



## Karanga-a-Hape Station Precinct Integration Project

### Minutes of George Courts Meeting

11 April 2024, 5pm-6.30pm

Attendees: George Court: Michael [REDACTED] Rochelle [REDACTED] Paul [REDACTED]  
Auckland Transport: Andrew Taylor, Jason Budd, Robyn Burrell

Apologies: George Court: Rebekah [REDACTED]  
Auckland Transport: Siobhan O'Donovan

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Design Update	Actions
<p><b>Mercury Lane Operations</b></p> <p>Auckland Transport gave an update on the operational proposal for upper part of Mercury Lane. Work done since the previous meeting has largely confirmed the preferred option previously discussed:</p> <ul style="list-style-type: none"><li>• Pedestrian Mall with automated bollards at north and south end.</li><li>• Reversing the traffic flow from north of the George Courts carpark entrance on Mercury Lane to Karangahape Road (traffic flows towards Karangahape Road, i.e. northerly traffic flow).</li><li>• Exact position for bollards at south end, just north Cross Street intersection, still being investigated around constraints (station structure, underground services, vehicle tracking curves, etc).</li><li>• AT's preference is to place the bollards as close to Cross Street as possible otherwise expected issues with:<ul style="list-style-type: none"><li>○ People turning into Mercury Lane and finding they need to turn around to get out.</li><li>○ Congestion in/near Cross Street.</li><li>○ Informal pick up/drop off congesting the area.</li></ul></li><li>• Initially the bollards will remain down. Metrics for if/when the bollards would be put into play would be discussed with George Courts.</li></ul>	



- Determining which vehicles can legally access the Pedestrian Mall section will be set out in the Resolutions Report that goes to Traffic Control Committee for approval. George Courts will be engaged with further on this, as the work develops.
- Two-way traffic from George Courts carpark to Cross St, thereby retaining the existing southbound exit movement from George Courts carpark – i.e. vehicles exiting George Courts car park or Mercury Theatre can turn left or right.
- Mercury Lane exit onto Karangahape Road preferred solution is for left turn only, signalised with a green signal interfaced with the bollard lowering. Left turn out only is preferred because during the Mercury Lane exit phase it will provide multiple options for overlapping vehicle movements (e.g. left in and left out of Pitt St, or K’Rd eastbound) that can be run at the same time, mitigating operational impacts and congestion at the intersection. This will also improve safety of the exit movement by ensuring slower exit speeds and reducing volumes/conflicts.

#### **Wider Network**

- Auckland Transport confirmed the right turn from K’Rd into Upper Queen St will be reinstated. AT preference is for this to happen ASAP, very early in construction, target is May/June. George Court Committee expressed this is of very high importance to them.
- Auckland Transport confirmed the right turn from Upper Queen St into Cross St will be reinstated with the reversal of Cross St direction of travel. This will not be signalised, but there will be a lined right turn pocket on Upper Queen St.

#### **Furniture**

- Auckland Transport presented confirmed, updated furniture plans for upper part of Mercury Lane. Benches on western side reduced to ends only, stools on eastern side outside George Court entrance have been removed.
- Seats fixed to the ends of the planter beds will have arm rests at the ends.



### **Stormwater**

- Auckland Transport presented plans for the stormwater design on Mercury Lane. The 'flush' treatment design for upper Mercury Lane provides for a cross-sectional 'low point' along the existing eastern kerb alignment.
- In the existing scenario, there are no catchpits until downhill of the George Court Building. New inlet capture is proposed along the entire length of the eastern side - increasing inlet capacity significantly. There are ACO drains and catchpits proposed between tree pits. The tree pits provide additional permeable area.
- The design is based on Auckland Transport's Climate Change Adoption Policy (Climate Change Adaptation Policy (with updates 31Jan2023)).
- Existing George Court downpipes that discharge onto the footpath and through a kerb outlet are proposed to be connected to catchpits.

### **Cross St**

- Auckland Transport tabled current design proposal for 'above ground' work on Cross St. Includes creating a pedestrian zone on the south side and parking / loading zones on the north side. Michael very supportive of the 'car share' park.
- George Courts requested planters or similar to be included in between their two garage entrances, which is too narrow for a car to park but often is used, blocking their entrances.
- George Courts support the use of planters (similar to Fort St) without compromising Loading Zones. George Courts generally like and support current design proposal.
- The project team are planning further engagement for Cross St design with other key local stakeholders including Bar Magda, Lim Chour, Millers Coffee.

### **Public Toilet**

- Auckland Council are appointing the same designers to help provide consistency and integration.
- Auckland Transport understand that feasibility work is being done on the size and position for the toilet.



<ul style="list-style-type: none"> <li>Auckland Transport understand that Council are preparing for a public / local stakeholder engagement session, likely early May.</li> </ul>	
<b>Construction Programme</b>	
<ul style="list-style-type: none"> <li>Auckland Transport shared current, indicative staging plans showing potential stages and dates for construction works.</li> <li>Auckland Transport will continue to liaise with George Court Committee as those plans evolve.</li> <li>George Courts expressed importance of not having high, solid hoardings on Mercury Lane for safety / security. Auckland transport confirmed that barriers between construction areas and public areas would be low (around 1.2m) and not solid, to maintain good level of visibility. Higher fencing may be required around deeper excavations, however this will be short in duration and will not be solid in order to provide visibility.</li> <li>Auckland Transport confirmed additional cameras will be installed to monitor the area during construction. Additional temporary lighting can also be brought in as required.</li> <li>Paul marked-up plans to show the locations of George Court building entries/exits.</li> <li>Michael will provide a list of regular vehicle movements to Auckland Transport: e.g. cars, rubbish trucks, deliveries and couriers, etc.</li> <li>Suggestion that Auckland Transport’s contractor could use the vacant corner premises as a site office. Auckland Transport to discuss.</li> <li>George Courts window replacement and façade works are scheduled (draft) potentially for next year. Still TBC, and Auckland Transport confirmed we will work to coordinate activities. A coordinated TMP will be required for balcony works along the Karangahape Road frontage.</li> </ul> <p><b>Building Condition, Damage and Cleaning</b></p> <ul style="list-style-type: none"> <li>A condition survey of the building will be carried out before works commence and a copy of the report provided to George Court Committee, Auckland transport and the Contractor.</li> </ul>	<p>Michael</p> <p>Robyn / Jason</p>



<ul style="list-style-type: none"><li>• The Contractor will be responsible for keeping the building exterior clean (e.g. removing any cement splashes etc should they occur) and repairing any damage they may cause during construction.</li></ul> <p><b>Construction Team</b></p> <ul style="list-style-type: none"><li>• Next meeting - Auckland Transport will introduce Manoj and the Contractor's primary comms person.</li><li>• Day to day during construction, the Contractor's comms person will be the primary point of contact for general updates, concerns, issues, etc. Siobhan, Brianna and Manoj will be in regular contact and available for escalation of any issues as required.</li></ul>	
<p>Next meeting – 2-3 weeks' time:</p> <ul style="list-style-type: none"><li>• Further discussion of construction works timing and staging.</li></ul>	AT to arrange another meeting time.
<p><b>Additional notes from George Courts</b></p> <p>The premises available in GC on K Road potentially could be used for the office, could also be utilised as an after-hours entrance for residents, a) when work is being done and the Mercury Lane entrance is not accessible b) for safety reasons during construction, and safety at night due to security issues which may occur (This was a recommendation to look into, contact details given to AT)</p> <p>George Court do understand the feasibility work being done re toilets size and position. Also understand that they will be communicated with during this process, however they so oppose the toilets due to a) Safety of owners/tenants caused from the culture in the area, this creates spaces drug dealings/drug shootings &amp; smoking and violence which is already a major problem in Mercury Lane B) Historical masking, this would mask the beauty of the historical buildings and the street.</p> <p>When exiting Mercury Lane, the preferred option would be to turn left and go straight ahead. This enables access to both North, Southern and Western motorways, especially when Cross Street is not accessible.</p>	



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<p>AT have agreed that we will meet the contractors, and a communication person will be available for any service etc.. vehicles to call should they have issues entering or delivering to the building. It is also agreed that AT will print documentation needed to give residents of GC.</p>	
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