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Submission from:

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Submission to:

Auckland Transport
RE: Central Rail Loop

The Karangahape Road Business Association supports the development of the Central Loop. They believe it will bring greatly enhanced economic benefits to the K Road Precinct. There are areas around the loop path which are ideal for high density housing.

Impact on Historic structures and sites

The owners of affected buildings are concerned about costs resulting from the vibration and settlement issues associated with the CRL. In particular they want advice or clarification as to whether they should spend money on reinforcing their buildings to bring them up to the new earthquake standards now or wait until after the CRL is completed.

The construction of the CRL will involve levels of vibration and settlement which will affect several buildings of historic note in our area, obviously all of them are important to the Karangahape Road Business Association (KBA) but some are of more particular concern.

The most important of these is the Mercury Theatre (BHD 57) which according to the documentation will probably suffer "moderate" damage.

The KBA needs to stress the importance of this building; as the oldest surviving theatre in Auckland and an intact example of its type it is unique. It will also play an important part in the area's social life in the future; as the resident population of the area increases this theatre is ideally placed to serve not only the local population but its location literally on the doorstep of the K Road Metro station will mean its future audience will be drawn from all over Auckland because of the CRL. By encouraging evening patronage of the rail line the Theatre may have a contributing part to play in

the viability of the CRL itself therefore it needs to survive the construction process with as little damage as possible.

The other structure of particular concern is the Pitt Street Buildings Leo O'Malley (BHR 47) {which is probably in the most delicate condition of any building in our area}. Situated on the most prominent corner in the K Road Precinct it and the nearby Naval & Family Hotel (BHR 49) are regarded by a great many as symbols of K Road, any conspicuous damage to them would have a devastating effect on the streetscape and heritage precinct.

The buildings adjacent to and including the former Hallensteins Brothers Building (BHR 50) are of moderate concern as most of them are small and the effect as determined as slight. With the exception of the Norman Ng bldg (BHR 51) the streetscape formed by these structures is more important than their interiors.

Around the Beresford Square area it is good to see that the effect on the Methodist Church (BHR 80) and Hall is regarded as slight as is the 1902 Fire Station on Pitt Street {former St John Ambulance} [BHR 76] Of greater concern is the 1912 Fire Station at 1 Beresford Square [BHR 12] . This is a prominent landmark with a tower and is a keystone building in the streetscape.

One presumes the absence of the 1944 Fire Station [BHR 77] from appendix A is because of its solid reinforced concrete construction, it is an important structure however and of interest. Presumably this also accounts for the absence of the Wembley Building [BHR 231] at 59 Pitt Street. Could we have the status of both these buildings clarified?

The Dentists Chambers at 65 Pitt Street [BHR 230] are of particular interest; this small building plays a significant part in the streetscape and is one of the few buildings of its type which has never been painted, its retention is very important for the aesthetics of 'new' Beresford Square/station entry.

Very concerning is the absence from the list of two structures; Hopetoun Alpha and the Men's Underground Toilets.

The Toilets [BHR 236] were noted by Auckland Transport as the only heritage structure on the entire route of the CRL to be danger. The KBA was under the impression that they were to be incorporated into the new Station Entrance; so their absence from the Appendix is worrying. Could the status of this building be clarified? As they were retained by Auckland city Council in 1993 when they were decommissioned and made part of the Supper Club Bar it would seem inappropriate to lose them now. If the Toilets cannot be retained on their present site because of the design of the entrance then they could be relocated elsewhere in Beresford Square.

The absence of Hopetoun Alpha [BHR 13] is perplexing as it is one of our most important structures, being a concrete building from 1875. I note that on one of the other sheets marked "technical archaeological appendices" that it is mentioned that another historic structure the Former Wesleyan Chapel {BHR 74} will be affected by the construction of the Karangahape Road station as is it in "close proximity". However his building is actually some distance away on Vincent Street and is not near the station at all.

So this may in fact be the 1875 Congregationalist Church {Hopetoun Alpha} [BHR 13] if this a case of mislabelling it is a cause of concern. Few people searching for the listings of historic buildings are

going to look through one marked “technical archaeological appendices” while those lists dealing specifically with built heritage do not consistently mention certain significant buildings in our precinct [the 1944 Fire station and Hopetoun Alpha being cases in point].

Station/Entry/Square Design

The KBA wishes to be actively involved in the consultation regarding the design of Bresford 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 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 a 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.

Economic Impact

Mercury Lane

Fortunately there are very few ground level businesses in the area where the Mercury Plaza construction site is to be located. As there appears to be the possibility of little or no disruption to the traffic flow in the area the remaining businesses on Mercury Lane and Cross, Canada and East Streets should be small.

The only item of concern is the absence of a noise Scatter Map for this area. There is one for Beresford Square but not one for the Mercury Lane site. The site is overlooked by the George Court Apartment Building (BHR 48) and the hours of construction, light disturbance at night and noise problems will be of particular concern to the apartment owners there.

{Incidentally these noise scatter maps are actually within a document marked “technical archaeological appendices” which not a place most people will think to look for them}.

Beresford Square

It is of particular concern to the KBA that there is as little disruption to vehicle and pedestrian access to Beresford Square as possible. Obviously a certain portion of the square and the middle of the road will become an open hole when the vertical access to the station is constructed but at least some access must be maintained on both sides of the square.

To the south this means vehicle access to Day Street, Samoa House Lane and the Theta complex, quite a large number of cars need access on this side which includes several apartment blocks and a number of business carparking buildings.

The north is slightly less problematic but will still require access; Hopetoun Alpha does have a separate entrance from Pitt Street and 1 Beresford has comparatively little traffic flow; this is the side of the square with the run through to Pitt Street which both the nearby Fire Service and St John's Ambulance may want kept open.

When the centre of the Square is being dug up as a construction site even if vehicle access is maintained on either or both sides it will mean the loss of a significant amount of on-street parking. The loss of this parking for two years or more will be problematic and will probably have the greatest economic impact on the area as many customers patronising businesses at the Pitt Street intersection regularly park here; extra advertising for the Cross Street Car Park is an option as is the reopening of the Auckland Transport owned carparking facility on the corner of Day Street.

The noise scatter diagram for Beresford Square shows our greatest concern as it shows that the penetration of noise {and possibly dust} may range quite far. This may have a major impact on the businesses on Beresford Square.

Of particular concern is Hopetoun Alpha which may lose extensive bookings due to the prolonged presence of a construction site directly on its doorstep {for most of their clients the approach from Beresford Square to the venue is part of the effect they are paying for – they won't want to use the back entrance}. Also to be considered is the loss of parking if the two parking areas to the west of Hopetoun Alpha are commandeered for this project as is indicated in the AAAppendix1Aerials. Some of the long term parking lost from this site might be absorbed by the reopening of the Day Street Carpark but the effect on Hopetoun Alpha as a business will need clarification.

The other businesses will be mostly affected by noise and dust especially those with outdoor seating. The best solution to this problem could be to construct a solid hoarding – to physically fence off the centre of the road. The example of the Soho development in Grey Lynn shows how such a hoarding not only lowers the level of visual chaos but can also be a visual asset.

As a location for temporary Public Art such a structure could be a very good PR tool for the CRL; the KBA would be interested in taking part in such a project as there would be ample space for murals about the heritage of K Road, Street Art as well as information panels about the CRL. Such a structure might mitigate the noise and dust problems while providing a temporary asset to the area.

Authors:

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Plan modification 68-71

Auckland City District Plan - Operative Central Area Section

Type	Notices of requirement 1, 2, 3 and 4. Please note, plan modifications 346, 347, 348 and 349 to the Isthmus District Plan are included on this page.
Description	City Rail Link
Affected Map	Map 6
Current Status	Notified Submissions close 19 March 2013.
Details	Volume 1  Overview and Index (PDF 908KB)  Notice of requirement 1 (plan modification 68) (PDF 782KB)  Notice of requirement 2 (plan modifications 69 and 346) (PDF 988KB)  Notice of requirement 3 (plan modifications 70 and 347) (PDF 882KB)  Notice of requirement 4 (plan modification 71) (PDF 722KB)  Notice of requirement 5 (plan modification 348) (PDF 683KB)  Notice of requirement 6 (plan modification 349) (PDF 778KB) Volume 2: Assessment of Environmental Effects (all notices of requirement)  AEE summary (PDF 153KB)  AEE (PDF 2.8MB)  AEE aerials (PDF 5MB)  AEE status and acquisitions (PDF 296KB)  AEE district plan maps (PDF 7MB)  AEE consultation (3779kb)  AEE cultural values (5800kb)  AEE statutory and non statutory (PDF 202KB) Volume 3: Technical Reports  Air assessment (PDF 3MB)  Archaeological assessment (PDF 5MB)  Archaeological appendices (PDF 5.5MB)  Built heritage (PDF 1.7MB)  Built heritage part 1 (PDF 502KB)  Built heritage part 2 (PDF 3.1MB)  Built heritage part 3 (PDF 4MB)  Built heritage part 4 (PDF 6.5MB)  Built heritage part 5 (PDF 1.8MB)  Concept design report (PDF 1.9MB)  Concept design report – appendix A (PDF 4.1MB)  Concept design report – appendices B and C (PDF PDF 3.1MB)  Contaminated land assessment part 1 (PDF 2.6MB)  Contaminated land assessment part 2 (PDF 326KB)  Contaminated land assessment part 3 (PDF 4.5MB)  Contaminated land assessment part 4 (PDF 6.2MB)  Contaminated land assessment part 5 (PDF 6.4MB)

-  [Contaminated land assessment part 6](#) (PDF 80KB)
-  [Environmental management framework](#) (PDF 507KB)
-  [Integrated transport assessment](#) (PDF 5.7MB)
-  [Noise and vibration part 1](#) (PDF 4.7MB)
-  [Noise and vibration part 2](#) (PDF 5.5MB)
-  [Noise and vibration part 3](#) (PDF 5.1MB)
-  [Noise and vibration part 4](#) (PDF 5.3MB)
-  [Noise and vibration part 5](#) (PDF 1.2MB)
-  [Options evaluation report](#) (PDF 5MB)
-  [Structural engineering report](#) (PDF 753KB)
-  [Structural engineering part 1](#) (PDF 4.6MB)
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-  [Urban design part 1](#) (PDF 5MB)
-  [Urban design part 2](#) (PDF 3.8MB)

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