

# Manukau Bus Station

August 2017



Auckland Transport is constructing a 23-bay bus station at Manukau right next to the existing train station.



View of the site from the Manukau Civic building

## Construction Update – next steps

By the time this newsletter is published, the majority of the glass façade will be installed around the perimeter of the building as well as the roof being installed. This will largely get the building ‘watertight’ so that internal works finishing works can commence.

This includes:

- Services such as power and data cables installed;
- Wall finishes such as gib board and laminam installed and painted;

- Bathroom fit-outs;
- Internal glass walls.

The site is very busy along the northern and southern boundaries where large raingardens have been excavated and are currently being built. These will treat and control the stormwater runoff around the bus station. The pavement along the bus operations area to the south of the site is being prepared for concrete beginning to be poured early September.



Panoramic photo of the progress underway along the bus bay area

## For more information

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## Sustainability

AT is working hard to deliver safe, innovative and sustainable transport for a great city, and a key part of this is the wider AT Sustainability Framework Strategy currently being implemented to achieve real, measureable benefits. These include:

- replacing 40,000 street lights of Auckland's 105,000 street lights with LEDs;
- converting all bus stops and shelters to solar power;
- we have electrified the majority of AT's rail network;
- and have a commitment to reduce emissions from rail by 80%;

AT is increasing the number of electric buses and electric vehicles in our fleet and encouraging the installation of electric vehicle infrastructure.

Auckland Transport Infrastructure division aims to incorporate sustainability goals and outcomes in capital works projects wherever possible. The Manukau Bus Station project is achieving this both during construction and once the facility is built and in use, in its operations.

During construction, the main contractor, NZ Strong, has been tasked with waste minimisation targets. In general, it is both environmentally and financially beneficial to reduce wastage of building materials by maximising the use of offcuts in a pragmatic sense elsewhere on the project. NZ Strong has commissioned Green Gorilla to sort out waste materials and Auckland Transport receives a monthly report on the percentage of timber, steel, concrete etc that have been able to be recycled. In time, Auckland Transport will be able to set exact targets of materials to be reused onsite and targets for those recycled offsite.



Once complete, the Manukau Bus Station will have many environmentally-friendly features that will have a triple bottom line benefit for Auckland Transport, the community and the environment. These include:

1. LED lights installed throughout consume less electricity; and are cooler than incandescent lights, reducing the risk of combustion. They are also more resistant to breakage;
2. Water-sensitive stormwater design (otherwise known as Low-Impact Design) has been implemented, including raingardens, that does not require electrical pumping (as opposed to proprietary filter systems), which is another energy-saving design initiative.
3. The entire building has been designed with passive heating and cooling, so the temperature self-regulates with passive heating and cooling through concrete floors that hold the heat in winter and glazed ceiling panels that cool down the building in the summer months.
4. Mechanical and electrical areas are temperature-regulated by a louvre system, comprised of shutters with horizontal slats that are angled to allow fresh air in, but keep rain and direct sunshine out.
5. Recycling grey water – Grey water (the drained water from sinks), will be treated for odour and then recycled back to the building for toilet flushing.

