	<p><u>Vehicle crossings on Greys Avenue serving the construction support area (CSA)</u></p> <p>The Traffic Impact Assessment Report (TIA) states that “both crossings will be at least 4.0 metres wide to cater for the truck movements” (p. 27). Does this statement infer that alterations will be made to their current form? I note in particular that the northernmost vehicle crossing is partially obstructed by a tree. Is this to be retained around the proposed vehicle crossing layout?</p>	<p>No physical changes are proposed to the existing vehicles crossings (and adjacent trees), nor are any changes proposed to the crossing arrangement from the approved consent. As such, there is no ability for this matter to be re-assessed under a s127 application.</p>



5. Please provide design plans for the two vehicle crossing locations and accompanying assessment, including a compliance assessment with requirements under E27.6.4 in the event that any modifications are proposed, and vehicle tracking for an appropriate size of truck.

As per Chapter E40, the standards of E27 do not relate to temporary activities, see below. As such, an assessment against the requirements of E27.6.4 is not required. Further, this assessment was not required for the approved consent, and no changes are proposed to the access arrangement for the CSA (as per the response to Q4 above), and therefore this assessment cannot be sought under a s127 application.

**E40.4. Activity table**

Table E40.4.1 Activity table specifies the activity status of temporary activities under section 9(3) and section 12 of the Resource Management Act 1991 unless the activity is subject to a specific rule in an overlay, zone or precinct.

The Auckland-wide transport provisions (Section [E27 Transport](#)) do not apply to temporary activities.

6. Wheelchair accessible corridor through the Greys Avenue CSA

This corridor has been provided at the behest of Eke Panuku, who own the Greys Avenue Carpark site. The intention is to provide a formalised corridor for those who use a wheelchair or are otherwise physically

The AEE refers to the provision of a new wheelchair accessible pedestrian corridor through the car park area, to connect Aotea Square with the Myers Park underpass under Mayoral Drive, which is not discussed in the TIA. Please could further clarification be provided in relation to the purpose and function of this route, as it appears from a recent site visit that, since the time of the original application lodgement, a new accessible route has been provided to connect Greys Avenue with the Myers Park underpass, running parallel to Mayoral Drive. I have highlighted this in the photos below.



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impaired to travel from Aotea Square to Myers Park via the underpass. We have been informed that currently it is common for pedestrian to use this carpark for this purpose, as it is the flattest and most direct 'desire line' route. However, once the majority of the carpark is occupied for CSA purposes it will be too dangerous for pedestrians and those in wheelchairs to travel through the carpark, and therefore a temporary delineated corridor is to be provided.

Using the pathway circled in the photos was considered, however this pathway is too steep for those with physical impairments or those in wheelchairs to use.

Finally, we note that this matter does not appear to relate to a 'consenting' / RMA effect, and would therefore appear to be of limited relevance to the proposed s127 application.

7. Vehicle tracking in vicinity of Wellesley Street Compound

The vehicle tracking appended to the updated TIA appears to be identical to that of the original 2023 TIA, showing the outline area of the consented Wellesley Street Compound, which is proposed to be enlarged. Please provide vehicle tracking based on the enlarged Wellesley Street Compound, or else confirm key dimensions of current and former compound areas, to confirm that the change in area does not affect the vehicle tracking profiles.

See **Attachment C** for the latest vehicle tracking for Wellesley Street / Queen Street intersection (Wellesley – R4). The dimensions are also provided in the following table for comparisons - given that only the length has changed but not the width, vehicle tracking at the intersection would only be negligibly affected.

Location	Old TIA (L x W)	Latest (L x W)
Queen/Wellesley	35 x 9m	62m x 9m

8. Vehicle tracking in vicinity of Victoria Street Compound

Please see **Attachment C**, drawing Victoria R3 showing the key tracking movements to/from Victoria St East (where the shaft sits) have now been provided.

	<p>The updated TIA includes only the one vehicle tracking plot for the Victoria Street Compound, showing the vehicle manoeuvre between Queen Street to the south and Victoria Street to the east. Please provide tracking for the other key intersection manoeuvres.</p>	<p>Note that given that the updated vehicle tracking for Victoria Street/Queen Street shows that some movements cannot be performed at the same time (e.g. right turn from Vic St E to Queen St and left-turn for vice versa direction). We have therefore used SIDRA model to undertake a conservative split-phasing signal timing for this intersection, see enclosed <b>Attachment D</b>.</p> <p>We have had ongoing discussions with AT on this matter as part of seeking s95 approval (see <b>Attachment E</b>), so this information is provided for information only.</p>
9.	<p><u>New E-scooter parking at the Mayoral Drive Compound</u></p> <p>Based on a recent site visit, the site for the Mayoral Drive Compound on Queen Street has recently had e-scooter parking added over a footpath build-out adjacent to the northbound lane. Will this be relocated as part of the proposed works?</p>	<p>The applicant's construction team are in discussions with Council's Micromobility and Street Trading team to address this matter.</p> <p>As this is an operational matter and not relevant to an effect under the RMA, it would also appear to be of limited relevance to the proposed s127 application.</p>