



Wynyard Precinct: Urban Design Framework

February 2014



fig. 1 Wynyard Precinct aerial view looking south, 2010

1.0 Introduction – Realising Auckland’s Waterfront Potential

- 1.1 Introduction
- 1.2 Background
- 1.3 Purpose
- 1.4 Relationship to the Operative District Plan and Proposed Unitary Plan
- 1.5 Relationship to the Auckland Plan and Waterfront Plan
- 1.6 Relationship to the Sustainable Development Framework
- 1.7 Other Waterfront Auckland Guidelines and Rules

2.0 Vision

- 2.1 Vision for the Auckland waterfront
- 2.2 Vision for Wynyard Precinct

3.0 Urban Design Concepts

- 3.1 Concept 1 – The Waterfront Axis
- 3.2 Concept 2 – The Park Axis
- 3.3 Concept 3 – The Wharf Axis
- 3.4 Concept 4 – Waterfront Precincts

4.0 Urban Design Principles

- 4.1 Principle 1 – Enabling Sustainable Development
- 4.2 Principle 2 – Facilitating Sustainable Transport and Infrastructure
- 4.3 Principle 3 – Connecting Waterfront Precincts
- 4.4 Principle 4 – Providing Waterfront Access
- 4.5 Principle 5 – Establishing Diverse Public Spaces
- 4.6 Principle 6 – Promoting an Active and Working Waterfront
- 4.7 Principle 7 – Creating Appropriate Building Height, Scale, and Form
- 4.8 Principle 8 – Facilitating a Mix of Uses and Activities

5.0 Indicative Plan

- 5.1 Existing Site
- 5.2 UDF 2010 Height Plan
- 5.3 Indicative Height Plan – Permitted Height

6.0 UDF Refresh: Feasibility Study

- 6.1 Development Controls as per District Plan
- 6.2 Development as anticipated in the UDF 2007
- 6.3 Evolution since the District Plan and the UDF
- 6.4 Example of approach with more flexibility
 - 6.4.1 Amendments to Sites 19/19A/20/20A
 - 6.4.2 Amendments to Sites 19/19A/20/20A – Design Flexibility Study
 - 6.4.3 Amendments to Sites 15/25
 - 6.4.4 Amendments to Sites 27-31A, 34-38A
- 6.5 Revised Photo Montages

7.0 List of Figures

1.0 Introduction

Realising Auckland's Waterfront Potential



fig. 2 The Wynyard Precinct in Auckland's waterfront context

1.1 Introduction

Wynyard Precinct, previously known as the 'Tank Farm' and 'Western Reclamation' is located within the western portion of the wider Auckland City's waterfront. More specifically, Wynyard Precinct is located to the east of Westhaven Marina, to the north of Victoria Park and to the west of Viaduct Harbour, Auckland CBD and the Port of Auckland.

Wynyard Precinct was progressively reclaimed by Ports of Auckland's predecessor, the Auckland Harbour Board in the early 1900's. The land was historically used by the timber trade, and then in the 1930's the land began to be used for bulk petro-chemical storage, as such Wynyard Precinct became known as the 'Tank Farm'.

The land was used in this manner until 2005 when changes to the way fuel was supplied to Auckland meant that much of the land was no longer required for bulk fuel storage. As such the change in use freed up the area for progressive revitalisation. The first concept plan for the area was developed by Ports of Auckland in 2005, which set out a vision to develop the area into a harbour side community over the following 25 years.

In 2007 Sea+City Projects was established by the legacy council's Auckland City Council and Auckland Regional Council to oversee the development of Wynyard Precinct and as such the Wynyard Quarter: Urban Design Framework 2007 was developed to provide a framework for the development of Wynyard Precinct.

1.2 Background

There have been a number of iterations of the Urban Design Framework for Wynyard Precinct, developed by Sea+City Projects and subsequently Waterfront Auckland. The Wynyard Precinct: Urban Design Framework (UDF) 2014 is an updated version of the original framework document which has been developed to reflect the current status of development within Wynyard Precinct and the Urban Design Framework for development going forward.

The UDF 2014 is a non statutory document appended to Waterfront Auckland's submission on the Proposed Unitary Plan, which is intended to replace the existing Wynyard Quarter: Urban Design Background Information 2010 document, currently appended as Annexure 14 of the Operative Auckland Council District Plan – Central Area.

1.3 Purpose

The purpose of the UDF 2014 is to provide a robust and flexible framework which will guide the development of the site over a period of time. The UDF 2014:

- Establishes a vision for the future of the Wynyard Precinct;
- Defines urban design principles against which development proposals will be assessed; and
- Provides an indicative design framework for Wynyard Precinct.

1.0 Introduction

Realising Auckland's Waterfront Potential

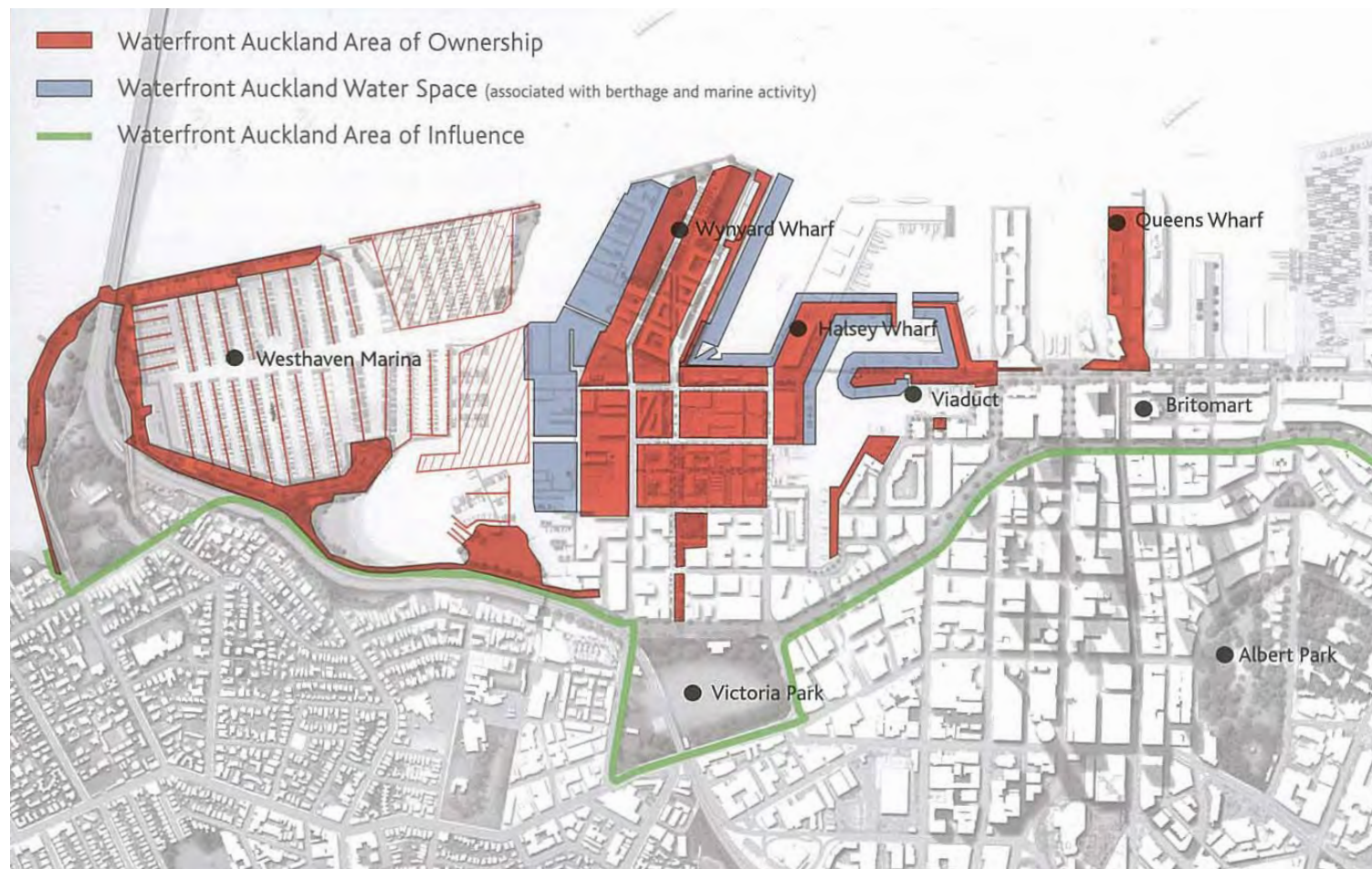


fig. 3 The Waterfront Auckland's area of ownership and influence (Waterfront Plan 2012, pg.11)

1.4 Relationship to the Operative District Plan and Proposed Unitary Plan

The Wynyard Quarter: Urban Design Background Information 2010 provides an overview of the design approach and the rationale behind the approach taken for Wynyard Precinct, and is currently appended as Annexure 14 of the Operative Auckland Council District Plan – Central Area.

The UDF 2014 provides an updated overview of the design framework for future development within Wynyard Precinct, as part of Waterfront Auckland's submission on the notified version of the Auckland Council Unitary Plan. The intention of which is that the document be appended as an annexure to the Operative Unitary Plan document.

The illustrations in this document are indicative only. This framework is not a statutory document.

1.5 Relationship to the Auckland Plan and Waterfront Plan

Auckland Plan

The Auckland Plan sets the strategic direction to guide the growth and development of Auckland Region, to achieve Auckland Council's vision of Auckland as the world's most liveable city, by 2040.

The Auckland Plan specifically aims to encourage the development of quality and compact urban environments to create enduring neighbourhoods, centres and business areas. The Plan expresses the need for urban intensification and identifies Auckland's waterfront as an area rich in character and activities that link people to the city and the sea.

The Plan identifies the waterfront as an important part of the future city centre and fringe area and as such sets out that the long term strategy for the potential of the waterfront is detailed in the Waterfront Plan.

Waterfront Plan

The Waterfront Plan is a non-statutory spatial plan for the re-development of Auckland's Waterfront, developed under the Auckland Plan. The Waterfront Plan sets out the vision and goals for the long term development of the city centre waterfront and a strategy for the delivery of projects and initiatives over the next 30 years.

The Waterfront Plan was developed along with other supporting documents to help achieve the Auckland Plan's vision for Auckland to be the world's most liveable city by 2040.

The UDF 2014 has been developed in accordance with the visions and goals set out in the Waterfront Plan.

THE SUSTAINABLE DEVELOPMENT FRAMEWORK

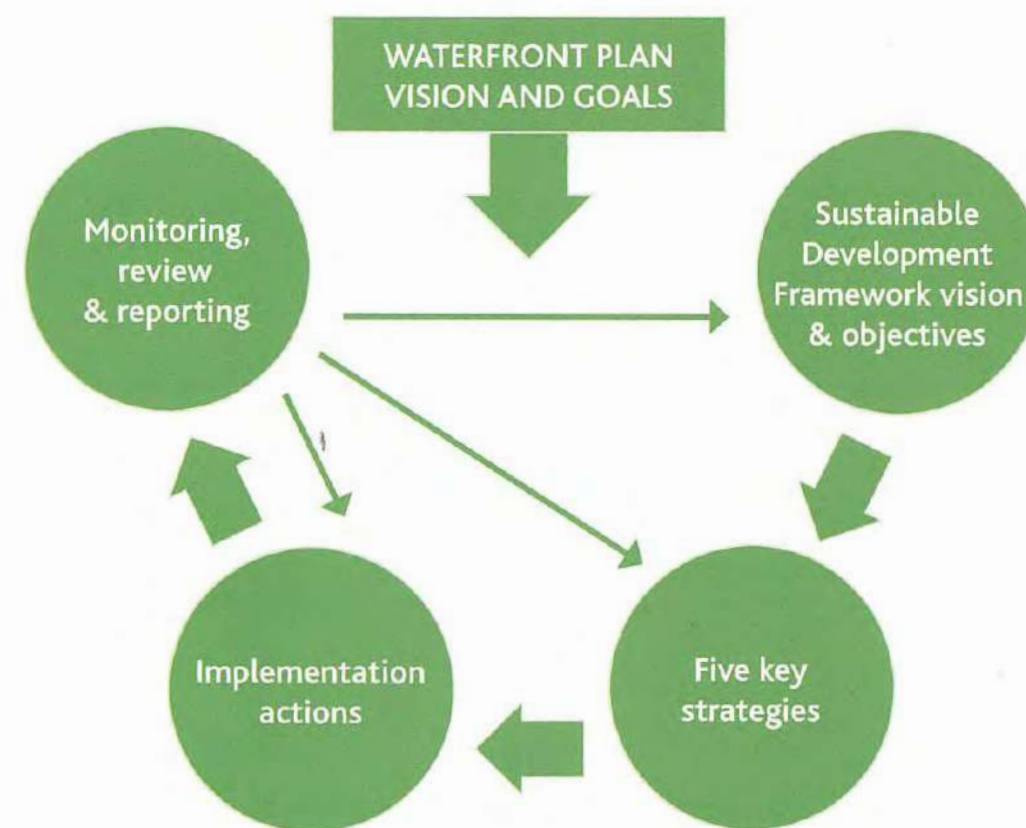


fig. 4 The Sustainable Development Framework (diagram from SDF, pg.9)

1.6 Relationship to the Sustainable Development Framework

The Sustainable Development Framework 2013 (SDF) sets out Waterfront Auckland's sustainability aspirations and commitments. It establishes the development expectations and sustainability targets against which to measure the area's progress and success.

The SDF is an implementation tool of the Waterfront Plan. It will guide the sustainable design, development and operation of the waterfront, in particular, the area to be redeveloped by Waterfront Auckland, on behalf of Auckland Council and the residents of Auckland. It articulates what sustainability means at the waterfront. The SDF also gives confidence that Waterfront Auckland will deliver on the goals of the Waterfront Plan, with the collaboration, coordinated actions and investment of key stakeholders, including other council organisations and development partners.

The SDF builds on earlier work and updates the objectives and targets for the environmental, social, cultural and economic outcomes for the land and water space for which Waterfront Auckland is responsible.

The UDF incorporates the key strategies of the SDF that have urban design implications and seeks to assist in their delivery where practicable.

1.7 Other Waterfront Auckland Guidelines and Rules

Waterfront Auckland's commercial contracts with development partners ensures the development of a sustainable and a high quality urban environment, through the use of additional design guidelines, community infrastructure plans and precinct rules. In addition Waterfront Auckland conducts its own design review of development proposals through the Waterfront Auckland Technical Advisory Group, formed by members of Auckland Councils Urban Design Panel.

Other Key Documents:

- Wynyard Central Design Guidelines 2013;
- Wynyard Central Sustainability Standards 2013;
- Wynyard Central Reference Design;
- Wynyard Quarter Transport Plan 2010;
- Community Infrastructure Plan; and
- Precinct Rules.

2.0 Vision



fig. 5 Karanga Plaza

2.1 Vision for the Auckland waterfront

The Waterfront Plan 2012's vision for the waterfront is:

"A world-class destination that excites the senses and celebrates our sea-loving Pacific culture and maritime history. It supports commercially successful and innovative businesses and it is a rich place for all people, an area rich in character and activities that link people to the city and the sea."¹

2.2 Vision for Wynyard Precinct

The Wynyard Precinct revitalisation is Auckland's largest urban revitalisation project and Waterfront Auckland's vision for the area includes:

"... a mix of residential, retail and commercial development to enable the growth of a strong, diverse, resilient and vibrant residential and business community whilst retaining the existing successful marine and fishing industries,"²

and Waterfront Auckland, as the major landowner,

"...will ensure the project area is developed in an environmentally sustainable way in line with the District Plan. Taking a design-led approach it will deliver a high quality public realm, new parks, a sustainable built form that is comfortable in scale, providing light, views and weather protection and an environment where people want to develop business, live and visit."³

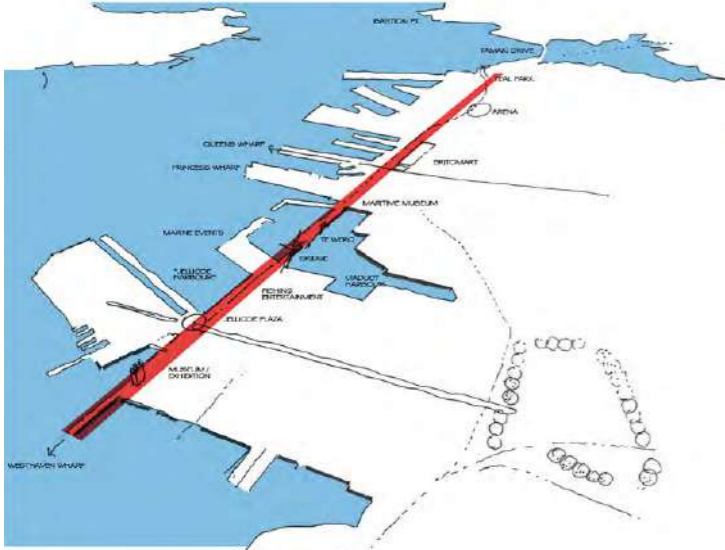
¹ Waterfront Plan 2012, Waterfront Auckland, pg. 21

² Waterfront Plan 2012, Waterfront Auckland, pg. 91

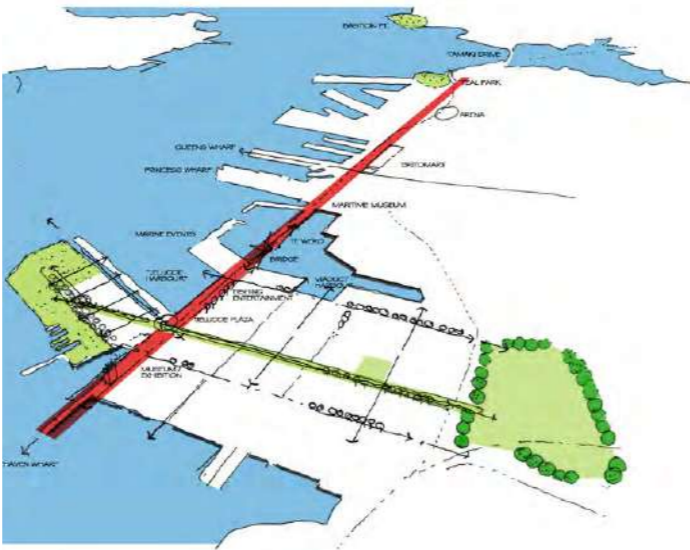
³ Waterfront Plan 2012, Waterfront Auckland, pg. 91

3.0 Urban Design Concepts

fig. 6 Urban design concept diagrams



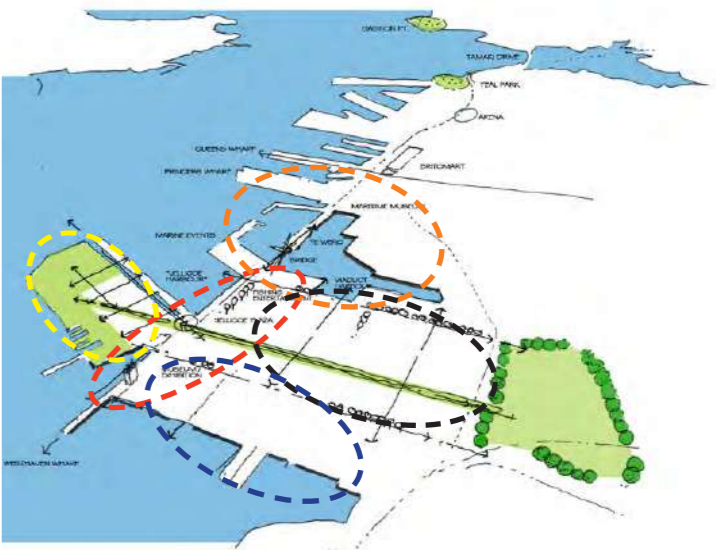
1. The Waterfront Axis



2. The Park Axis



3. The Wharf Axis



4. Waterfront Precincts

3.0.1 The Four Key Concepts:

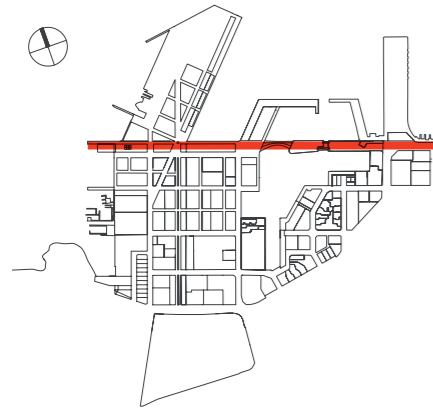
The Urban Design Framework for Wynyard Precinct establishes the four key urban concepts that will integrate the site into its unique waterfront and CBD setting. These concepts respond to the site's present and future urban and landscape conditions to establish the physical framework for the site. These concepts (illustrated above) are:

- 1. **The Waterfront Axis** 'Establishing the Waterfront Spine'
- 2. **The Park Axis** 'Creating a Landscape Network'
- 3. **The Wharf Axis** 'Connecting Land and Sea'
- 4. **Waterfront Precincts** 'Developing Areas of Distinct Character'

Each of these concepts incorporate a range of urban design, architectural and landscape propositions or 'projects' which work together to establish a robust strategy for the high quality built form and public realm proposed for the Wynyard Precinct.

3.1 Concept 1

The Waterfront Axis



Location Plan

1. Viaduct Events Centre
2. Wynyard Crossing
3. Karanga Plaza
4. North Wharf
5. Jellicoe Street
6. Silo Park
7. North Wharf Extension

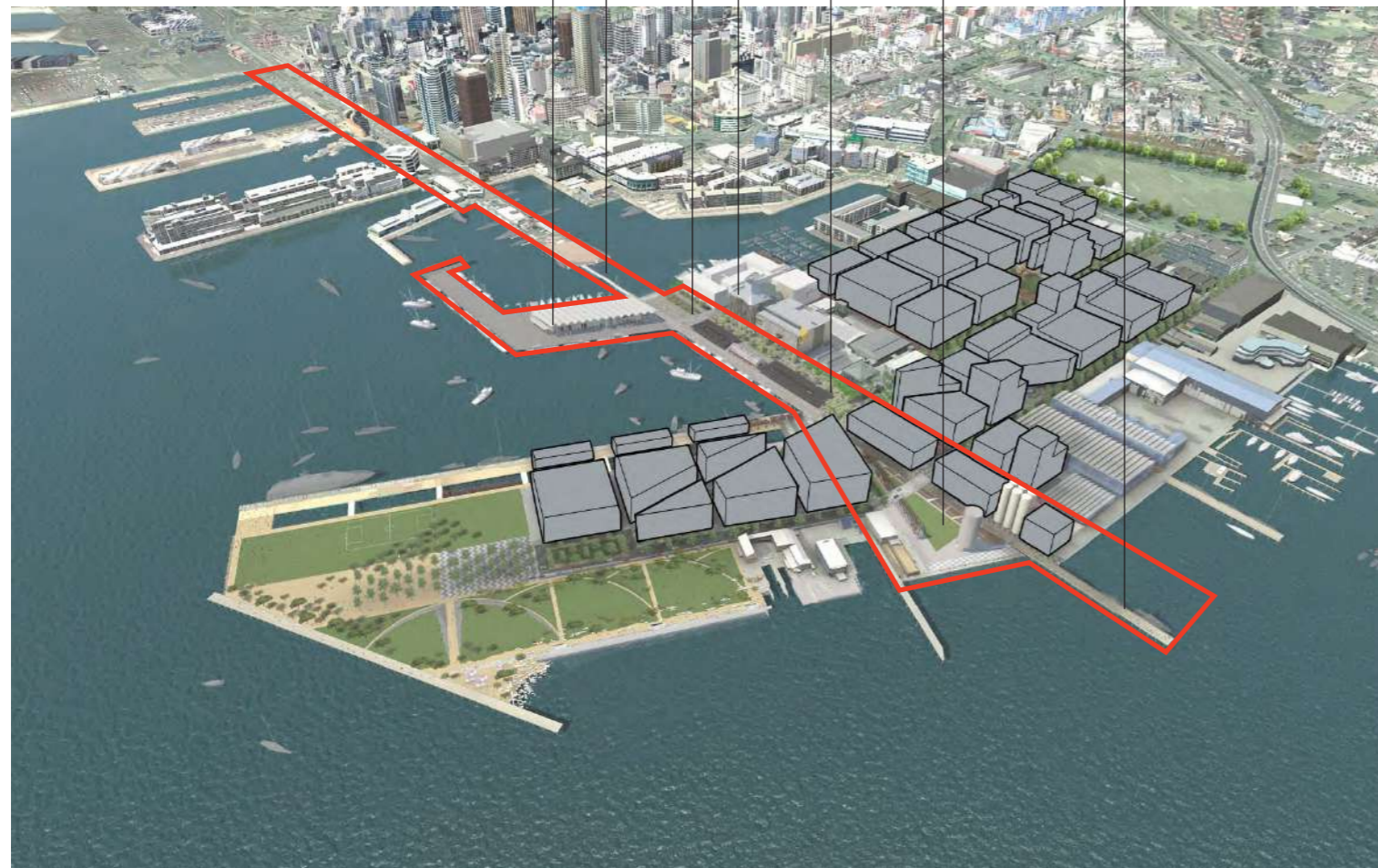


fig. 7 Waterfront Axis perspective view

3.1.1 The Waterfront Axis

The Waterfront Axis is an important waterfront spine that connects Wynyard Precinct in the west along Quay Street to Port of Auckland land in the east. The Waterfront Axis includes the following elements:

1. Viaduct Events Centre The Viaduct Events Centre, which opened in August 2011, offers exhibition, meeting and hospitality space and is located to the north of Karanga Plaza on the existing Halsey Street Extension Wharf. The Viaduct Events Centre provides the opportunity to hold internationally recognized events within a visually prominent site.

2. Wynyard Crossing Wynyard Crossing is an interim pedestrian and cycle bridge that connects Wynyard Precinct to the wider Auckland waterfront from Karanga Plaza to Te Wero Island in the Viaduct Harbour. The site is flagged for a permanent pedestrian, cycle and public transit connection (Te Wero Bridge).

3. Karanga Plaza Karanga Plaza is an area of public open space located to the south of the Viaduct Events Centre, the western landing area of Te Wero Bridge.

4. North Wharf North Wharf (including the existing North Wharf structure built in 1910-15) has been redeveloped to strengthen the pedestrian and cycle connection along the waterfront axis. The wharf edge is activated by waterfront retail, hospitality and pedestrian activity, and remains a working wharf, accessible to ferries and fishing industries and the public.

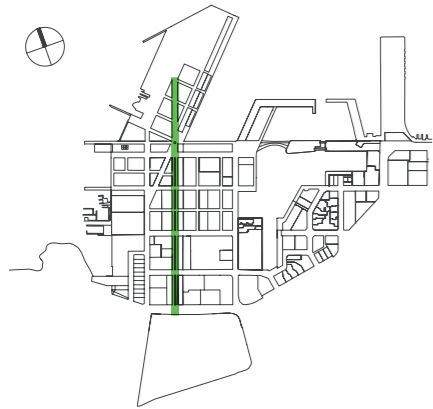
5. Jellicoe Street Jellicoe Street functions as the primary destination for entertainment, retail and fishing activity. The street runs parallel to North Wharf and connects Karanga Plaza in the east to an area of marine related activity in the west including Silo Marina. The street is activated by the entertainment, retail and fishing activities located along North Wharf and a combination of commercial and retail activity on the ground floor of the ASB building and within Sanford's Fish Market and the associated Fish Lane.

6. Silo Park Silo Park is an area of landscaped public open space located to the north-west of the intersection of Jellicoe Street and Beaumont Street. Named after the historic Silo Six and Seven, the park comprised of a combination of landscaped grassed areas, low impact design swales and concrete areas and walkways. The combination of these elements within the park provides a setting to host outdoor events including Silo markets, an open-air movie theatre, exhibitions and other events.

7. North Wharf Extension An extension to North Wharf will facilitate its use for recreational activities as well as the potential for ferry and water taxi services that will compliment and support the adjacent land based activities.

3.2 Concept 2

The Park Axis



Location Plan



fig. 8 Park Axis perspective view

3.2.1 The Park Axis

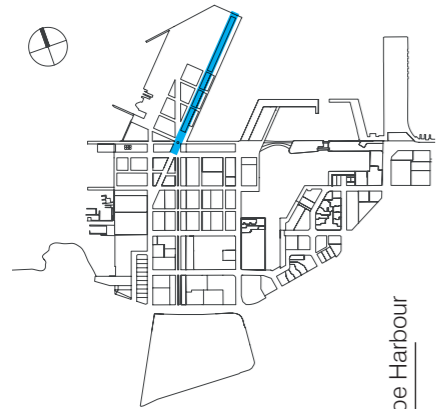
The Park Axis is an important north-south link that connects Victoria Park in the south to Headland Park in the north. The Park Axis is comprised of five key areas of public space which are all designed and developed to provide for different but complementary uses that make up the wider public open space network within Wynyard Precinct. The Park Axis includes the following design elements:

- 1. Headland Park** Headland Park is identified as Auckland's signature waterfront public open space, and the park will establish a major public space destination at the northern section of the Wynyard Precinct. The park's design will support both passive and active uses and will maximise access to the water's edge and provide views of the waterfront and CBD.
- 2. Potential Attractor** The Wynyard Precinct's headland location creates the opportunity to establish a significant public entity that will activate Headland Park and celebrate its magnificent harbour setting.
- 3. Daldy Street Linear Park** Daldy Street Linear Park is a 38m wide green park, walkway, cycle way and slow speed street providing a strategic route for passenger transport, pedestrians and cyclists from Victoria Park in the south to Headland Park in the north. Daldy Street Linear Park is designed to provide for different areas of active and passive recreation and will be activated by retail and commercial activity lining the eastern and western edge of the park and street. The construction of the central portion of Daldy Street Linear Park between Madden and Pakenham Street West has been completed, marking the first stage of the development of the linear park. Stage two will be commenced in March 2014.
- 4. Jellicoe Plaza** Jellicoe Plaza is located at the intersection of the Waterfront Axis and Park Axis. This urban plaza provides a landscape experience that supports the adjacent retail, commercial and entertainment activity.
- 5. Central Park** Central Park will be located to the east of Daldy Street Linear Park between Pakenham Street West and Gaunt Street. The Park will provide amenity for residents and workers in the area and will be activated by adjacent developments and pedestrian movement along the Park Axis and adjacent development.
- 6. Victoria Park** Victoria Park is a significant public space in Auckland's CBD area. The grassed and tree-lined park is a key destination for both passive and active recreation. It is proposed to be connected to the Wynyard Precinct and Daldy Street via a pedestrian bridge link across Fanshawe Street.

3.3

Concept 3

The Wharf Axis



Location Plan

- 1. Jellicoe Harbour
- 2. Wynyard Plaza
- 3. Wynyard Wharf
- 4. Brigham Street
- 5. Headland Park

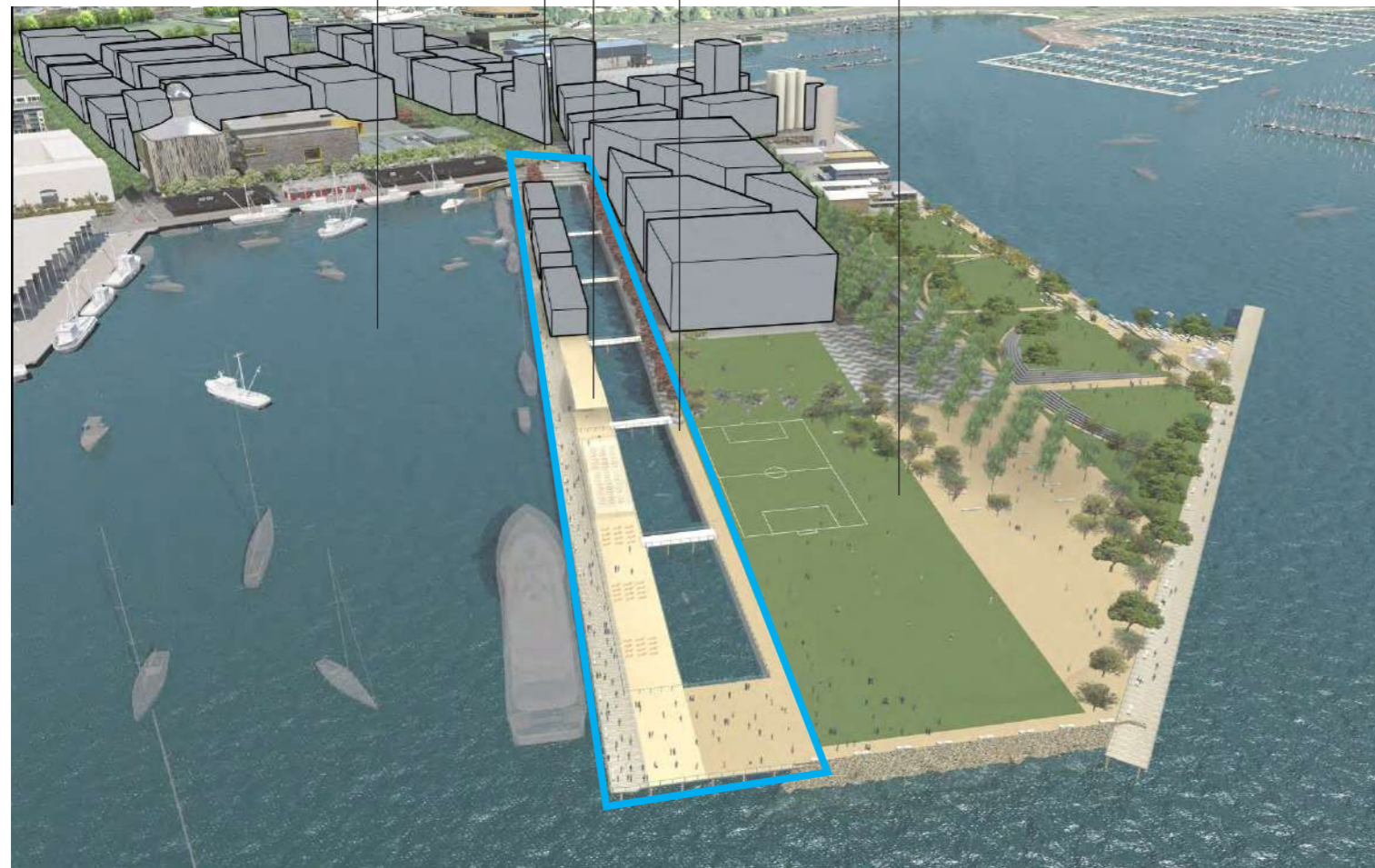


fig. 9 Wharf Axis perspective view

3.3.1 The Wharf Axis

The Wharf Axis is an important link that connects land and sea from Jellicoe Street in the south to the north of Headland Park. The Wharf Axis includes the following elements:

- 1. Jellicoe Harbour** The existing water body defined by the Halsey Street Extension Wharf (Viaduct Events Centre), North Wharf and Wynyard Wharf is the prime water space in the Wynyard Precinct. The redevelopment of Wynyard Wharf will create an opportunity to support the existing ferry and fishing industry activities as well as providing a location for water based events.
- 2. Wynyard Plaza** Wynyard Plaza establishes an urban plaza which orientates pedestrians onto the Wharf Axis and provides views to Jellicoe Plaza and the harbour beyond.
- 3. Wynyard Wharf** Wynyard Wharf lines the eastern edge of Wynyard Precinct north of Jellicoe Street. The wharf has an extensive marine heritage that will be activated by a series of low rise developments that provide retail and commercial activity fronting the wharf. These buildings will accommodate the infrastructure and services needed to support the use of the wharf as berthage for the fishing fleet and potentially cruise ships.
- 4. Brigham Street** Brigham Street runs parallel to Wynyard Wharf and will establish a north-south pedestrian and vehicular connection from Jellicoe Street to the northernmost point of Headland Park. The perpendicular view shafts will be preserved to link the street to the western edge of the waterfront. The water space between Wynyard Wharf and Brigham Street will be edged by proposed development creating an intimate relationship with the water to contrast with more exposed edge conditions.
- 5. Headland Park** The Wharf Axis lines the eastern edge of Headland Park. The interaction at this point of the wharf, water, and green space will provide a recreational edge for fishing, walking and a natural vantage point for views to the city and harbour.

3.4

Concept 4

Waterfront Precincts



fig. 10 Wynyard Quarter Precincts aerial view

3.4.1 Waterfront Precincts

The Waterfront precincts, listed below, are a network of overlapping and well connected precincts with their own unique character, that combine to make a robust and dynamic area of the wider Auckland City waterfront.

1. Marine Events Precinct The Marine Events Precinct is the waterspace area defined by Princes Wharf, Hobson Wharf, Te Wero Island, Halsey Street Extension Wharf and Wynyard Wharf. These facilities will work together to create an internationally recognised destination for marine activity and events. This precinct contains the main pedestrian link to the wider waterfront area and is set to contain Te Wero bridge which will accommodate a future public transit connection between Wynyard Precinct and Auckland CBD.

2. Wynyard Point Precinct The Wynyard Point Precinct is defined on three sides by the harbour and to the south by Jellicoe Precinct. The vision for Headland Park is to create a waterfront destination that expresses the precinct's maritime location and maximises public use through interaction with its coastal edges, views and vistas. A combination of residential, commercial and retail activity will facilitate activation of Wynyard Wharf and the signature headland open space. The proposed Headland Park and potential anchor will establish the Precinct as an important regional destination.

3. Jellicoe Precinct The Jellicoe Precinct is defined by Jellicoe Harbour, Madden Street, Westhaven and Viaduct Harbour and comprises North Wharf, Karanga Plaza, Silo Park and the area of land between Madden Street and Jellicoe Street. The precinct is considered an extension of the existing CBD waterfront and Viaduct Harbour activity and provides a built form that reinforces this waterfront connection. It will function as the Wynyard Precinct's social and cultural heart and will be supported by complementary retail and entertainment activities on Jellicoe Street.

4. Central Precinct The Central Precinct is defined by Madden, Beaumont, Fanshawe and Halsey Streets. This precinct will be transformed into a vibrant mixed use neighbourhood comprised of a range of retail, commercial and residential activities, within a legible built form, connected by a network of lanes and public open spaces. Daldy Street Linear Park runs in a north-south direction through the Central Precinct, which is supported by a combination of different areas of public open spaces including Central Park. The mixed use nature of this precinct will compliment the marine activity located to the west of the precinct and the events precinct to the north.

5. Marine Industries Precinct The Marine Industries Precinct is defined by Fanshawe and Beaumont Streets. To the north it stretches across Jellicoe Precinct into the Wynyard Point Precinct, where existing marine industries remain and support diversity and maritime character. The precinct will retain its existing marine functions which service the recreational marine uses of the Wynyard Precinct and Westhaven Marina. Additional opportunities for the marine related industries are accommodated within the adjacent Jellicoe Precinct.

4.0 Urban Design Principles



fig. 11 Auckland's existing urban waterfront



4.0.1 Introduction:

This section defines the 8 Key Urban Design Principles of the Wynyard Precinct Urban Design Framework. These are followed by the design 'responses' which reinforce them.

The Key Principles are:

1. **Enabling Sustainable Development**
2. **Facilitating Sustainable Transport and Infrastructure**
3. **Connecting Waterfront Precincts**
4. **Providing Waterfront Access**
5. **Establishing Diverse Public Spaces**
6. **Promoting an Active and Working Waterfront**
7. **Creating Appropriate Building Height, Scale and Form**
8. **Facilitating a Mix of Uses and Activities**

4.1 Principle 1

Enabling Sustainable Development

fig. 12 Karanga Kiosk green roof



The redevelopment of Wynyard Precinct provides the opportunity to promote sustainable, low carbon development in the precinct. Waterfront Auckland has set out a vision in the Sustainable Development Framework 2013 that the waterfront is the leading location of sustainable urban transformation and renewal in Auckland and across New Zealand.

The UDF sets out three key elements to promote sustainable development within the precinct and the urban design responses propose a public realm and built environment that incorporates international best practice design responses.

The sustainable development elements incorporated include:

- Ensuring solar analysis of all prospect development is undertaken;
- Considering risk and resilience to climate change impacts and natural hazards and adopting resilient design principles; and
- Ensuring passive design is integrated into design to minimise the need for heating, cooling and lighting and requiring high performance green buildings that are energy and water efficient, utilising the Green Star and Homestar rating tools.

4.1

Principle 1/Response

fig. 13 Sun envelope



Shadow study (example): June 21st at 2pm

4.1.1 Sun Envelope

A solar analysis of Wynyard Precinct was undertaken to support the height strategy for the precinct. This solar envelope establishes a maximum height strategy that minimizes impact on solar access to proposed built form and public spaces within the precinct. The Wynyard Precinct solar envelope supports the incorporation of the tallest buildings within the precinct along Daldy Street spine with the remainder of development stepping down in height to the east and west of Daldy Street.

fig. 14 Potential sea rise area



Body of water subject to potential sea rise

4.1.2 Adapting to Change

Minimising risk associated with climate change, natural hazards and ensuring resilience of the waterfront community are critical elements of sustainability. Auckland is likely to continue to see hotter average temperatures, changes in wind and rainfall patterns, more frequent extreme weather events such as droughts and floods, and rising sea levels, with higher storm surge and waves. These changes in sea level can have potential impacts on the level of the water table.

In response to this, design of buildings and the public realm with need to adopt resilient design principles. Waterfront Auckland will undertake further analysis in relation to the risks of climate change and the higher projections of sea level rise and will provide updated guidance for public spaces, infrastructure and buildings at the waterfront. Future projects will provide opportunities to consider innovative approaches and demonstrate resilient design and future-proofing.

fig. 15 Sustainable design



Existing sustainable elements

4.1.3 Sustainable Design Green Buildings

The construction of high performance green buildings will be critical to transforming the Wynyard Precinct into a low carbon precinct. A key focus of these buildings is the conservation of natural resources; they use significantly less energy and water than a conventional building. Within the Wynyard Precinct the Green Star and Homestar building rating tools will be used to drive performance and provide quality assurance.

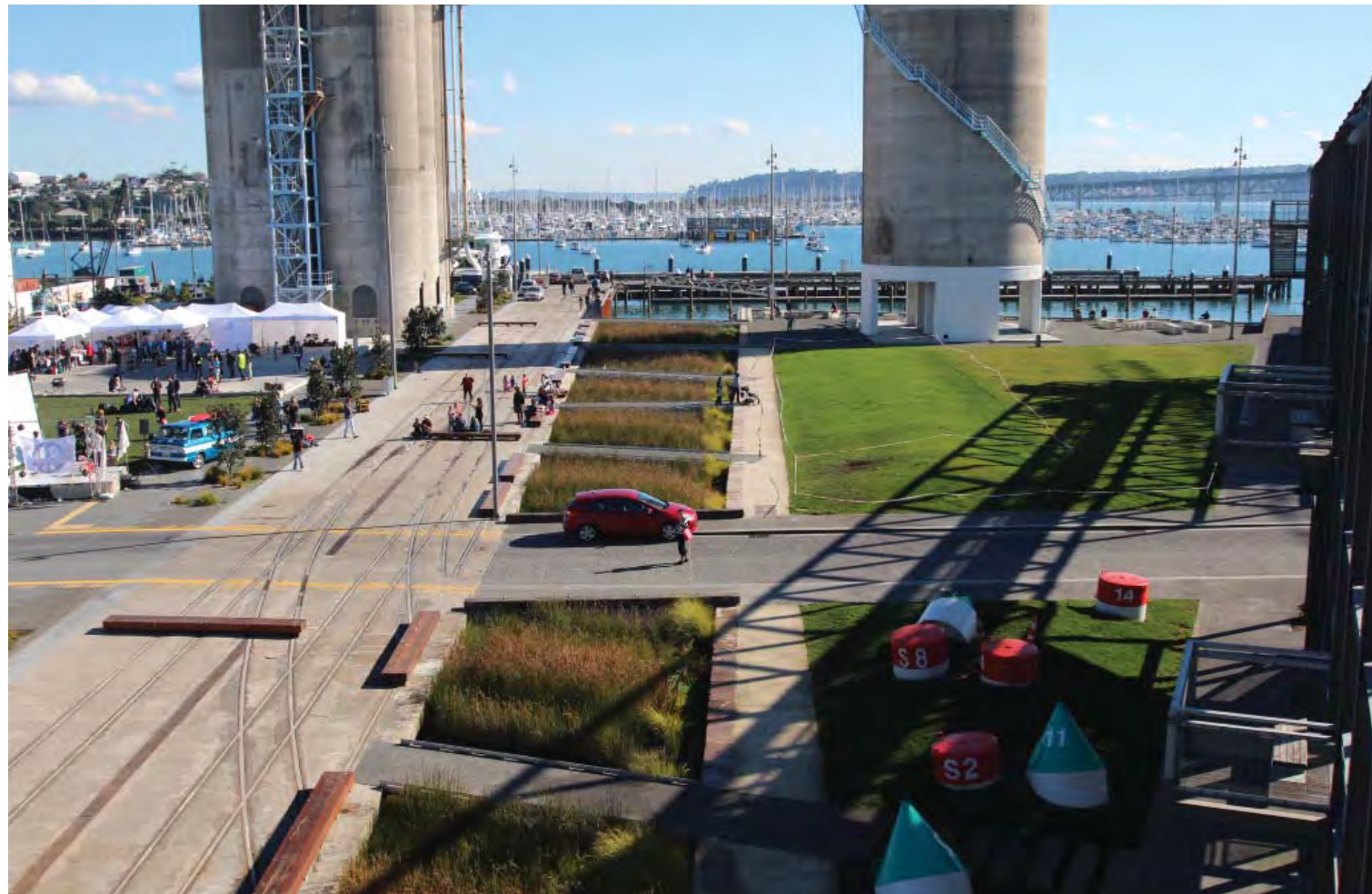
Sustainable design has been a core consideration in many public and private projects across the waterfront to date with the following examples in the Wynyard Quarter:

1. ASB (green building);
2. Viaduct Events Centre (green building);
3. North Wharf (green building);
4. Karanga Kiosk (green roof).

4.2 Principle 2

Facilitating Sustainable Transport and Infrastructure

fig. 16 Silo Park rain garden network



The Wynyard Precinct will be integrated into the CBD and the regional passenger transport infrastructure by providing a range of transport modes and routes. A sustainable approach to transport is required to reduce demand on the existing road network and to create walkable and accessible neighbourhoods. This will be achieved by establishing a range of passenger transport options and integrating pedestrian and cycling infrastructure.

Waterfront Auckland's approach to transport is driven by the Wynyard Quarter Plan Change 4 (2007). This Plan provides a travel management framework that constrains and manages peak hour single occupant private vehicle trips to and from Wynyard Quarter and to increasing the proportion of non-car trips. Non-car trips include public transport, walking, cycling and car-pooling. This is represented by a 70:30 modal split for non-car peak hour journey to work at the full build out of Wynyard Quarter.

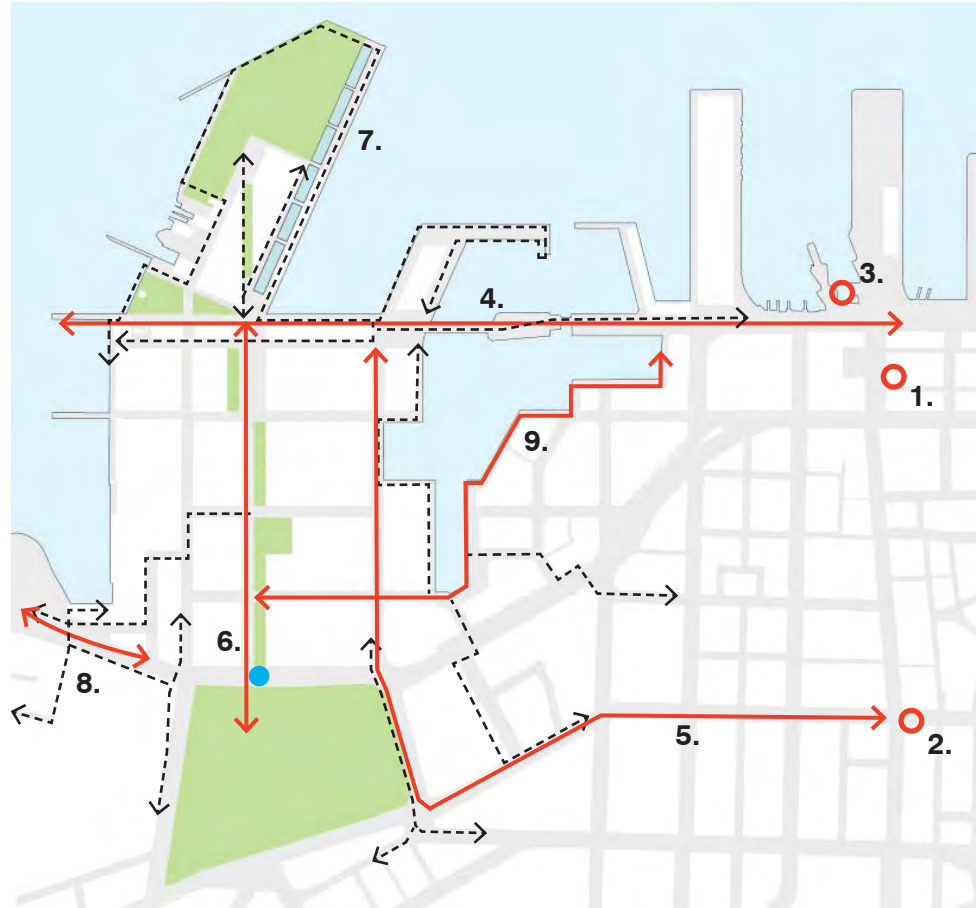
The potential for future development in Wynyard Quarter is constrained by transport access; in particular, there is a limited capacity of key intersections to cater with significant growth in vehicle movements. The now operative District Plan (2012) prescribes a ceiling target of 3,500 vehicles per hour for both morning and afternoon peak times to be met to avoid significant congestion in and out of the Quarter and avoid the blockage of the flows between the motorway and the CBD. This vehicle per hour ceiling target is therefore an important consideration for future land use and transport planning and ongoing monitoring.

The redevelopment of Wynyard Precinct also provides the opportunity to promote sustainable infrastructure within the public realm and built environment. The sustainable infrastructure elements incorporated in the Precinct include:

- Adopting a water sensitive design approach for managing and treating stormwater;
- Re-using of existing structures and infrastructure where possible;
- Generating renewable energy on-site;
- Utilising innovative waste management technologies;
- Utilising travel demand management techniques and promoting sustainable transport modes;
- Supporting biodiversity through landscaping.

4.2 Principle 2/Response

fig. 17 Pedestrian and cycle routes



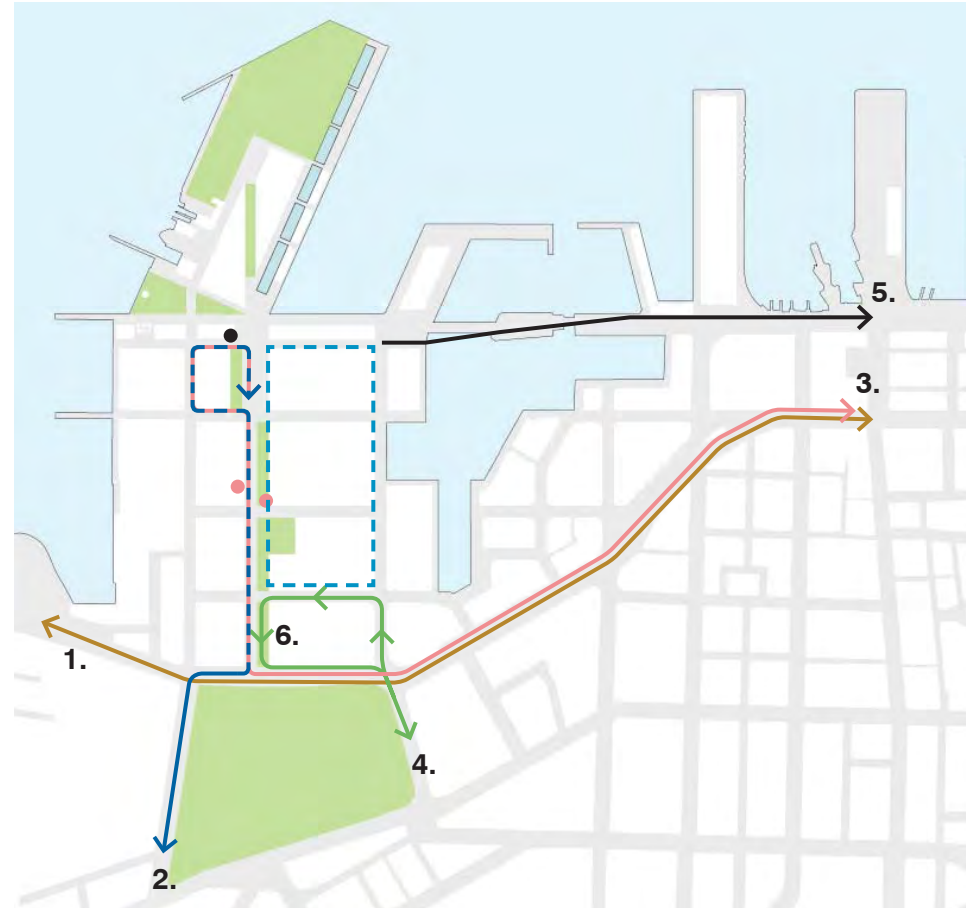
- ↔ Key pedestrian and cycle routes
- Pedestrian and cycle connections
- Proposed pedestrian bridge

4.2.1 Promote Pedestrian and Cycle Activity

Pedestrian and cycle networks and supporting infrastructure will be integrated into the public space and street networks. Proposals include:

1. Existing Britomart Bus and Rail Interchange;
2. Queen Street/CBD retail hub;
3. Existing Ferry Interchange;
4. Waterfront Axis and Te Wero Bridge;
5. Midtown CBD pedestrian link;
6. Daldy Street pedestrian spine;
7. Pedestrian/cycle network;
8. Westhaven Promenade;
9. Viaduct Harbour pedestrian promenade.

fig. 18 Public transport network



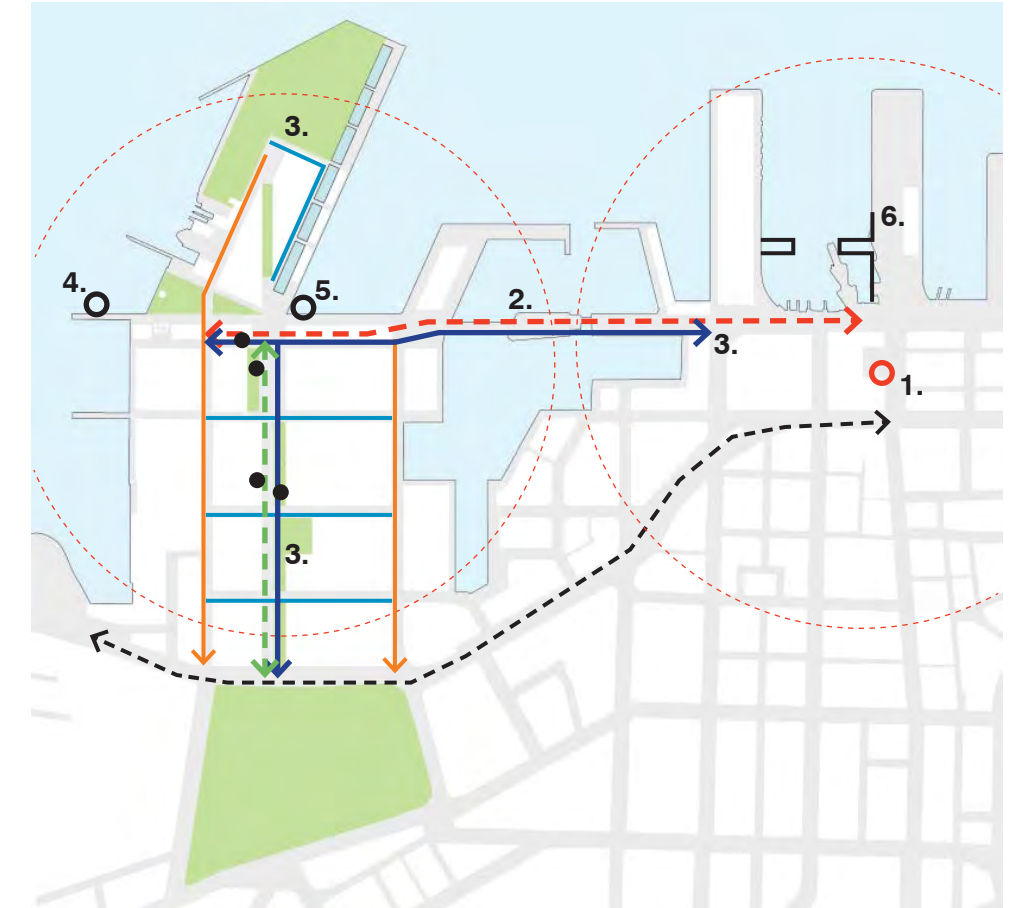
- Proposed Bus Stop
- Existing Bus Stop
- Tram Loop

4.2.2 Existing and Proposed Public Transport Network

The existing public transport network is undergoing change and Auckland Transport's proposal is to deliver simpler routes at a greater frequency. This proposed change will bring more frequent services to Wynyard Precinct by 2016 from a larger number of inner city suburbs, which is critical to provide for the increasing number of workers, residents and visitors to the waterfront. The proposed new network is predicated on a public transport interchange in Wynyard Quarter, the location of which is yet to be confirmed. Unlocking a continuous connection from the City Centre to the Waterfront can be achieved by the introduction of a purpose built bridge, on the Te Wero alignment, accommodating pedestrians/cyclists and public transport.

1. CBD-North Shore services;
2. No.10 Bus service;
3. City Link Bus service;
4. Isthmus Bus services;
5. Proposed Te Wero Crossing: Future connection from Wynyard Precinct to Auckland CBD;
6. Potential Wynyard Bus and Train station.

fig. 19 Land and water transport



- 400m ped shed/5 minute walk
- Indicative Bus Stops
- Indicative Ferry Stops

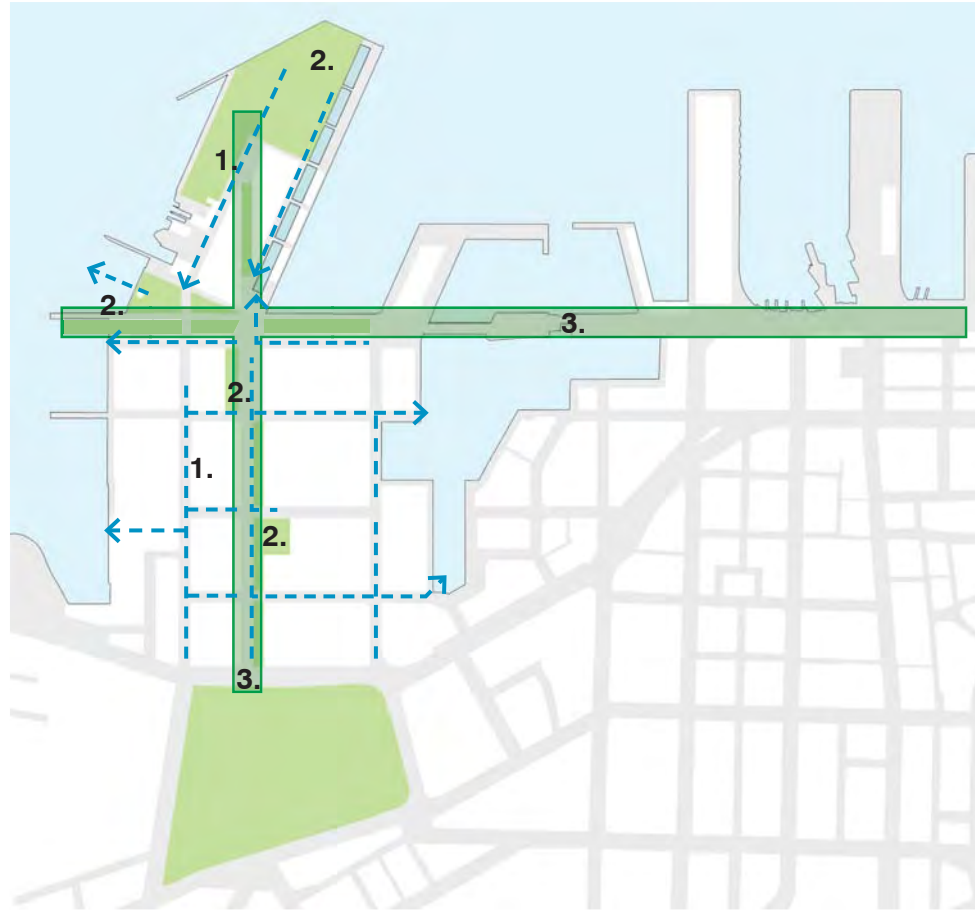
4.2.3 Integrating Land and Water Based Transport

Existing and proposed water based transport stops will service both local waterfront destinations and wider CBD connections. The existing and proposed ferry stops will be integrated with the existing and proposed land transport network, including the key pedestrian, cycle and pedestrian priority routes and the existing bus and rail interchange.

1. Existing Britomart Bus and Rail Interchange;
2. Proposed Te Wero Bridge;
3. Pedestrian, cycle and passenger transport priority route;
4. Potential passenger ferry stop;
5. Existing Sea Link Ferry stop and potential goods ferry;
6. Potential new ferry berths.

4.2 Principle 2/Response

fig. 20 Green Infrastructure



- - - - -> Indicative stormwater strategy (1)
- █ Habitat Corridor (3)

4.2.4 Green Infrastructure

Throughout the precinct green infrastructure is encouraged with the use of water sensitive design approaches integrated into the street network and public realm projects, including a comprehensive network of rain gardens for treating stormwater.

The green infrastructure elements incorporated in public and private projects within the precinct include:

1. Stormwater strategy;
2. Rain garden network;
3. Habitat corridor.

fig. 21 Solar precinct



- ▭ Priority areas for Waterfront Auckland photovoltaic roof installation

4.2.5 Energy – Solar

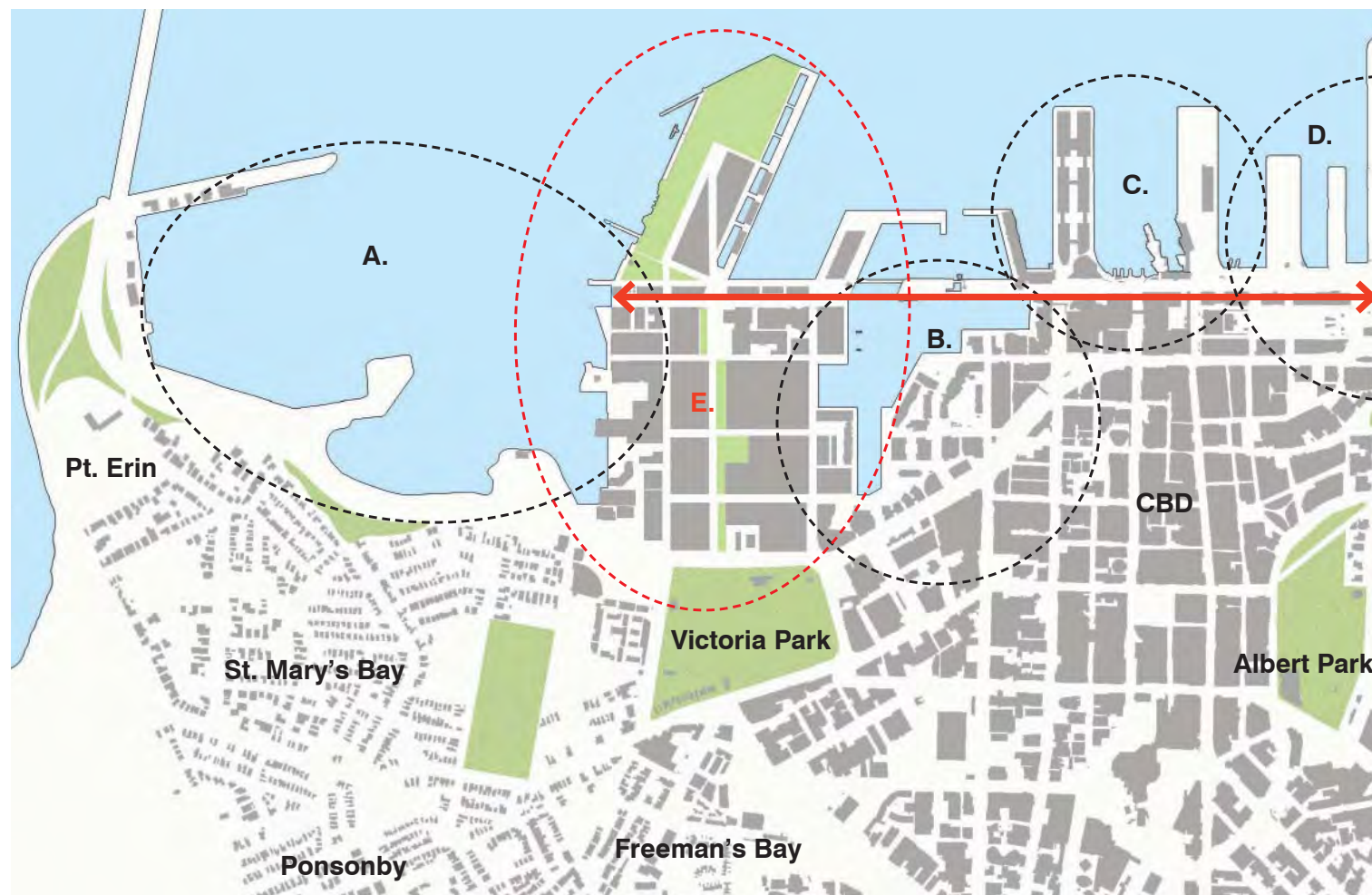
New Zealand's largest solar photovoltaic roof installation is proposed for Wynyard Central. This will position the Wynyard Precinct as a low carbon community and deliver substantial greenhouse gas emissions savings for the precinct. The solar array will provide a visual demonstration of Waterfront Auckland's commitment to sustainability. If roof space coverage by solar is maximised, it has been estimated that 75% of the precinct's roof space could be covered by solar PV panels, which could generate around 30% of the precinct's electricity needs.

4.3

Principle 3

Connecting Waterfront Precincts

fig. 22 Existing waterfront precincts



Auckland's waterfront supports a wide range of activities and functions, however these activities are not clearly defined or connected. The existing waterfront, between Westhaven in the west and the port activity in the east, comprises four distinct areas of activity. These are:

A. Westhaven Marina A predominantly recreational area which supports boating activities and provides public access and amenity via waterfront edges and promenades.

B. Viaduct Harbour An existing waterfront destination for recreational, entertainment, residential and retail activity. It also supports the fishing and tourism industry by providing berthing for commercial and fishing boats.

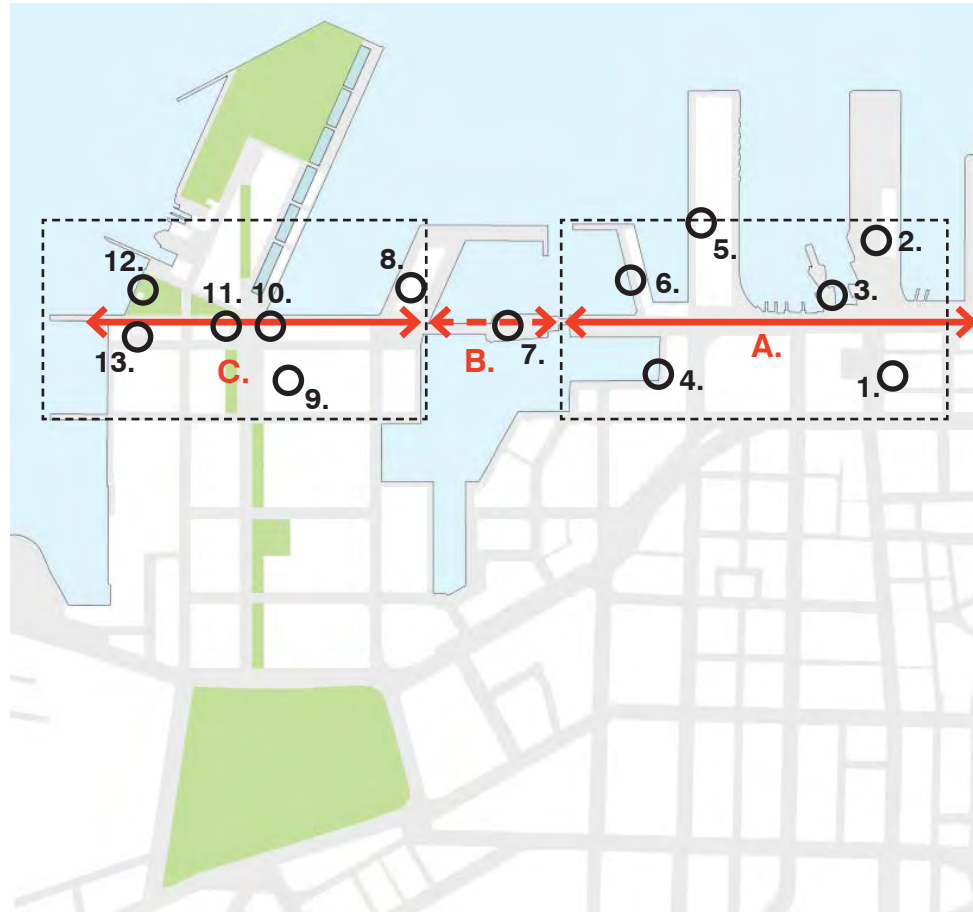
C. Central Wharves Princes and Queens Wharves support a range of port uses, transport, entertainment and residential activity.

D. Port The existing Ports of Auckland port is a significant infrastructural component and economic generator for the Auckland region.

The redevelopment of Wynyard Precinct (**E.**) provides the opportunity to create a new waterfront precinct with a coherent and highly connected urban structure. Successful redevelopment can establish the waterfront as Auckland's 'front door' to the Pacific and New Zealand's most recognisable urban precinct.

4.3 Principle 3/Response

fig. 23 The Waterfront Axis



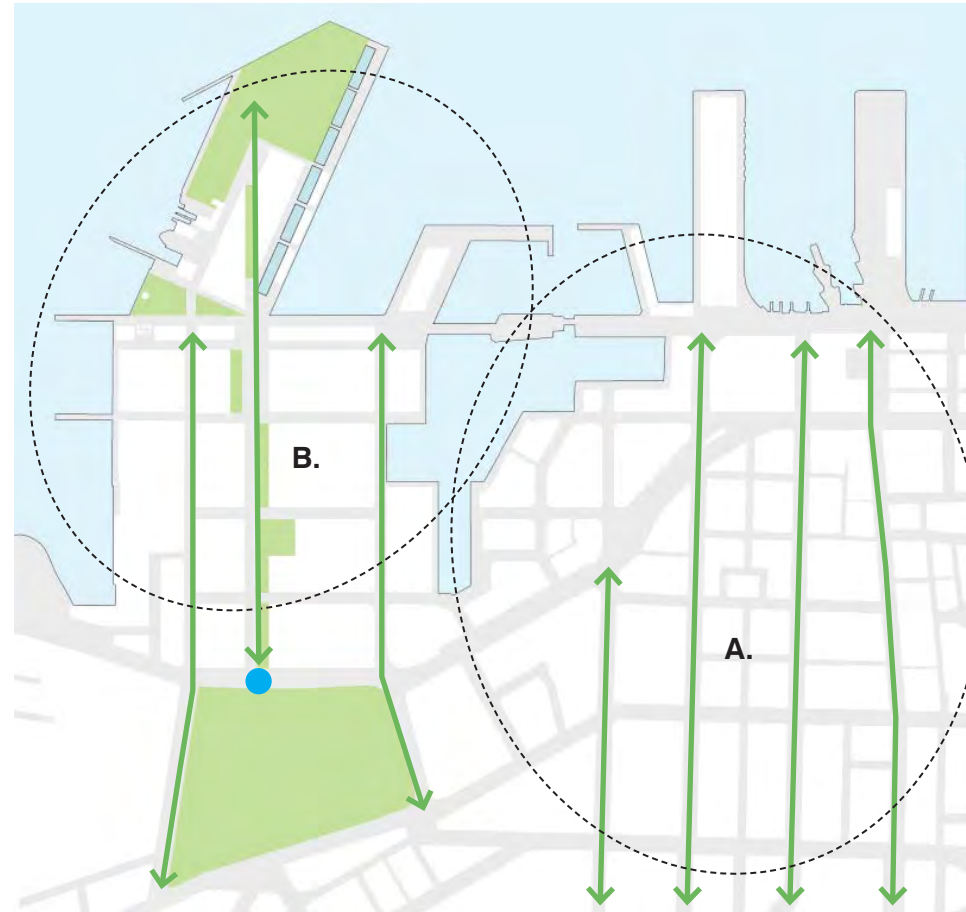
↔ Waterfront Axis

4.3.1 Articulate the Waterfront Axis

The Waterfront Axis connects Auckland's existing waterfront destinations from Silo Park in the west, along Jellicoe Street (C), over Wynyard Crossing (B) and along Quay Street (A). The waterfront axis is the primary organising and connecting element of the waterfront. The axis within Wynyard Precinct is expressed with a wide waterfront promenade that prioritises pedestrian movement along the waterfront and connects with the existing CBD waterfront activities. These activities are:

1. Britomart
2. Queens Wharf
3. Passenger/Tourist Ferry Services
4. Viaduct Harbour
5. Princess Wharf
6. Maritime Museum
7. Te Wero Island
8. Viaduct Events Centre
9. Fish Markets
10. Jellicoe Plaza
11. Wynyard Plaza
12. Silo Park
13. Concrete Silos.

fig. 24 North-south connections



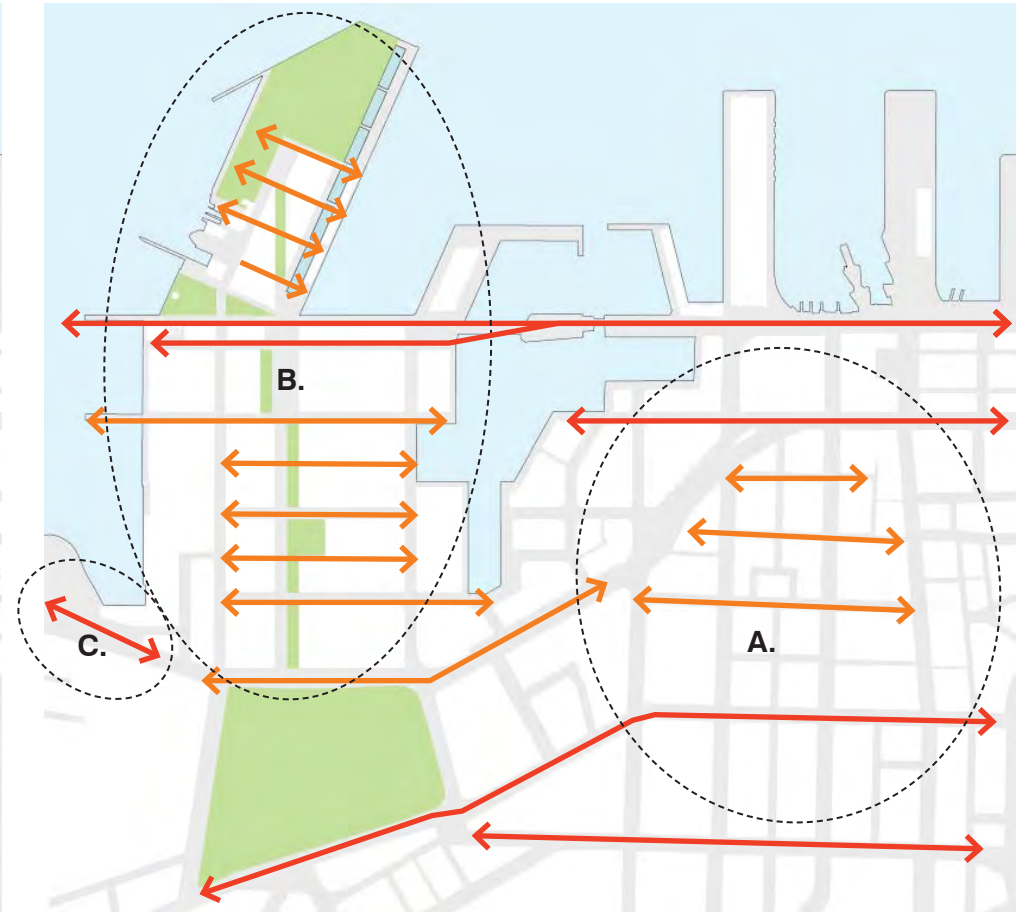
↕ North-south streets
● Proposed pedestrian bridge

4.3.2 Reinforce North-South Connections

A. CBD Streets The existing CBD is organised by a series of north-south streets which lead to the waterfront. These key vehicle and passenger transport routes include Nelson Street, Hobson Street, Queen Street and Albert Street.

B. Wynyard Precinct The street network of Wynyard precinct is set out in a grid structure with north-south streets (Beaumont Street, Daldy Street and Halsey Street) connecting Victoria Park and Fanshawe Street in the south to the northern most end of the site. These streets support the key pedestrian, vehicular and passenger transport routes of Wynyard Precinct

fig. 25 East-west connections



↔ Primary east-west streets
↔ Additional east-west connections

4.3.3 Establish East-West Connections

A. CBD Streets The existing CBD grid is comprised of a series of east-west streets and laneways that traverse the Queen Street Valley. The primary east-west movements through the CBD are along Quay Street, Custom Street, Victoria Street and Wellesley Street.

B. Wynyard Precinct The Wynyard Precinct's street network includes a series of east-west streets (Jellicoe, Madden, Pakenham and Gaunt Streets) and laneways that establish visual and physical connections throughout the Precinct. The main east-west pedestrian and cycle connection is along Jellicoe Street via Wynyard Crossing to Auckland Central. Te Wero Bridge will enable a future public transit, pedestrian and cycle link to Auckland Central. The provision of new laneways create smaller blocks and a finer grain of development.

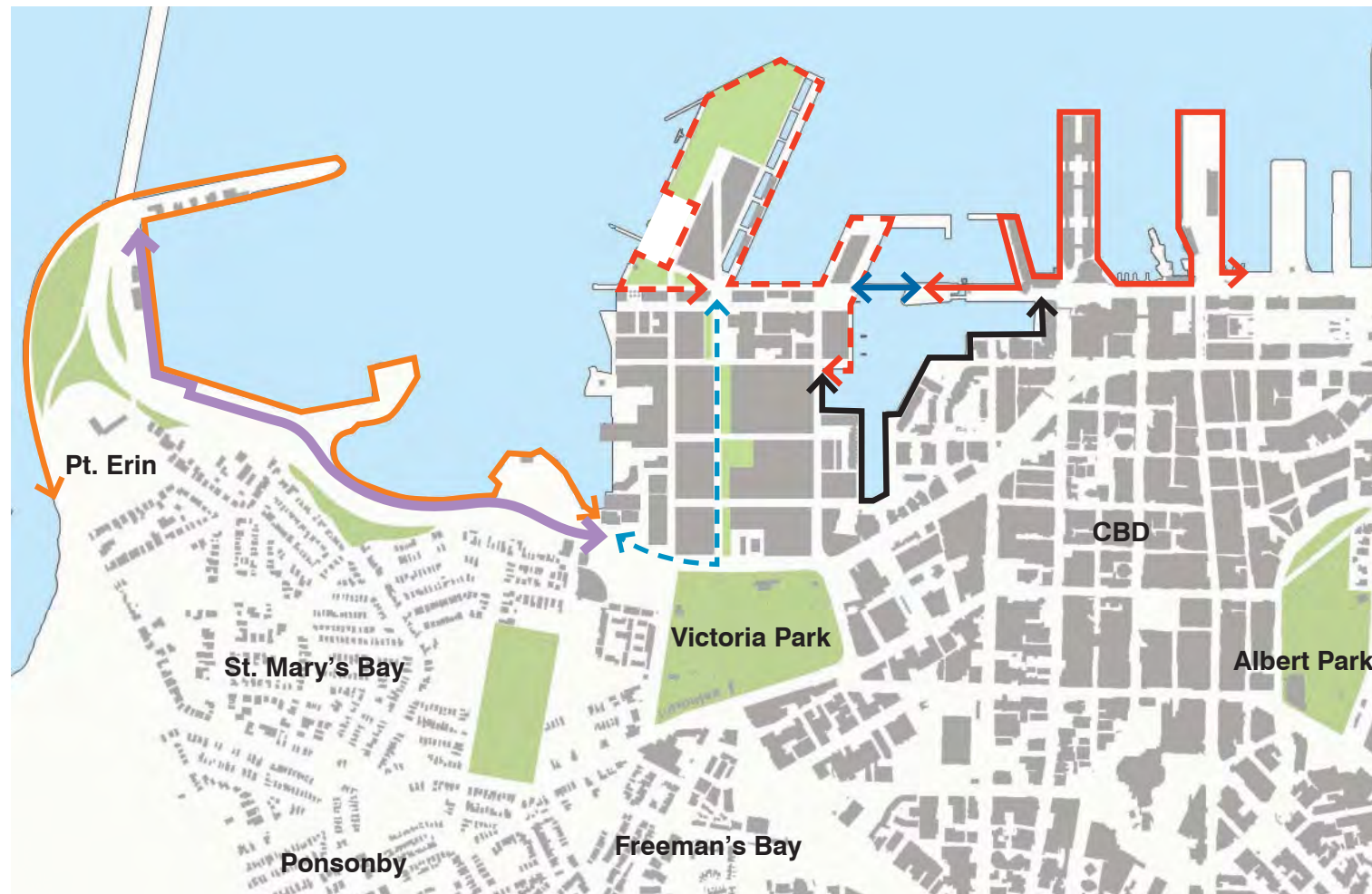
C. Westhaven Promenade Westhaven Promenade, a new pedestrian and cycle waterfront promenade that connects Westhaven to Wynyard Precinct is currently under construction. This east-west link is an important pedestrian and cycle connection that is the first stage of a wider waterfront east-west connection that will link up to Viaduct Harbour and Quay Street.

4.4

Principle 4

Providing Waterfront Access

fig. 26 Waterfront access



Key:

- Existing waterfront access CBD ↔
- Existing waterfront access Viaduct Harbour ↔
- Proposed waterfront access Wynyard Precinct - - - ↔
- Westhaven Marina Public Access ↔
- Westhaven Promenade ↔
- Te Wero Bridge ↔
- Waterfront Access Connection - - - ↔

The Wynyard Precinct will establish approximately 2km of publically accessible waterfront, which will ultimately be provided as a promenade that runs along the majority of the northern Wynyard Precinct waterfront, integrating pedestrian and cycle access.

This promenade will be linked, across Wynyard Crossing and, or the future public transit connection, to the waterfront axis along Quay Street. The waterfront axis along Quay Street will be pedestrian and cycle focused, linking up areas of public open space along the waterfront.

Westhaven Promenade, currently under construction, is a waterfront pedestrian and cycle promenade that connects Westhaven Marina to Wynyard Precinct. The promenade is envisaged to connect, through Wynyard Precinct, to the existing waterfront access in Viaduct Harbour and will in the future link to the wider CBD and regional cycling networks.

4.4

Principle 4/Response

fig. 27 Waterfront edges



- Waterfront edge
- Existing conservation covenant

4.4.1 Provide Waterfront Edges

1. Waterfront edges will be provided along North Wharf, Halsey Street Extension Wharf, the western end of Jellicoe Street and the ACVL sites.
2. Brigham Street will be retained as a waterfront street.

fig. 28 Harbour edge spaces



- Public space edges

4.4.2 Provide Public Space on the Harbour Edge

1. Headland Park will provide continuous public access to the waterfront edge and establish a continuous public space waterfront edge condition.
2. Karanga Plaza establishes a visual and physical connection with Viaduct Harbour with steps that connect the public open space to the water.
3. Silo Park connects directly to the water with steps down to the water and a wharf over water.

fig. 29 Marine structures



- Publicly accessible marine structures

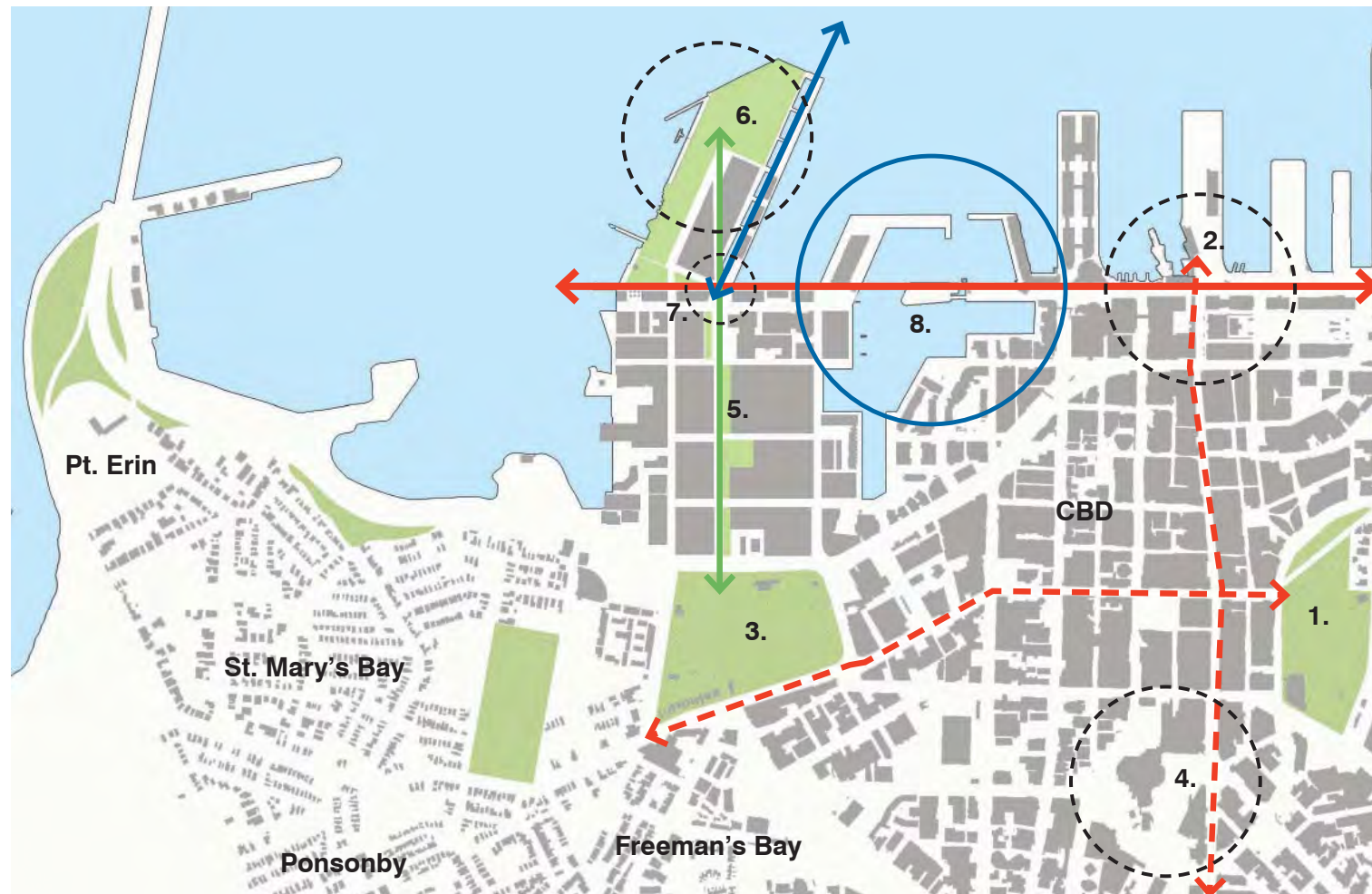
4.4.3 Provide Access to Marine Structures

1. The historic North Wharf structure will continue to provide a publicly accessible east-west waterfront edge and will remain a working wharf with mooring facilities for the fishing fleet accommodated within Jellicoe Harbour.
2. Wynyard Wharf will establish a new waterfront edge between North Wharf and Headland Park that will remain a working wharf.
3. Halsey Street Extension Wharf, despite the presence of the Viaduct Events Centre will remain a working wharf that is accessible to the public.
4. A future wharf is proposed for the Marine Industries Precinct at Madden Street.

4.5 Principle 5

Establishing Diverse Public Spaces

fig. 30 CBD open space connections



Key:

- Albert Park 1.
- Queens Wharf 2.
- Victoria Park 3.
- Aotea Square 4.
- Daldy Street and Central Park 5.
- Headland Park 6.
- Jellicoe Plaza 7.
- Marine Events Precinct 8.

The provision of public space within the Wynyard Precinct will strengthen the wider CBD's public space network. This existing network of public open space includes larger scale spaces such as Albert Park (1), Queens Wharf (2), Victoria Park (3) and Aotea Square (4), with a network of smaller spaces including St Patrick Square, Market Square and Waitemata Plaza.

The new Park Axis will create a public space sequence that links Victoria Park (3), Daldy Street and Central Park (5), and Headland Park (6) to the north. The Wharf Axis will link a series of smaller urban spaces that relate to the redevelopment of Wynyard Wharf as recreational destination and working waterfront destination. These key public spaces will be supported by a series of waterfront access points, the Dockline Tram, streets, and other public spaces which will establish a high quality public realm.

Jellicoe Plaza (7) is located at the intersection of the three key axes and provides an urban space destination within Wynyard Precinct.

The proposed waterfront public space network will also establish a series of 'blue' water based spaces focused on the proposed Marine Events Precinct (8).

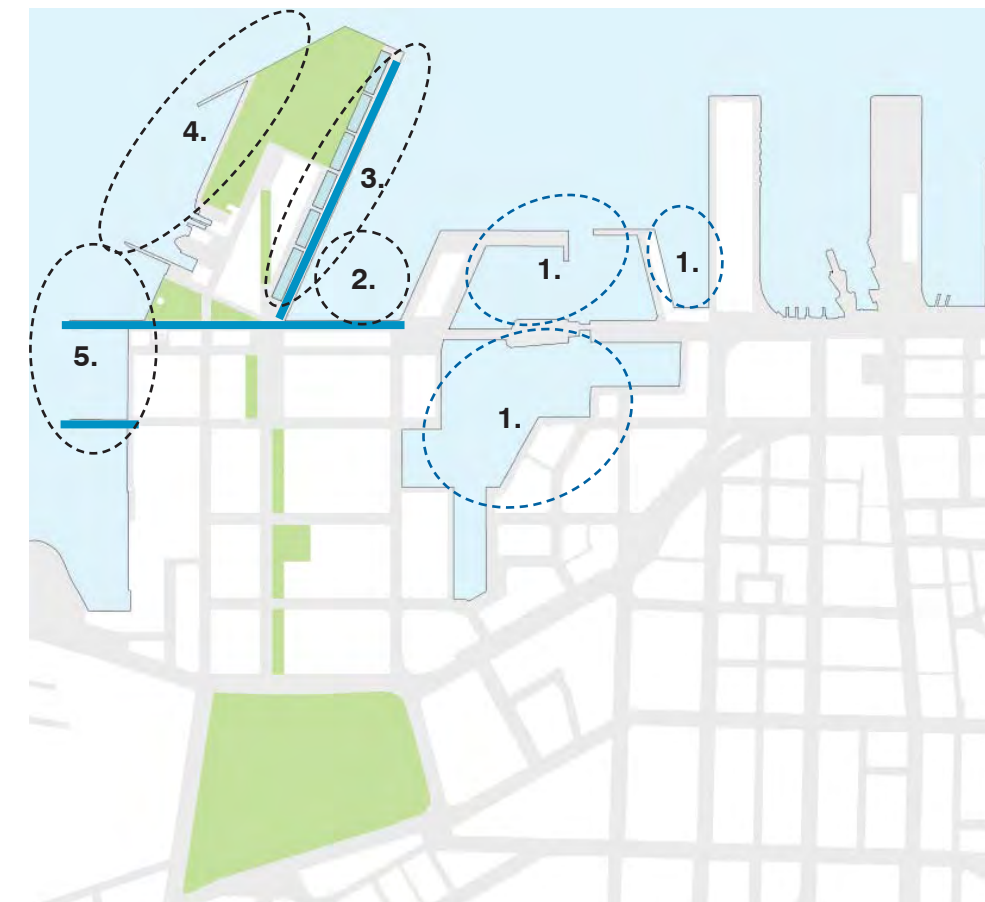
fig. 31 Recreational public spaces



fig. 32 Urban public spaces



fig. 33 Water spaces



4.5.1 Provide Recreational Public Space

Victoria Park's proximity to the Wynyard Precinct will see it continue to function as a significant public space resource for organised recreation and community activities. Headland Park will provide the primary public space destination for waterfront recreation within Wynyard Precinct, providing for both passive and active recreational opportunities.

The landscape amenity for the Central Precinct will be provided by Central Park, which will provide a green space activated by retail activity at street level.

- 1. Victoria Park
- 2. Central Park
- 3. Daldy Street Linear Park
- 4. Headland Park

4.5.2 Create Significant Urban Public Spaces

A secondary network of public spaces will be created by a system of smaller urban and plaza type spaces. These will provide sheltered public space and support the proposed retail, entertainment, and commercial activities of the Wynyard Precinct.

These spaces include:

- 1. Karanga Plaza - entry space to Jellicoe Street;
- 2. Marine Events Precinct - waterfront events space;
- 3. Jellicoe and Wynyard Plaza - urban plazas;
- 4. Silo Park - market and events space;
- 5. Central Park - an urban park;
- 6. Hotel Promenade - public waterfront including floating structures;
- 7. Madden Street Plaza - public plaza on the harbour edge.

4.5.3 Integrate 'Blue' Water Space

Existing and new maritime structures and open space locations allow public access to the waterfront and define 'blue' water spaces that support marine activity, can host water based events and accommodate water based recreational activity.

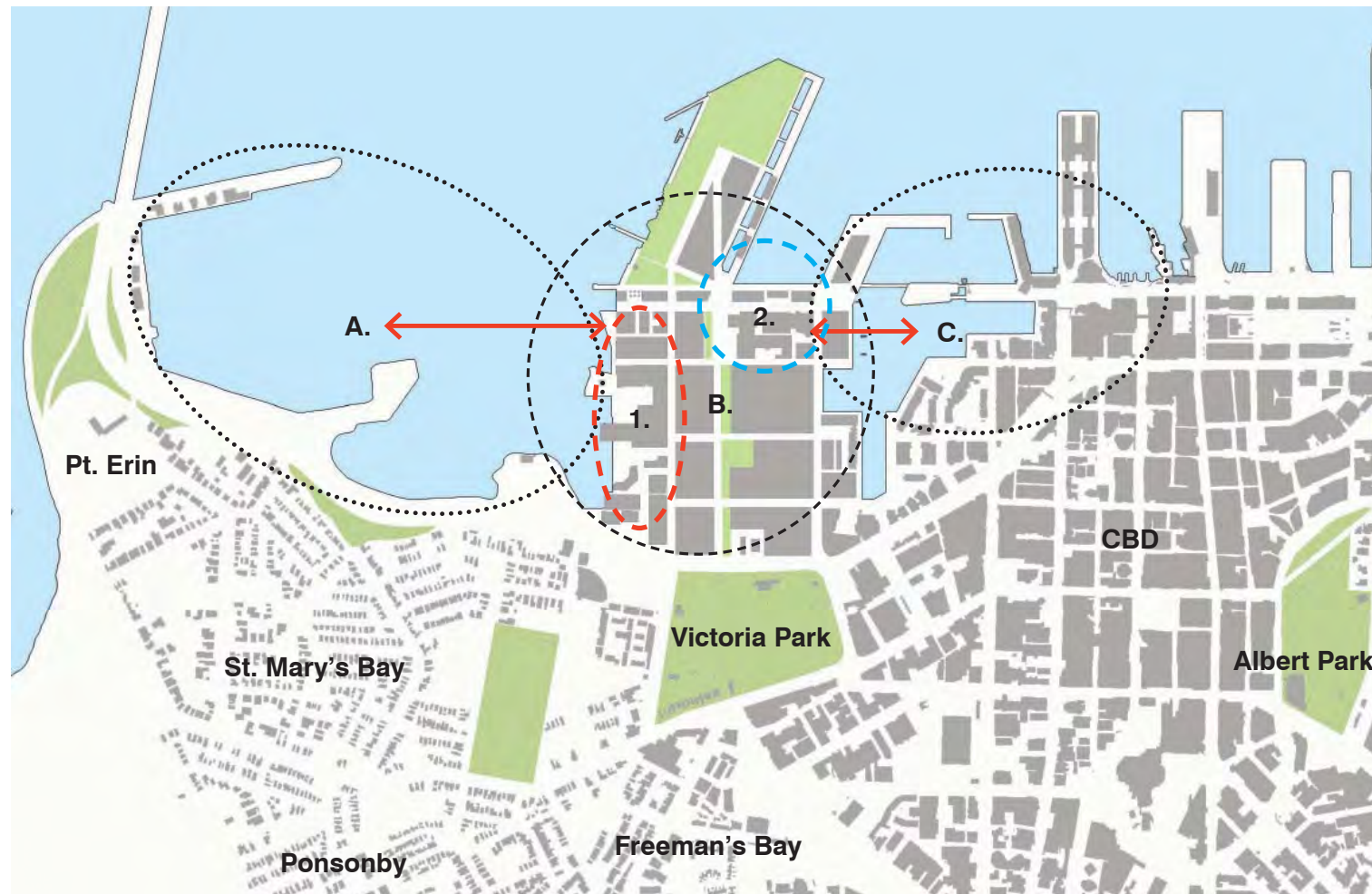
These key areas are:

- 1. Viaduct Harbour - marine and events waterspace;
- 2. Jellicoe Harbour - marine and events waterspace;
- 3. Wynyard Wharf - port related and recreational waterspaces;
- 4. Headland Park - recreational waters edge spaces;
- 5. Marine Industries - working waterfront.

4.6 Principle 6

Promoting an Active and Working Waterfront

fig. 34 Working waterfront connections



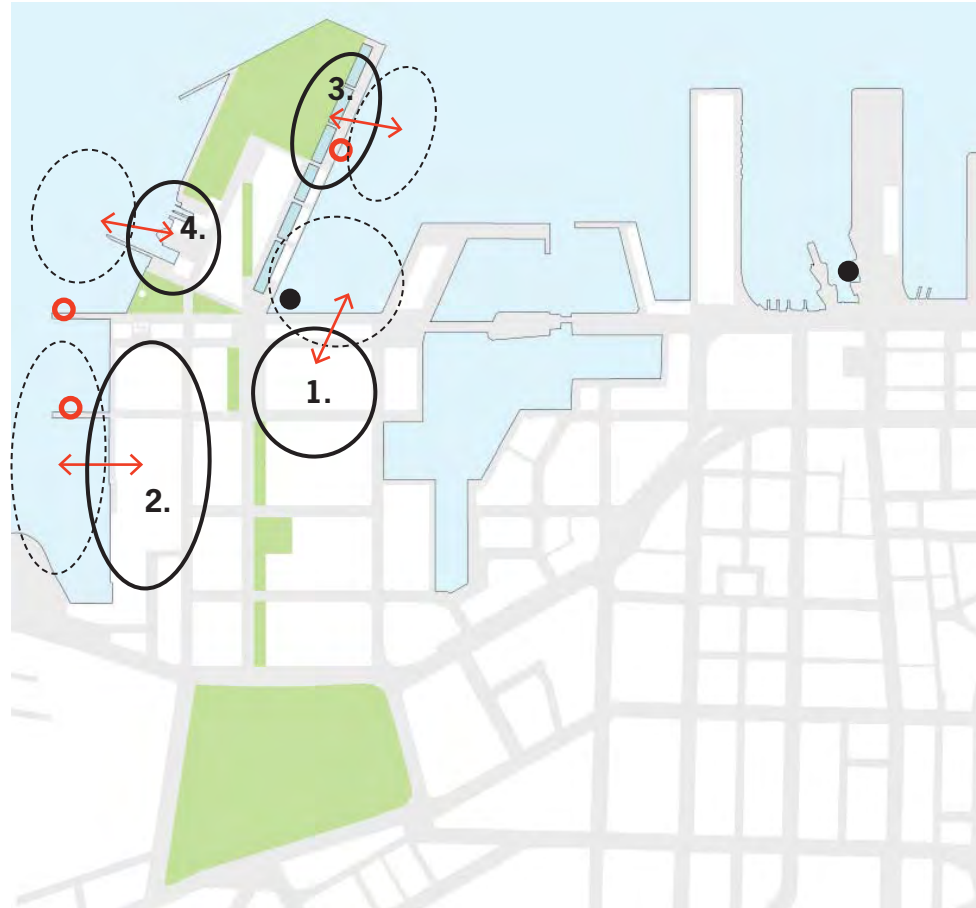
The redevelopment of the Wynyard Precinct seeks to reinforce and support the regionally important marine industries and fishing business on the waterfront.

The existing marine uses also include recreational boat activity within Westhaven Marina **(A)**, retailing, industrial and commercial uses within the Wynyard Precinct **(B)** and recreational and commercial uses within the Viaduct Harbour and CBD waterfront **(C)**.

Marine industries **(1)** and fishing related zones **(2)** located within the Wynyard Precinct will be retained and opportunities will be provided for the expansion of these within new development sites.

4.6 Principle 6/Response

fig. 35 Marine uses



- Existing ferry stops
- Potential ferry stops

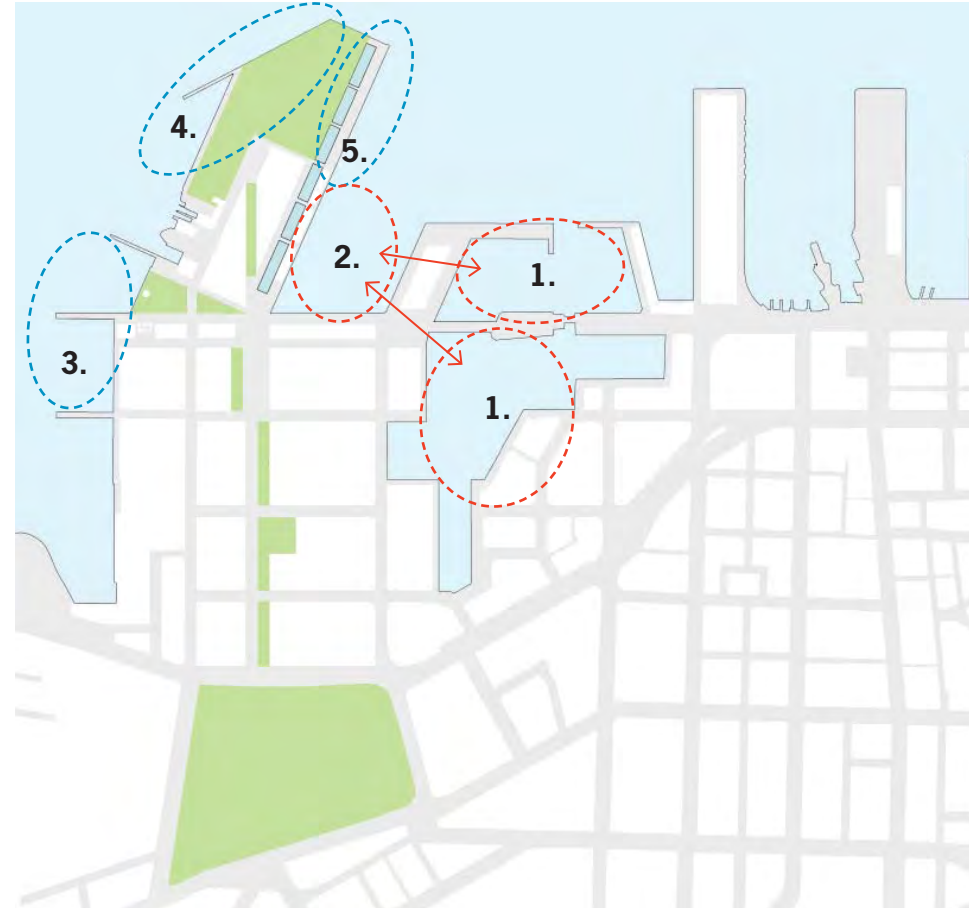
4.6.1 Retain Existing and Create New Marine Uses

The use of waterfront edges for marine based activity promotes an authentic waterfront experience that will support the continuing development of the fishing and marine industries. The existing fishing and marine industries will also support new synergies with the proposed waterfront retail and commercial activities within the Wynyard Precinct.

Key areas of marine activity and their associated waterspaces are:

1. Sanford's Fish Market - fishing fleet mooring at Jellicoe Harbour;
2. Marine Industries - slipways and jetties at Westhaven and marine centre of excellence;
3. Cruise ships - deep water access/berthing at Jellicoe Harbour;
4. Marine Industries on the Point - slipways and jetties.

fig. 36 Waterbased activity



- Water event space
- Recreational water space

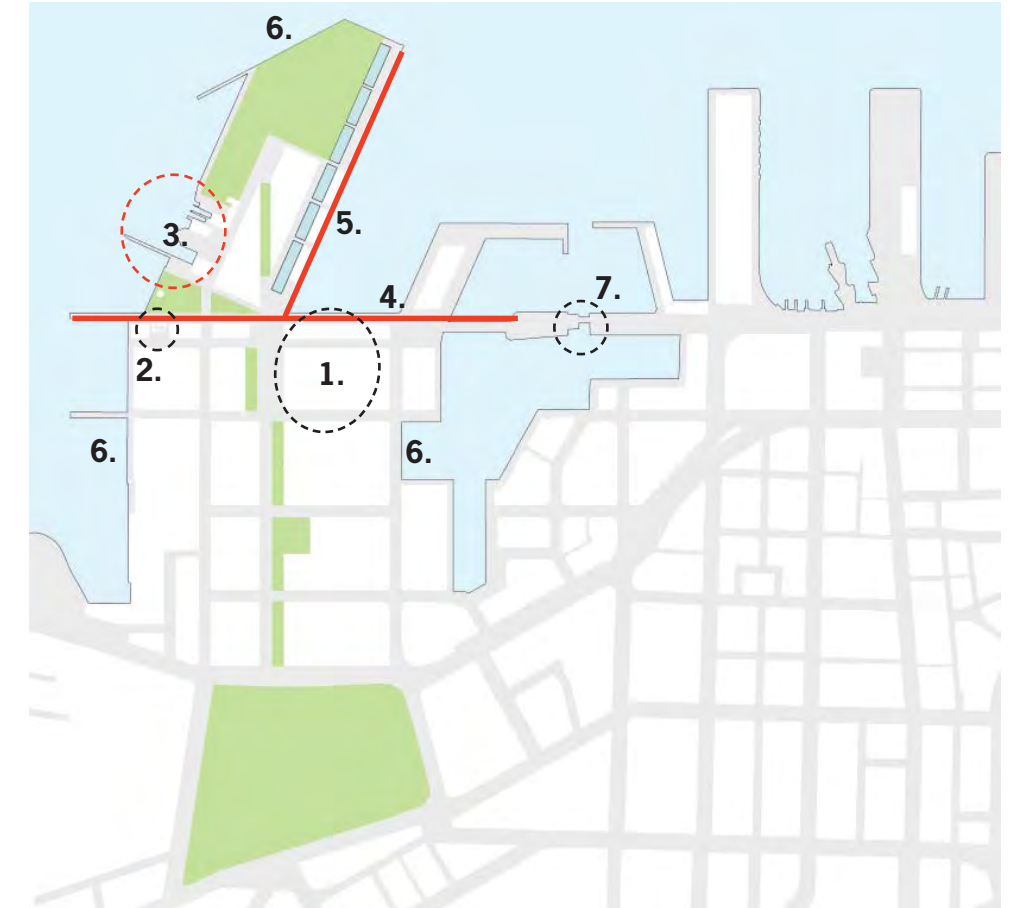
4.6.2 Accommodate Water Based Recreational Activity

Waterfront development will create a demand for both water-based recreation and the ability for people to access the site from land and from sea. Activities such as boat mooring, boat launching, water sports and water event spaces will be required to support recreational activity.

These key areas are:

1. Viaduct Harbour - events/recreation/fishing fleet;
2. Jellicoe Harbour - events/recreation and transport activities/fishing fleet;
3. North Wharf Extension - recreation;
4. Headland Park - recreation;
5. Wynyard Wharf - recreation.

fig. 37 Maritime archaeology



- Existing wharf structures
- Maritime archaeology sites

4.6.3 Preserve Maritime Archaeology

Access to marine infrastructure and structures promotes an authentic waterfront experience that will support the identity and character of the waterfront. Elements of maritime archaeology retained include:

1. Existing Buildings within Fish Market and on North Wharf;
2. Existing Concrete Silos;
3. Existing slipways and pier structures;
4. North Wharf structures;
5. Wynyard Wharf structure;
6. Existing sea walls, slipways and piers;
7. Existing Bascule Bridge.

4.7 Principle 7

Creating Appropriate Building Height, Scale, and Form

fig. 38 Waterfront built form relationships



Creating appropriate building height, scale and form will ensure that the Wynyard Precinct is complementary to Auckland's wider waterfront, CBD and inner city suburbs within close proximity when viewed from inside and outside the precinct. The proposed built form also reinforces Headland, Jellicoe, and Central Precincts.

Building height, scale and form have been considered with regard to the following principles:

- Maintaining views to and from the site;
- Establishing urban scaled streets and public spaces;
- Reinforcing Jellicoe Street as the Waterfront Axis;
- Reinforcing Daldy Street as the Park Axis;
- Integrating with adjacent waterfront development;
- Creating variety within the Wynyard Precinct and reinforcing the key precincts;
- Achieving appropriate orientation and solar access;
- Achieving high quality built form and urban design.

4.7 Principle 7/Response

fig. 39 Waterfront precincts relationship

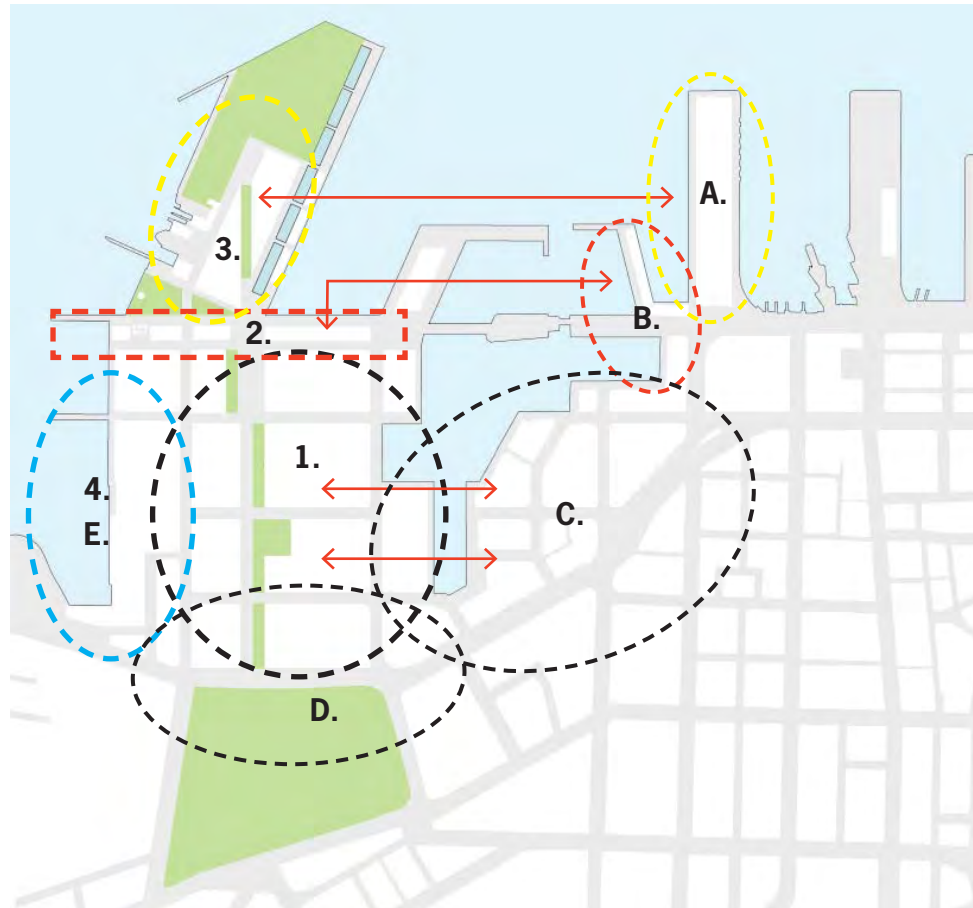


fig. 40 Height variations



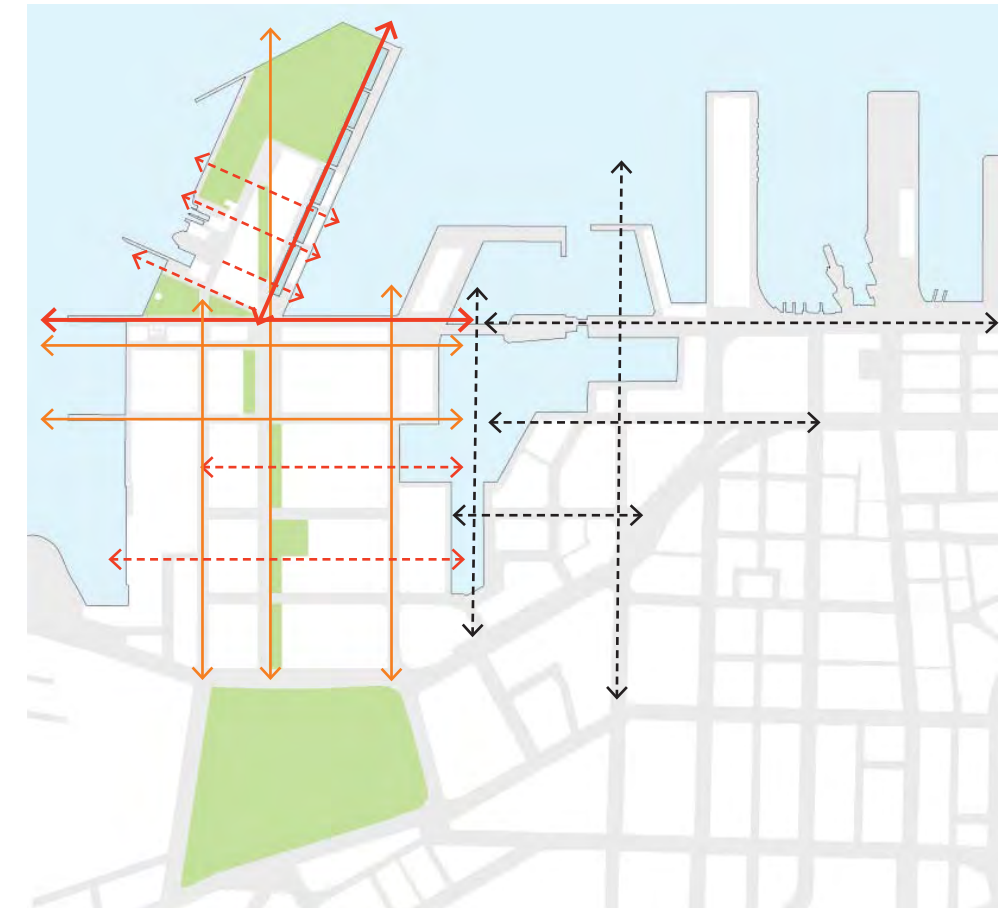
- Character buildings/structures sites
- 52m sites
- Potential 52m site

4.7.2 Provide Variation in Building Height, Scale and Form

The heights proposed will achieve variations in the scale and form of the built environment within Wynyard Precinct. The retention of existing character buildings ensures further height variation as these buildings are typically two storey structures. The 52m sites will also provide variety to building form and scale. These sites have been chosen to reinforce the principal site axes and to assist in establishing a legible urban structure. Other signature structures that contribute to the quality, complexity and interest of the Wynyard Precinct's skyline include:

1. Wynyard Crossing;
2. ASB building;
3. Viaduct Events Centre;
4. Sanford's Fish Market;
5. Silo Six and Seven;
6. The existing marine industries sites.

fig. 41 Sight lines



- ←-----→ Existing protected sight line (Central Area Plan)
- ←-----→ Key design sight axis
- ←-----→ Secondary design axis
- ←-----→ Additional sight axis

4.7.3 Sight Lines

Increased permeability, accessibility and amenity will be provided by establishing a clear structure of views and vistas that extend to the waters edge and the harbour.

The urban design concept is organised by the extension of the existing and proposed street network through the site linking the Viaduct Harbour and Westhaven Marina in the east-west direction and Victoria Park and the harbour in the north-south direction.

Additional sight lines will reinforce the proposed urban structure and facilitate views between the harbour and CBD.

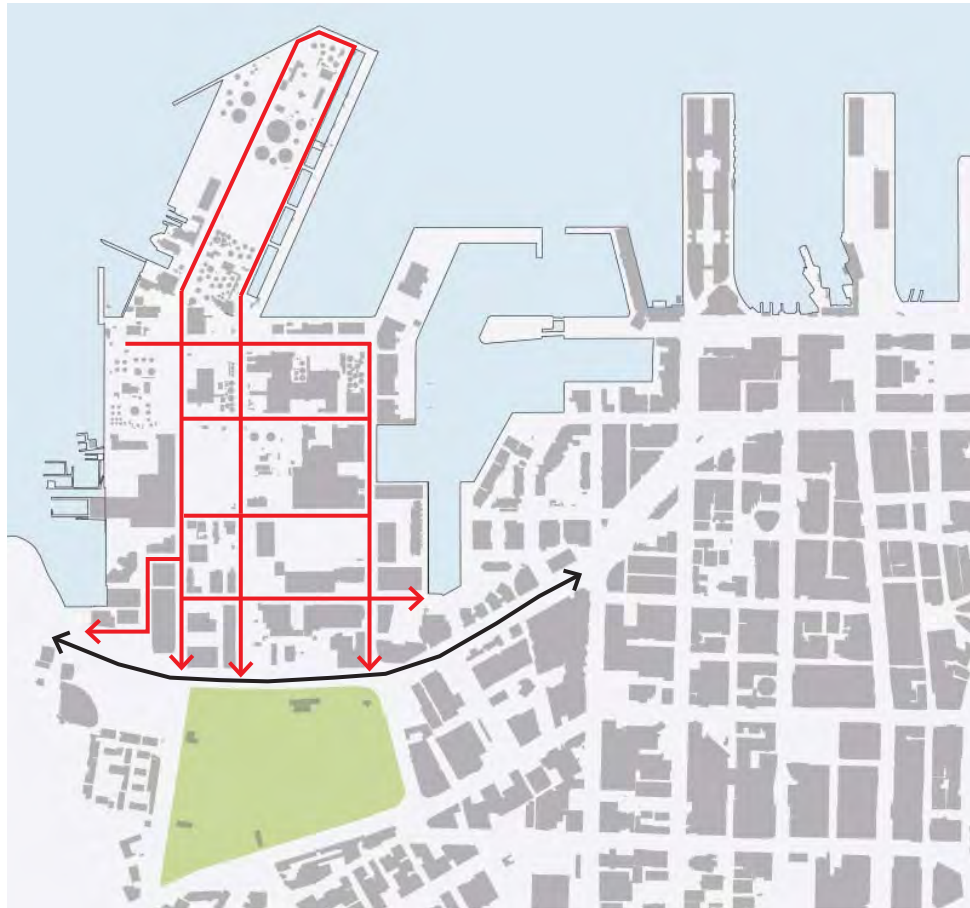
4.7.1 Relate to Existing Waterfront Precincts

The new precincts relate to the existing waterfront precincts: Princes Wharf (A), Hobson Wharf (B), Viaduct Harbour (C), the Fanshawe Street area (D), and the existing marine industries (E) in terms of height and scale. This strategy will establish an appropriate transition from a CBD scale of development to a waterfront scale of development.

The key precincts and their heights are:

1. Central Precincts - the height within this precinct will continue the scale of development established along Fanshawe Street developments (approx. 31m-39m);
2. Jellicoe Precinct - the scale of development in this precinct is an extension of the scale of development on Hobson Wharf including the Maritime Museum and related structures (approx. 15m);
3. Wynyard Point Precinct - the height within this precinct will relate to the height of development on Princes Wharf (approx. 27m);
4. Marine Industries Precinct - the existing industrial scale remains (18m).

fig. 42 Existing street network



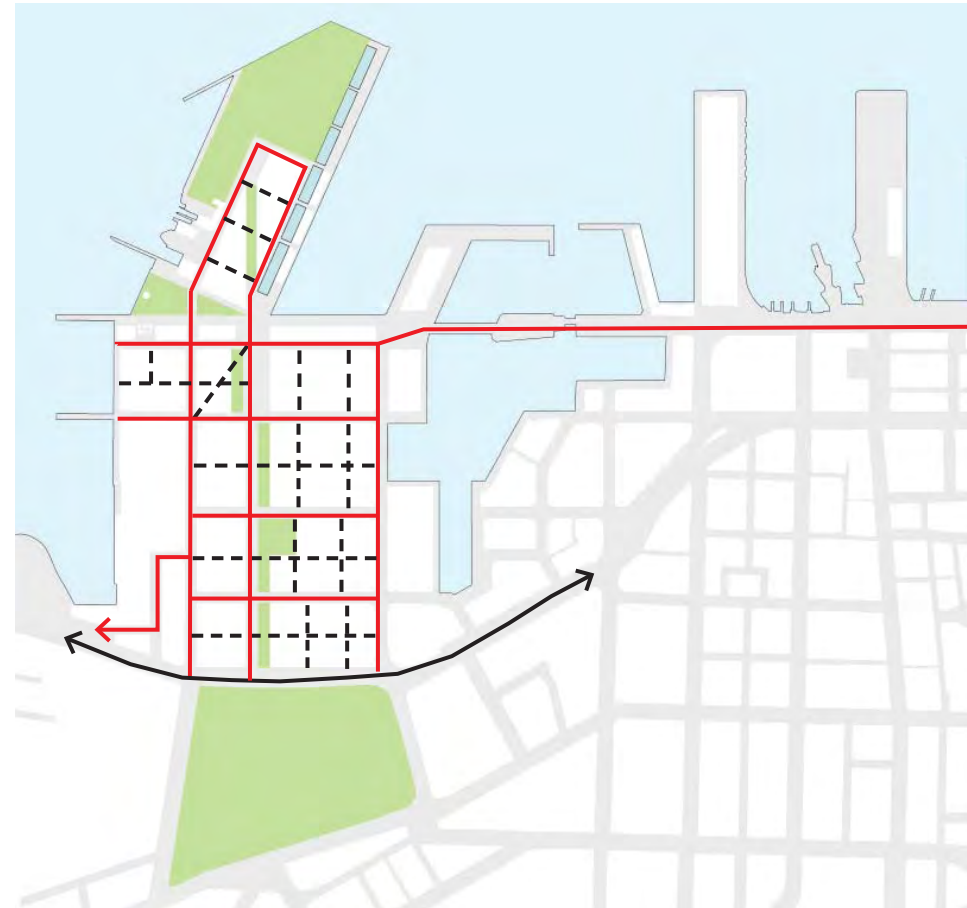
- Existing streets
- ↔ Existing regional arterial

4.7.4 Existing Street Network

The existing street grid has been completed by extending Daldy Street to link from Jellicoe Street to Fanshawe Street.

The existing street network is established by a series of east-west and north-south streets which create typical lot sizes of approximately 80m x 120m and 120m x 200m. The 120m x 200m block is considered too large to provide development of the desired scale and form appropriate to the waterfront and urban context.

fig. 43 Proposed street network



- Existing and proposed streets
- - - - - Indicative lanes (approx. 10-15m wide)
- ↔ Fanshawe Street and Northern Busway

4.7.5 Proposed Street Network

The existing street network and large development sites will be divided by a series of central east-west and north-south lanes to create smaller development sites measuring approximately 70m x 60m. At the Wynyard Point Precinct a series of east-west lanes will establish similarly sized blocks which will provide visual connections between the precinct, harbour and CBD.

The proposed street network will establish a finer grain of development and smaller lot sizes to enhance pedestrian amenity and legibility.

The new street network will:

- Create a network of high quality streets;
- Create a legible street hierarchy and urban structure;
- Improve permeability and establish pedestrian priority and safety;
- Facilitate better access and circulation between transport modes;
- Define streets and public space frontages and facilitate appropriate urban outcomes.

fig. 44 Proposed street hierarchy



- Priority route for marine traffic
- Priority route for general vehicle traffic
- Key pedestrian and cycle routes
- - - - - Other pedestrian and cycle links/connections
- Pedestrian, cycle and passenger transport priority route
- Other traffic routes

4.7.6 Proposed Street Hierarchy

Increased legibility and accessibility will be provided by establishing a clear hierarchy of streets within the Wynyard Precinct.

Jellicoe Street is the key pedestrian route for the waterfront. Halsey and Beaumont Streets will function as the primary access points for private vehicles. This will allow Daldy Street to be established as the key north-south passenger transport connection through the precinct. Madden, Pakenham and Gaunt Streets will function as the key roads for vehicular movements within the Wynyard Precinct.

These key strategic routes will be supported by a finer grain of east-west and north-south lanes that will enhance pedestrian movements through the precincts.

4.8 Principle 8

Facilitating a Mix of Uses and Activities

fig. 45 Waterfront activity zones



The redevelopment of Wynyard Precinct provides the opportunity to encourage a mix of appropriate waterfront activities that establish a cohesive living, working and entertainment destination.

The urban design concept creates four distinct precincts with the potential for each to establish an identifiable urban character and mix of uses which support the long-term economic and social sustainability of the overall Wynyard Precinct.

These four key precincts are:

1. The Wynyard Point Precinct - commercial/residential/retail/marine and open space destination;
2. The Jellicoe Precinct - entertainment/retail/non permanent accomodation/commercial and social hub;
3. The Central Precinct - predominantly commercial and residential activities;
4. The Marine Industries Precinct - marine related industry, commercial and retail.

fig. 46 The active Waterfront Axis

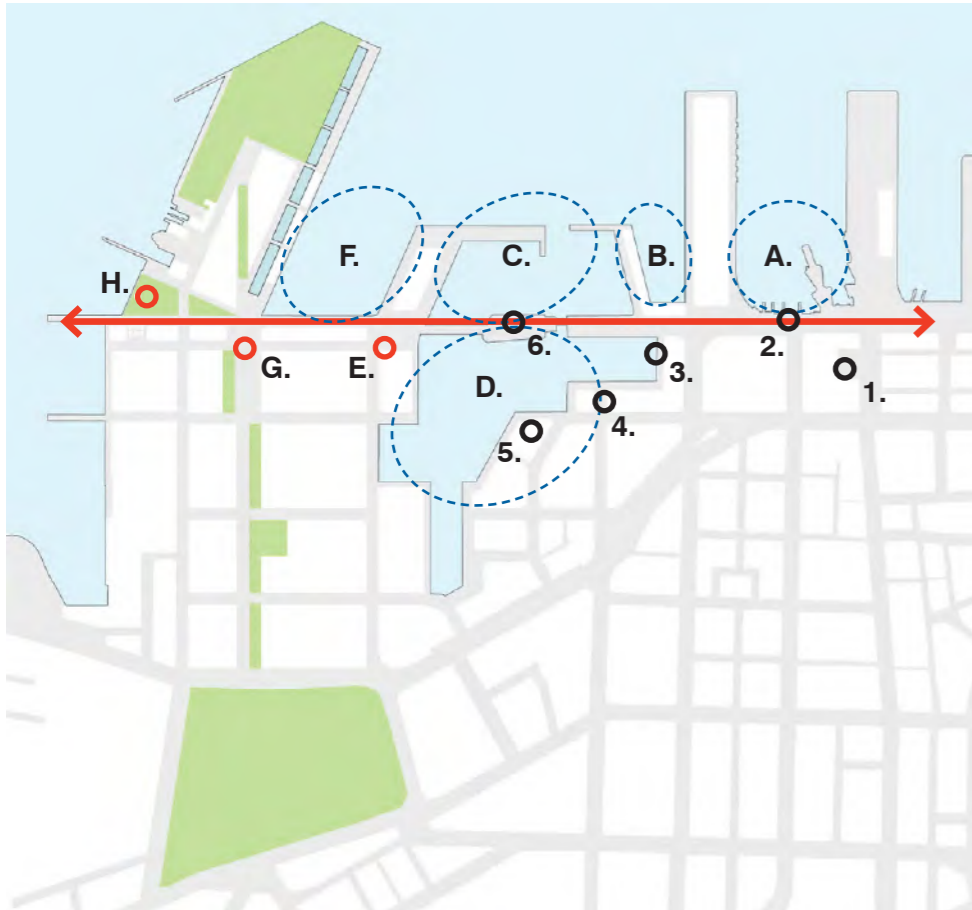


fig. 47 New waterfront precincts



fig. 48 Community, recreational and cultural facilities



- Existing community/cultural facilities
- Potential community/cultural facilities

4.8.1 Activate the Waterfront Axis

The Waterfront Axis is activated by and connects the existing urban spaces of Queen Elizabeth Square (1), Kingslow Landing (2), Viaduct Harbour (3), Market Square (4), Waitemata Plaza (5) and Te Wero Island (6) with a series of water spaces that support working and recreational waterfront uses.

These spaces are:

- A. The water space between Princes and Queens Wharves;
- B. The water space between Princes Wharf and the Maritime Museum;
- C. The water space adjacent Te Wero Island;
- D. The Viaduct Harbour;
- E. Karanga Plaza: the entry plaza to Jellicoe Street and the Marine Events Centre site;
- F. The Jellicoe Harbour working waterfront and events space;
- G. Jellicoe Plaza;
- H. Silo Park.

4.8.2 Activate the Precincts

Each precinct will be broken down to relate the best possible use and activity to each specific site. This will facilitate appropriate uses on prime locations such as:

1. Potential 'attractor' for the Wynyard Point Precinct with adjacent mixed-use development;
2. Public space at Silo Park with neighbouring entertainment/commercial activity;
3. Hotel development on ACVL site facing Karanga Plaza and Viaduct Harbour with adjacent residential use;
4. Fishing Village opposite Jellicoe Harbour with fishing related business and commercial extensions;
5. Breakdown of Central Precinct into smaller units to achieve and receive a vibrant mix of uses and neighbourhoods;
6. Existing marine industry with neighboring mixed-use/commercial developments.

4.8.3 Integrate Community, Recreational and Cultural Facilities

The concept for the Wynyard Precinct allows for the provision of a range of recreational and cultural facilities. These are proposed to be located at the termination of the main axes or adjacent significant public space destinations. These facilities could include recreational and community uses or other cultural buildings such as libraries, galleries or museums. Possible locations are:

1. Viaduct Events Centre;
2. Karanga Information Kiosk;
3. Adjacent to Jellicoe Plaza;
4. Adjacent to the Central Park.

5.0 Indicative Plan



fig. 49 The Wynyard Precinct area within the western CBD waterfront

5.0 Indicative Plan

The following section illustrates the proposed development framework for Wynyard Precinct. It sets out the existing extent of development and an indicative site plan which illustrates the proposed height framework for the precinct.

5.1 Existing Site

5.1.1 Existing Development

The existing site features a grid of wide streets and large blocks designed to support industrial and port activity. The character and function of existing development varies widely. Land use and activity can be summarised into several key character areas:

1. The western edge of Wynyard Precinct fronting Westhaven Marina and Beaumont Street, remains a marine industry and retail hub;
2. The southern area of Wynyard Precinct fronting onto Fanshawe Street is an expanding commercial area that includes a number of large corporate headquarters;
3. To the south-east of Wynyard Precinct is a mixed-use residential area that continues the urban form established in the adjacent Viaduct Harbour;
4. The centre of the site is characterised by a series of largely empty lots currently being planned for as 'Wynyard Central';
5. To the north-east of the Precinct is an area containing the recently constructed ASB building and a collection of buildings that support marine industrial and commercial activities;
6. The Jellicoe Street spine is Waterfront Auckland's public space, retail and commercial exemplar, showcasing the new level of design and development to be expected throughout the Precinct.
7. The northern section (Wynyard Point Precinct) is characterised by its collection of petrochemical storage tanks and their associated remnant infrastructure.

- - - Wynyard Precinct boundary
- ⋯ Existing character areas

5.1.2 Existing Ownership

- Waterfront Auckland
- Viaduct Harbour Holdings Ltd

- | | |
|---|-----------------------|
| ASB | North Wharf |
| ATC Theatre | Sanford's |
| Fonterra | Silo Park |
| Wynyard Point Precinct (identified for future framework plan) | Viaduct Events Centre |
| Hotel Site | Vos and Bris |
| Marine Industries | Wynyard Central |



fig. 50 Existing Wynyard Precinct site

5.2 UDF 2010 Height Plan

5.2.1 UDF 2010 Height Plan

The proposed maximum permitted building heights identified in the UDF 2010 for Wynyard Precinct are consistent with that permitted in the Operative Auckland Council District Plan - Central Area Section.

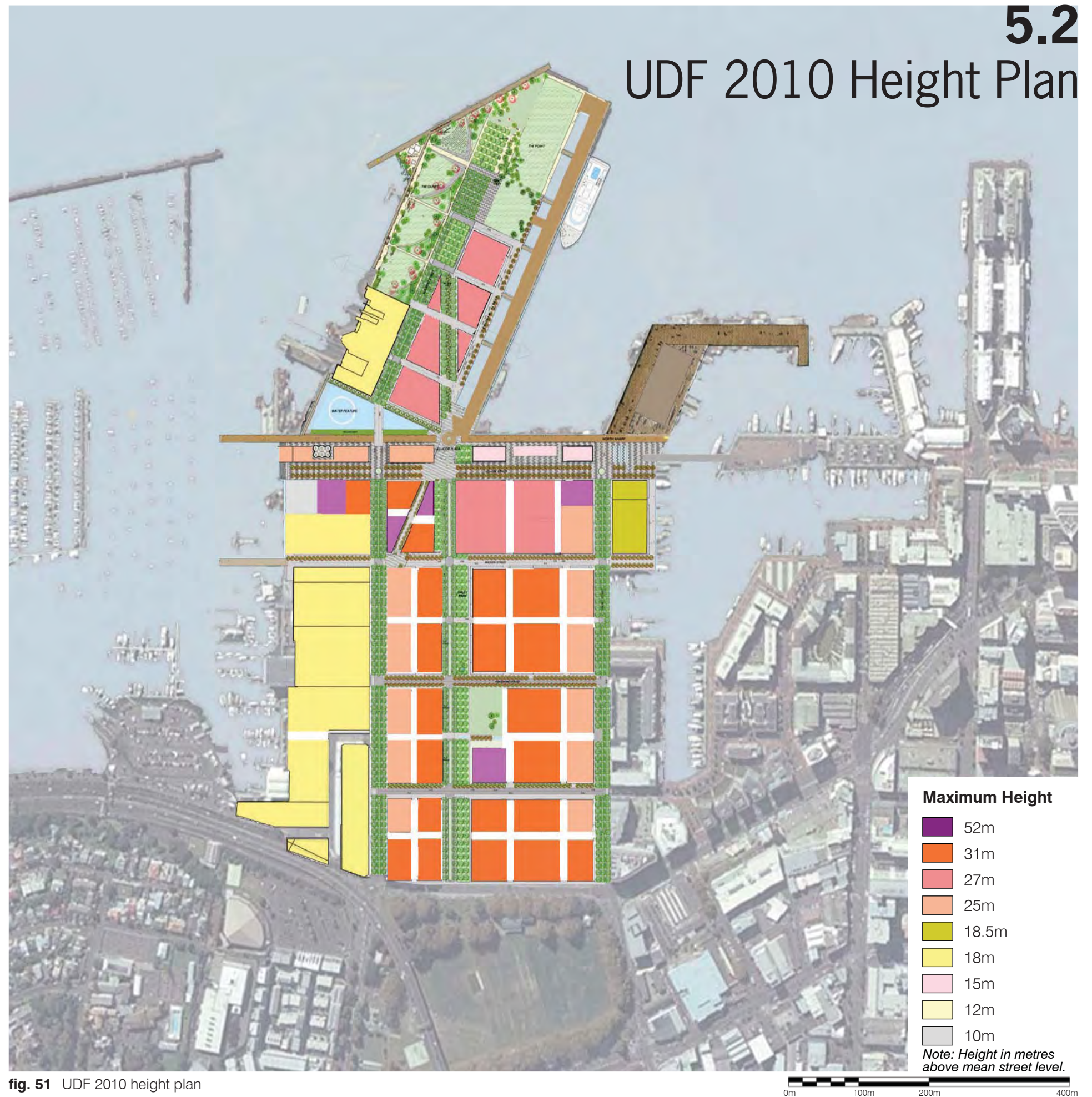


fig. 51 UDF 2010 height plan

5.3.1 Building Height

The proposed maximum permitted building heights for the Wynyard Precinct will achieve an appropriate scale in relation to the waterfront context and the proposed street and public space networks.

The height plan has been developed in order to:

- Avoid monotonous building height;
- Establish appropriate waterfront edge conditions;
- Create an appropriate waterfront scale and grain of development;
- Reinforce the Central, Jellicoe, and Wynyard Point Precincts;
- Reinforce the urban structure and legibility of the Wynyard Precinct;
- Reinforce the Daldy Street and Jellicoe Street axes with 52m towers;
- Encourage quality built form;
- Preserve sight lines between the Wynyard Precinct and adjacent areas.

The additional +8m of height identified on **fig. 52** *Indicative Wynyard Precinct height plan* applies to the sites within the core of Wynyard Precinct that have an existing 31m and 25m height limit. The additional 8m of height is subject to achieving design criteria and will be obtained through the Framework Plan process.

The sites to the south of Pakenham Street identified as 35m and 39m on **fig. 52** are recently consented heights on Viaduct Harbour Holdings Limited land.

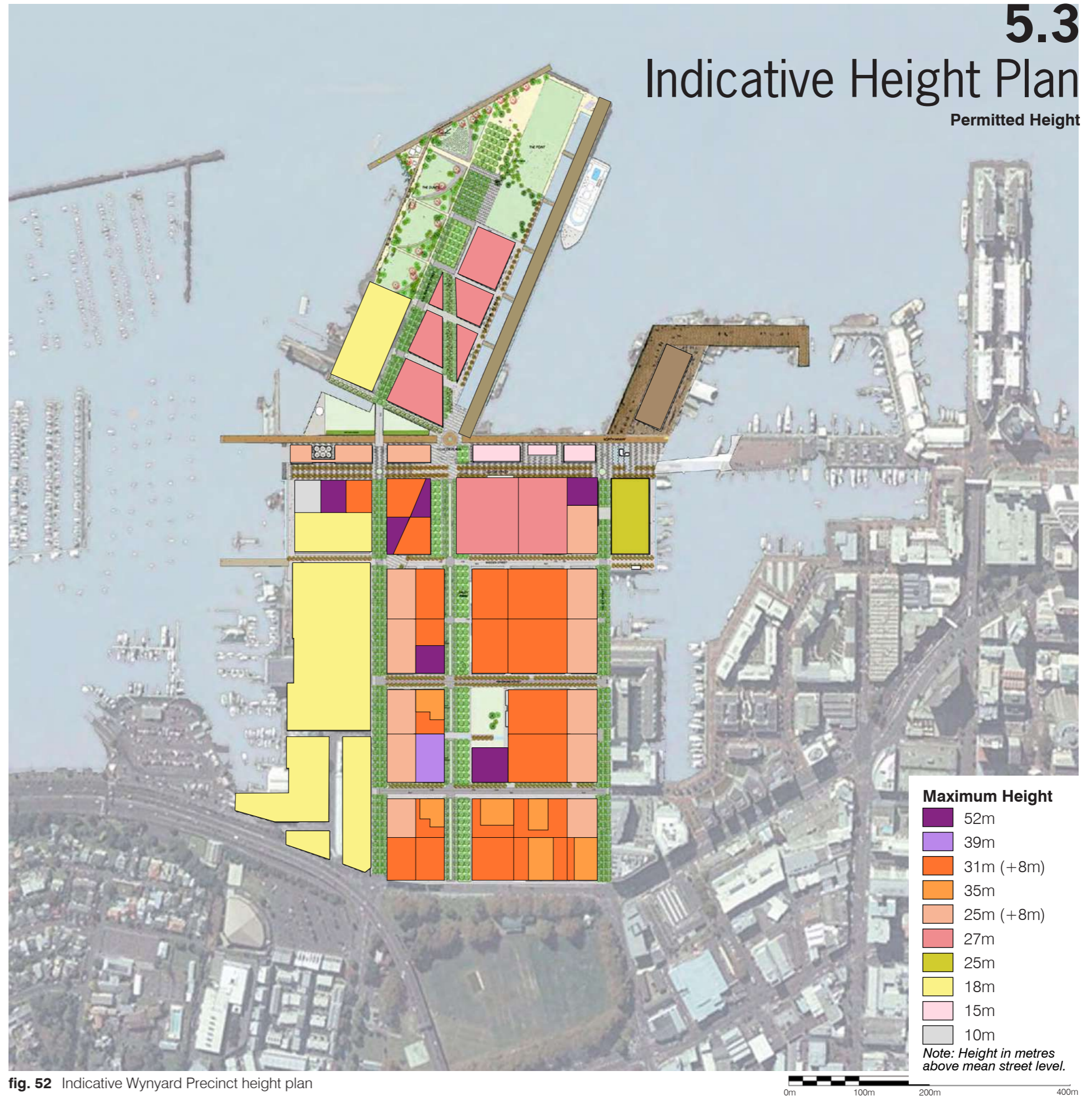



fig. 52 Indicative Wynyard Precinct height plan

6.0

UDF Refresh: Feasibility Study



fig. 53 Wynyard Precinct and its context

Key:
Feasibility study area 

In light of the experience gained through ongoing delivery of a range of projects in the Wynyard Precinct, Waterfront Auckland has identified a number of key issues with the current planning framework that could be refined or improved upon in the upcoming Unitary Plan.

The first stage of the Wynyard Precinct regeneration is nearing completion with the ASB Headquarters completed in 2013. The next stage of development is in the planning phase and this document looks at the areas listed below - although in principal a similar approach could be applied elsewhere in the Precinct:

1. The Marine sites on the western edge
2. Sites 19 and 20
3. The Halsey Reclamation Sites
4. The sites known as 'Wynyard Central'

The UDF 2007 presented a case for a regeneration with appropriate density, intensification, activation and population to facilitate the establishment of a sustainable community.

Since the preparation of the UDF 2007, work on the above areas has been progressed in more detail. The insight gained through these investigations can be used to 'fine tune' the Unitary Plan and adjust certain development controls to enable the modification of certain development controls to facilitate the desired quality of the next stages of regeneration.

The objective of this section of UDF 2014 is to provide some flexibility in terms of the development controls (height and GFA) in order to achieve the best outcome for the sites in a manner consistent with the visions and concepts of the UDF 2014.

No additional GFA is sought but some modifications to current rules are suggested.

This section includes the following:

- the current situation and existing District Plan provisions for the Wynyard Precinct;
- the current development potential as described by the Urban Design Framework 2007;
- key areas of Waterfront Auckland initiated design development since the UDF;
- examples of development which provide more flexibility to deliver the permitted GFA's identified in the UDF and District Plan; and
- revised photomontages illustrating the visual impact of the proposed amendments described.

6.1 Development Controls as per District Plan

The current situation is defined by the District Plan which sets out the maximum heights and floor area ratios (FARs) for each site in the Wynyard Precinct.

Summary of controls and proposed amendments to controls:

Sites 15/25 (Halsey Reclamation Sites)

These sites have a maximum height of 18.5m.

Sites 18 (Marine Sites)

Activity restrictions in the District Plan require marine activity to be provided on Site 18 up to a height of 18m. This makes the site less suitable for residential development and reduces the likelihood of the permitted maximum GFA on the site being achieved.

This suggests an amount of allocated GFA for Site 18 be available for transfer to other sites.

Sites 19 and 20

Sites 19 and 20A have a maximum height

of 31m. Sites 19A and 20 have a maximum height of 52m.

Sites 27 - 31A / 34 - 38A (Wynyard Central)

Wynyard Central occupies sites 27 - 31A / 34 - 38A and is divided into an east and west block by Daldy Street and the Linear Park.

Maximum height limits across the sites vary between 25m and 31m. The majority of the area has a maximum height of 31m, stepping down to 25m at the eastern and western edges.

The District Plan identifies character buildings to be retained.

Table 1: District Plan Controls

| SITE | AREA | MAX. HEIGHT | MAX. FAR | MAX. GFA |
|------|---------------|-------------|----------|----------------|
| 15 | 1,381 | 18.5 | 2.7 | 3,729 |
| 25 | 4,151 | 18.5 | 2.7 | 11,208 |
| | | | | 14,936 |
| 18 | 3,292 | 52/31 | 4.6 | 15,143 |
| 18A | 5,979 | 18 | 1.5 | 8,969 |
| 18B | 2,736 | 10 | 1.5 | 4,104 |
| 26 | 2,387 | 18 | 1.5 | 3,581 |
| | | | | 31,796 |
| 19 | 1,872 | 31 | 6.1 | 11,419 |
| 19A | 724 | 52 | 9.7 | 7,023 |
| 20 | 730 | 52 | 9.7 | 7,081 |
| 20A | 1,888 | 31 | 6.1 | 11,517 |
| | | | | 37,040 |
| 27 | 2,844 | 25 | 5.5 | 15,642 |
| 28 | 2,559 | 31 | 4.5 | 11,516 |
| 34 | 3,086 | 25 | 5.5 | 16,973 |
| 35 | 2,790 | 31 | 4.5 | 12,555 |
| | | | | 56,686 |
| 29 | 3,586 | 31 | 4.0 | 14,344 |
| 30 | 2,491 | 31 | 4.0 | 9,964 |
| 31 | 3,226 | 31 | 4.0 | 12,904 |
| 31A | 2,736 | 25 | 3.5 | 9,576 |
| 36 | 3,880 | 31 | 4.0 | 15,520 |
| 37 | 2,698 | 31 | 4.0 | 10,792 |
| 38 | 3,494 | 31 | 4.0 | 13,976 |
| 38A | 2,963 | 25 | 3.5 | 10,371 |
| | | | | 97,447 |
| | 55,961 | | | 237,904 |

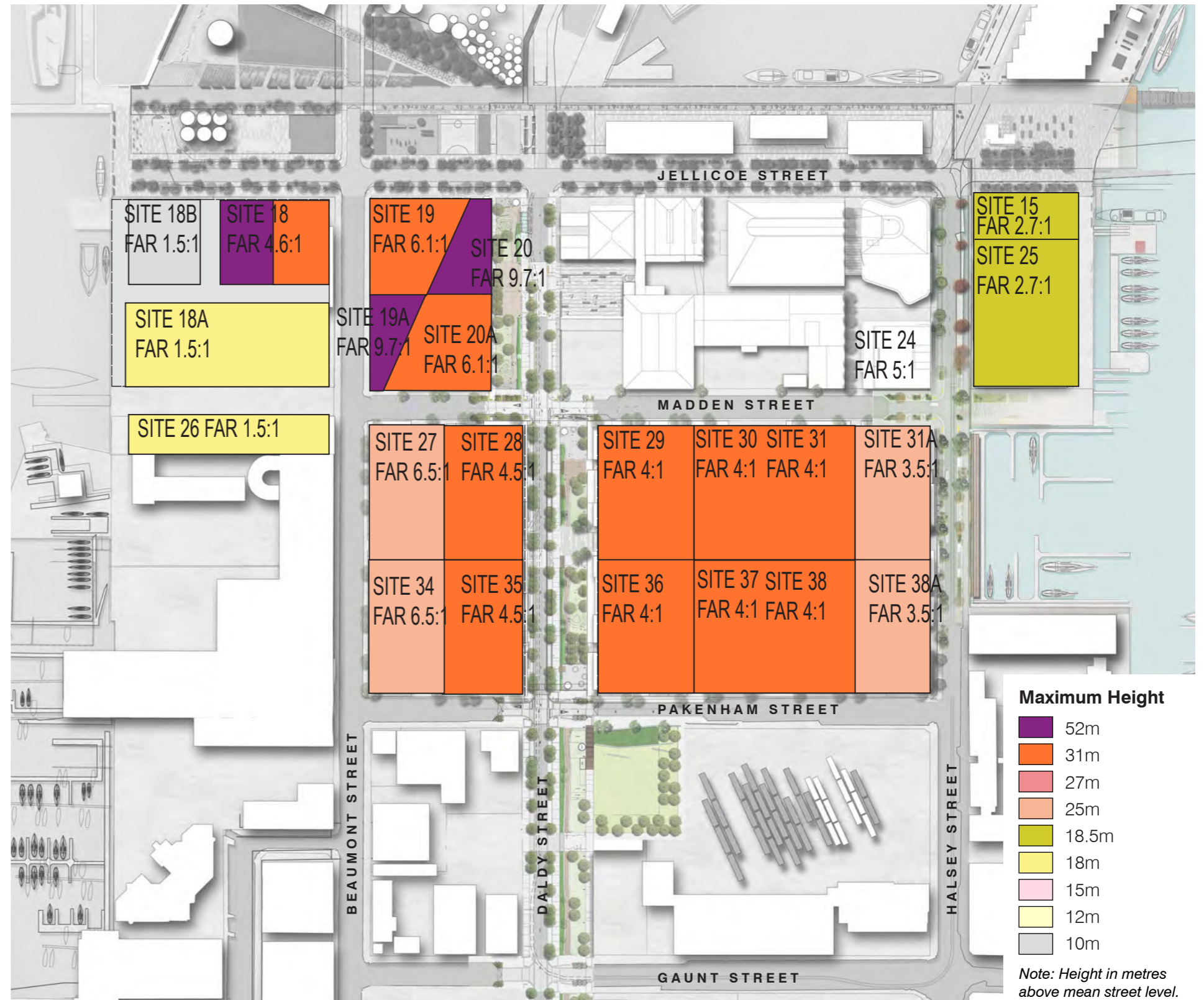


fig. 54 District Plan controls

Development as anticipated in the UDF 2007

This scheme **generally achieves maximum permitted heights and GFA** but did not allow for the retention of character buildings which are now identified in the District Plan.

The figures are set out below:

| | |
|---------------------------------|-----------------------------|
| Halsey Reclamation Sites | |
| Site 15 / 25 | |
| Total combined GFA | 14,920m ² |
| Marine Sites | |
| 18/18A/18B/26 | |
| Total combined GFA | 31,310m ² |
| Sites 19 and 20 | |
| Site 19/19A/20/20A | |
| Total combined GFA | 35,830m ² |
| Wynyard Central Sites | |
| 27-31A / 34-38A | |
| Total combined GFA | 153,660m ² |
| Overall total GFA | 235,720m² |

Table 2: UDF - indicative massing

| SITE | AREA | MAX. HEIGHT | MAX. FAR | MAX. GFA | achieved GFA |
|------|---------------|-------------|----------|----------------|----------------|
| 15 | 1,381 | 18.5 | 2.7 | 3,729 | 3,720 |
| 25 | 4,151 | 18.5 | 2.7 | 11,208 | 11,200 |
| | | | | 14,936 | 14,920 |
| 18 | 3,292 | 52/31 | 4.6 | 15,143 | 15,140 |
| 18A | 5,979 | 18 | 1.5 | 8,969 | 8,960 |
| 18B | 2,736 | 10 | 1.5 | 4,104 | 3,630 |
| 26 | 2,387 | 18 | 1.5 | 3,581 | 3,580 |
| | | | | 31,796 | 31,310 |
| 19 | 1,872 | 31 | 6.1 | 11,419 | 11,030 |
| 19A | 724 | 52 | 9.7 | 7,023 | 6,770 |
| 20 | 730 | 52 | 9.7 | 7,081 | 6,840 |
| 20A | 1,888 | 31 | 6.1 | 11,517 | 11,190 |
| | | | | 37,040 | 35,830 |
| 27 | 2,844 | 25 | 5.5 | 15,642 | 15,600 |
| 28 | 2,559 | 31 | 4.5 | 11,516 | 11,500 |
| 34 | 3,086 | 25 | 5.5 | 16,973 | 16,900 |
| 35 | 2,790 | 31 | 4.5 | 12,555 | 12,500 |
| | | | | 56,686 | 56,500 |
| 29 | 3,586 | 31 | 4.0 | 14,344 | 14,300 |
| 30 | 2,491 | 31 | 4.0 | 9,964 | 9,900 |
| 31 | 3,226 | 31 | 4.0 | 12,904 | 12,900 |
| 31A | 2,736 | 25 | 3.5 | 9,576 | 9,500 |
| 36 | 3,880 | 31 | 4.0 | 15,520 | 15,500 |
| 37 | 2,698 | 31 | 4.0 | 10,792 | 10,790 |
| 38 | 3,494 | 31 | 4.0 | 13,976 | 13,900 |
| 38A | 2,963 | 25 | 3.5 | 10,371 | 10,370 |
| | | | | 97,447 | 97,160 |
| | 55,961 | | | 237,904 | 235,720 |

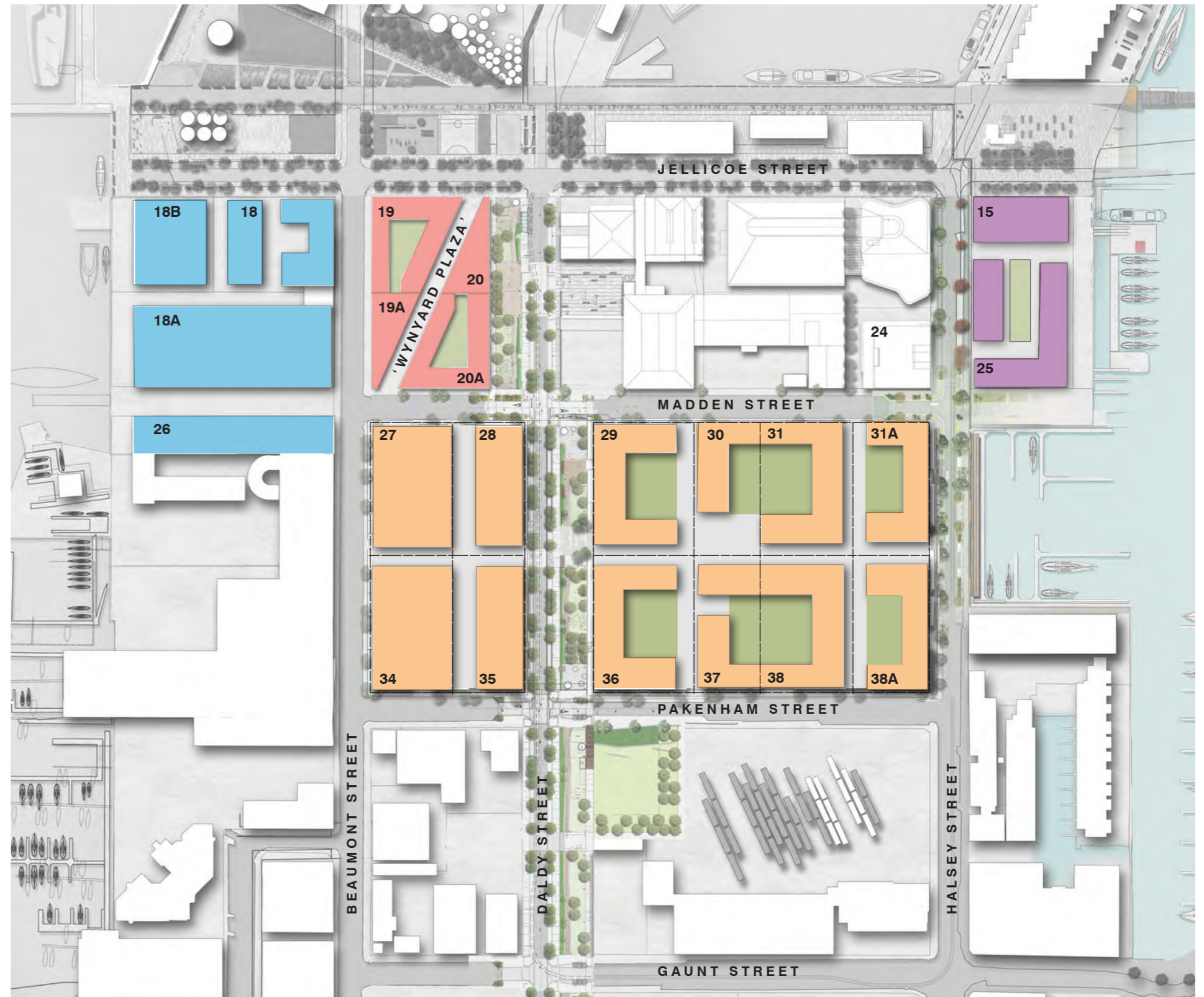


fig. 55 UDF – indicative massing

Evolution since the District Plan and the UDF

Since the preparation of the UDF, work on the following areas has been progressed in more detail:

Marine Sites (1) The potential for these sites has been investigated with input from a Marine Industry Working Group and a preferred scheme identified for this site.

Halsey Reclamation Sites (3) Waterfront Auckland has identified this site as a Hotel site. It is suggested this height be increased to 25m - a height limit that would be consistent with that of site 24 situated across Halsey Street.

'Wynyard Central' (4) A mixed use residential/commercial scheme which includes the proposed 'Innovation Precinct' has been developed. This includes for the retention of the character N.Cole Building, Flower Traders and Lysaght buildings as well as the Southern Spars building.

The additional design investigations have identified a number of constraints which make achieving the permitted GFA within the existing maximum heights difficult to achieve. These include:

- The integration of the existing four buildings referred to and associated outlook spaces and access requirements;
- The inclusion of suitable service lanes and access into and through the site for the anticipated mix of uses;
- Achieving high quality architectural outcomes in relation to solar access and outlook;
- The provision of semi-private public open space on site such as communal social spaces and courtyards;
- The ability to achieve best practice outcomes in terms of environmentally sustainable and energy efficient design (eg. passive ventilation).

Given the location, context and value (land as resource) of these sites, 'under-development' is not desirable as it could have a negative impact on the anticipated activity and livelihood of the Precinct.

Opportunities have been identified in terms of re-distribution of GFA across certain sites. This would allow a more site-specific response to the activity/intensification.

The plan to the right illustrates the areas where additional design investigations have been undertaken since the District Plan.

1. Marine Sites

- Activity currently restricted to Marine Uses up to 18m;
- Reverse sensitivity issues (marine vs accommodation);
- Scenarios of development to less than permitted potential would make transfer of GFA desirable.

2. Sites 19 and 20

- Earmarked for accommodation use;
- Additional height could result in better urban outcome and increased amenity.

3. Halsey Reclamation (Hotel)

- Very prominent sites with significant aspirations in terms of appropriate land-use, activation and intensification;
- 'Transferred' GFA suggested to ensure delivery of activity mix and density.

4. Wynyard Central

- Retention of character and other existing buildings and challenge of their appropriate integration;
- Additional height desirable to allow for flexibility and planned intensification ('critical residential mass').

In summary, based on the existing development controls there is potential for:

- Under-development of land resources due to constraints;
- The opportunity for additional height to provide flexibility and variety in terms of built form;
- The opportunity for additional height to allow for the permitted GFA to be delivered more readily.

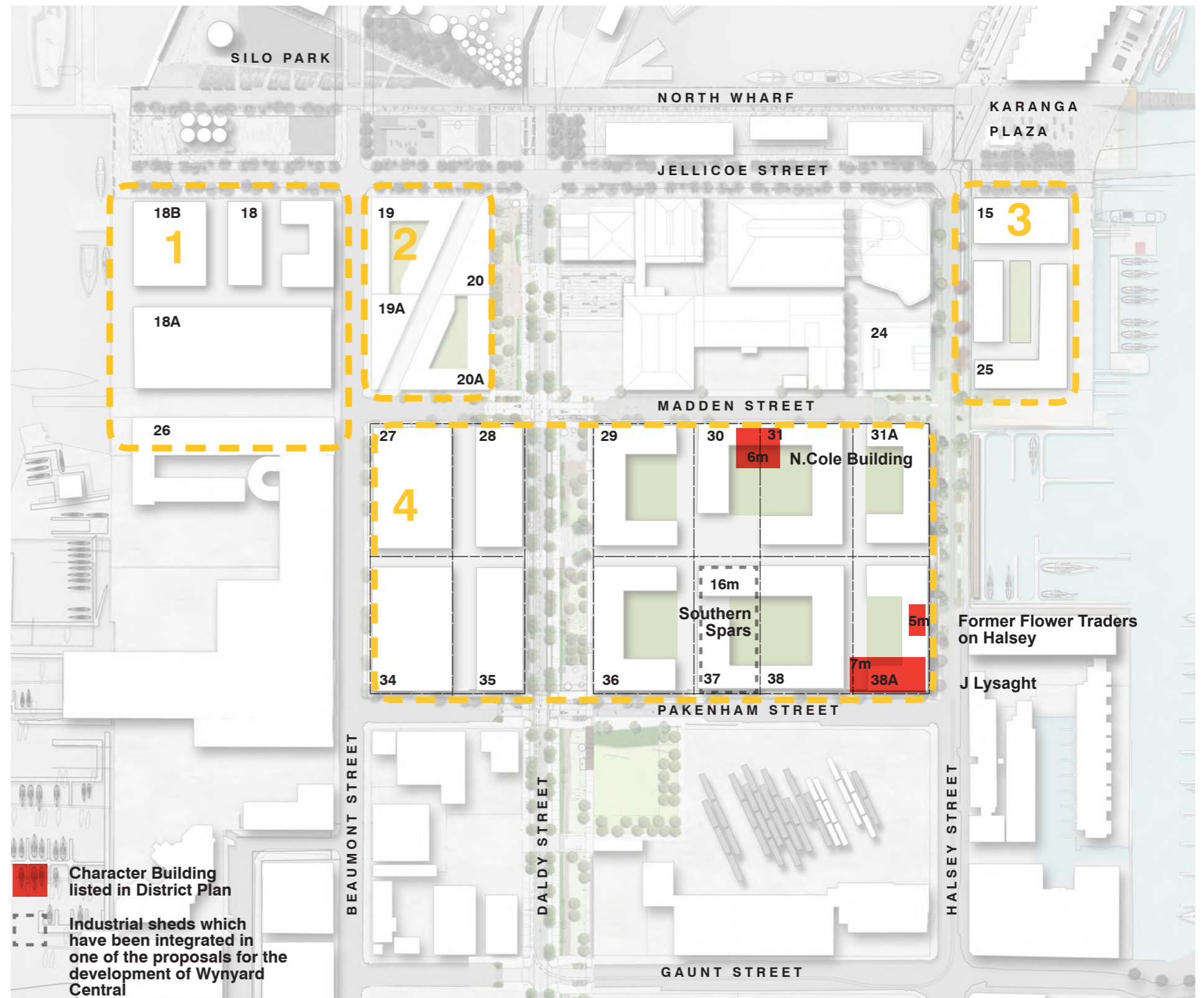


fig. 56 Constraints

Evolution since the District Plan and the UDF

The proposals illustrated on this page follow the requirements of the District Plan and respond to the constraints described on the previous pages. The table below shows that there is about 47,000m² GFA not achieved compared with what is permitted under the District Plan.

Marine Sites

The sites are shown with a development for marine uses as required by the activity restriction in the District Plan. A 'layered' development with residential uses above 18m has not been pursued to date due to reverse sensitivity issues with the proposed marine uses.

Sites 19 and 20

The proposal almost achieves the permitted density but it is felt that additional height on sites 19/20A would be beneficial in terms of built form and amenity. It is also proposed to replace the 'open space' designation with a 'lane' which could then be built over facilitating a more efficient redevelopment of the sites. Refer to 6.4.1 for further detail.

Halsey Reclamation Sites

Additional height and transferred GFA would be advantageous in delivering the anticipated activities on these sites. It is suggested this height be increased to 25m - a height limit that would be consistent with that of site 24 situated across Halsey Street.

Wynyard Central Sites

This scheme for Wynyard Central retains the three character buildings identified in the District Plan and also re-uses the industrial sheds Southern Spars. The proposal integrates and responds to the character buildings through lowered heights of adjacent buildings, an overall finer urban grain, and strategic placement of public open space. This combined with the retention of character buildings leads to a significant amount of potential GFA not being achieved on these sites.

Table 3: UDF - modified

| SITE | AREA | MAX. HEIGHT | MAX. FAR | MAX. GFA | achieved GFA | COMMENTS |
|------|---------------|-------------|----------|----------------|----------------|---|
| 15 | 1,381 | 18.5 | 2.7 | 3,729 | 3,720 | |
| 25 | 4,151 | 18.5 | 2.7 | 11,208 | 11,200 | |
| | | | | 14,936 | 14,920 | |
| 18 | 3,292 | 52/31 | 4.6 | 15,143 | 5,940 | Site 18 does not achieve its full development potential due to the activity restrictions |
| 18A | 5,979 | 18 | 1.5 | 8,969 | 8,960 | |
| 18B | 2,736 | 10 | 1.5 | 4,104 | 3,630 | |
| 26 | 2,387 | 18 | 1.5 | 3,581 | 3,580 | |
| | | | | 31,796 | 22,110 | |
| 19 | 1,872 | 31 | 6.1 | 11,419 | 11,030 | |
| 19A | 724 | 52 | 9.7 | 7,023 | 6,770 | |
| 20 | 730 | 52 | 9.7 | 7,081 | 6,840 | |
| 20A | 1,888 | 31 | 6.1 | 11,517 | 11,190 | |
| | | | | 37,040 | 35,830 | |
| 27 | 2,844 | 25 | 5.5 | 15,642 | 15,642 | achieved GFA for Wynyard Central west calculated as a block |
| 28 | 2,559 | 31 | 4.5 | 11,516 | 11,516 | |
| 34 | 3,086 | 25 | 5.5 | 16,973 | 16,973 | |
| 35 | 2,790 | 31 | 4.5 | 12,555 | 12,555 | |
| | | | | 56,686 | 43,160 | |
| 29 | 3,586 | 31 | 4.0 | 14,344 | 14,344 | achieved GFA for Wynyard Central east calculated as a block |
| 30 | 2,491 | 31 | 4.0 | 9,964 | 9,964 | |
| 31 | 3,226 | 31 | 4.0 | 12,904 | 12,904 | |
| 31A | 2,736 | 25 | 3.5 | 9,576 | 9,576 | |
| 36 | 3,880 | 31 | 4.0 | 15,520 | 15,520 | |
| 37 | 2,698 | 31 | 4.0 | 10,792 | 10,792 | |
| 38 | 3,494 | 31 | 4.0 | 13,976 | 13,976 | Wynyard Central does not achieve its full development potential due to the retention of existing structures and the associated urban response |
| 38A | 2,963 | 25 | 3.5 | 10,371 | 10,371 | |
| | | | | 97,447 | 74,800 | total Wynyard Central east |
| | 55,961 | | | 237,904 | 190,820 | |

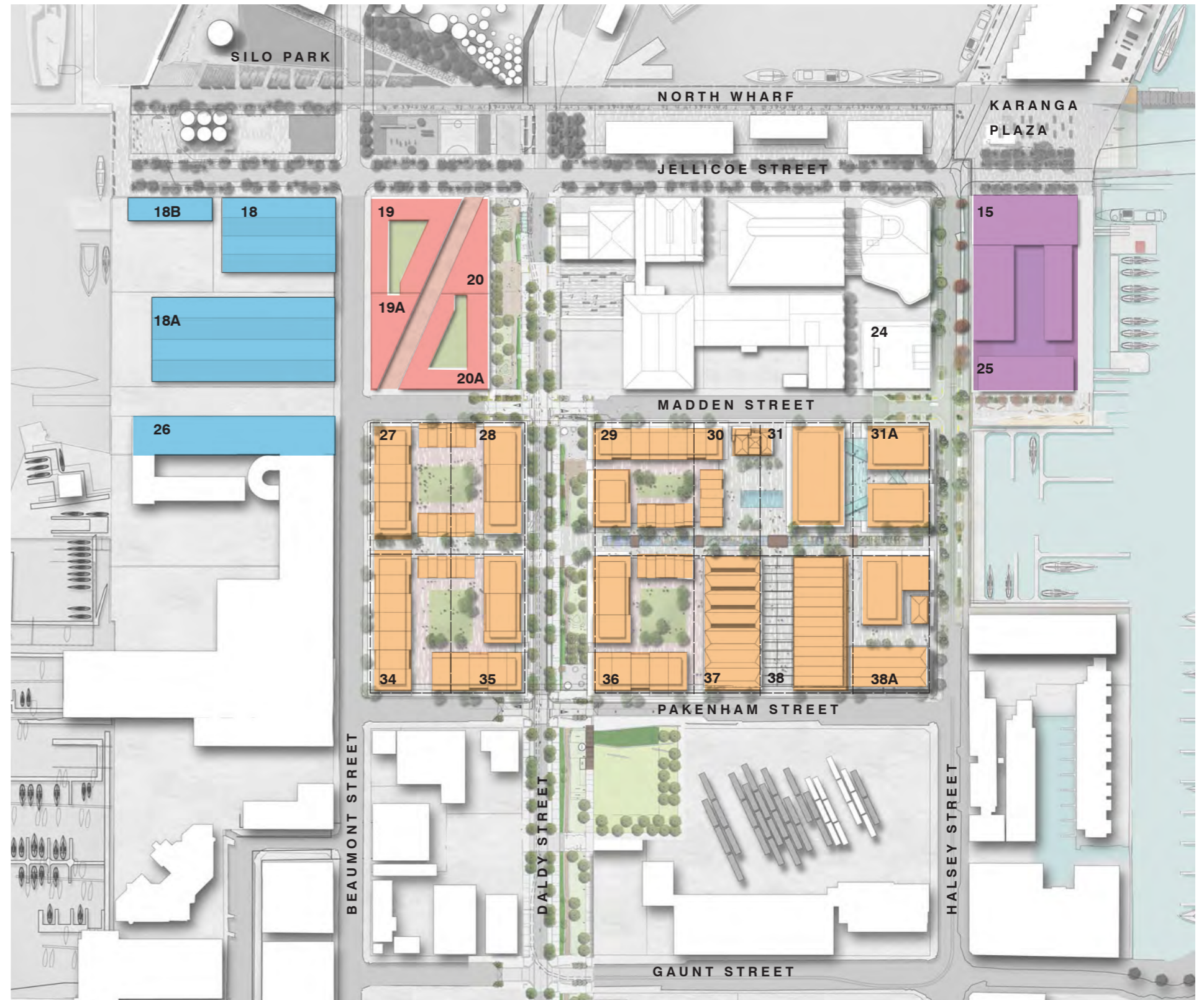


fig. 57 UDF - modified

Example of approach with more flexibility

Additional Flexibility

The objective is to provide more flexible height controls in order to more readily achieve (not increase) the existing FAR provisions of the District Plan.

This could be achieved by adopting one or more of a range of different approaches to the re-distribution of additional height:

- Add an additional two storeys onto the highlighted buildings in the plan. The following pages detail the changes and their effect on GFA for the following sites:
 - Site 19 / 19A / 20 / 20A
 - Site 15 / 25 Halsey Reclamation
 - Sites 28-31A / 34-38A (Wynyard Central)
- Modify the height control for Site 35 from its current maximum of 31m to 52m, and utilise the unused GFA from Site 18.

At this stage these options represent a range of options available for discussion.

The photomontages in section 6.0 illustrate:

- the existing District Plan maximum heights (top image);
- the additional 2 levels proposed (middle image);
- the potential increase in height from 31m to 52m for site 35 (bottom image).

This example remains within the current overall permitted GFA.

Table 5: 'Option' - District Plan/UDF with additional flexibility

| SITE | AREA | MAX. HEIGHT | MAX. FAR | MAX. GFA | achieved GFA | COMMENTS |
|------|---------------|-------------|----------|----------------|----------------|---|
| 15 | 1,381 | 25 | 2.7 | 3,729 | 5,248 | |
| 25 | 4,151 | 25 | 2.7 | 11,208 | 15,774 | |
| | | | | 14,936 | 21,022 | |
| 18 | 3,292 | 52/31 | 4.6 | 15,143 | 4,900 | Site 18 does not achieve its full development potential due to the activity restrictions |
| 18A | 5,979 | 18 | 1.5 | 8,969 | 8,960 | |
| 18B | 2,736 | 10 | 1.5 | 4,104 | 3,630 | |
| 26 | 2,387 | 18 | 1.5 | 3,581 | 3,580 | |
| | | | | 31,796 | 21,070 | |
| 19 | 1,872 | 39 | 6.1 | 11,419 | 13,450 | Additional GFA transferred from Site 18 |
| 19A | 724 | 52 | 9.7 | 7,023 | 6,770 | |
| 20 | 730 | 52 | 9.7 | 7,081 | 6,840 | |
| 20A | 1,888 | 39 | 6.1 | 11,517 | 13,550 | |
| | | | | 37,040 | 40,610 | |
| 27 | 2,844 | 33 | 5.5 | 15,642 | 15,642 | Site 35 would retain provision of rule 14.9.11.3(c)iii regarding maximum floor plate size and would utilise the unused GFA from Site 18 |
| 28 | 2,559 | 39 | 4.5 | 11,516 | 11,516 | |
| 34 | 3,086 | 33 | 5.5 | 16,973 | 16,973 | |
| 35 | 2,790 | 52 | 4.5 | 12,555 | 12,555 | |
| | | | | 56,686 | 59,370 | total Wynyard Central west |
| 29 | 3,586 | 39 | 4.0 | 14,344 | 14,344 | achieved GFA for Wynyard Central east calculated as a block |
| 30 | 2,491 | 31 | 4.0 | 9,964 | 9,964 | |
| 31 | 3,226 | 31 | 4.0 | 12,904 | 12,904 | |
| 31A | 2,736 | 33 | 3.5 | 9,576 | 9,576 | |
| 36 | 3,880 | 39 | 4.0 | 15,520 | 15,520 | |
| 37 | 2,698 | 31 | 4.0 | 10,792 | 10,792 | |
| 38 | 3,494 | 39 | 4.0 | 13,976 | 13,976 | |
| 38A | 2,963 | 25 | 3.5 | 10,371 | 10,371 | |
| | | | | 97,447 | 86,240 | total Wynyard Central east |
| | 55,961 | | | 237,904 | 228,312 | |

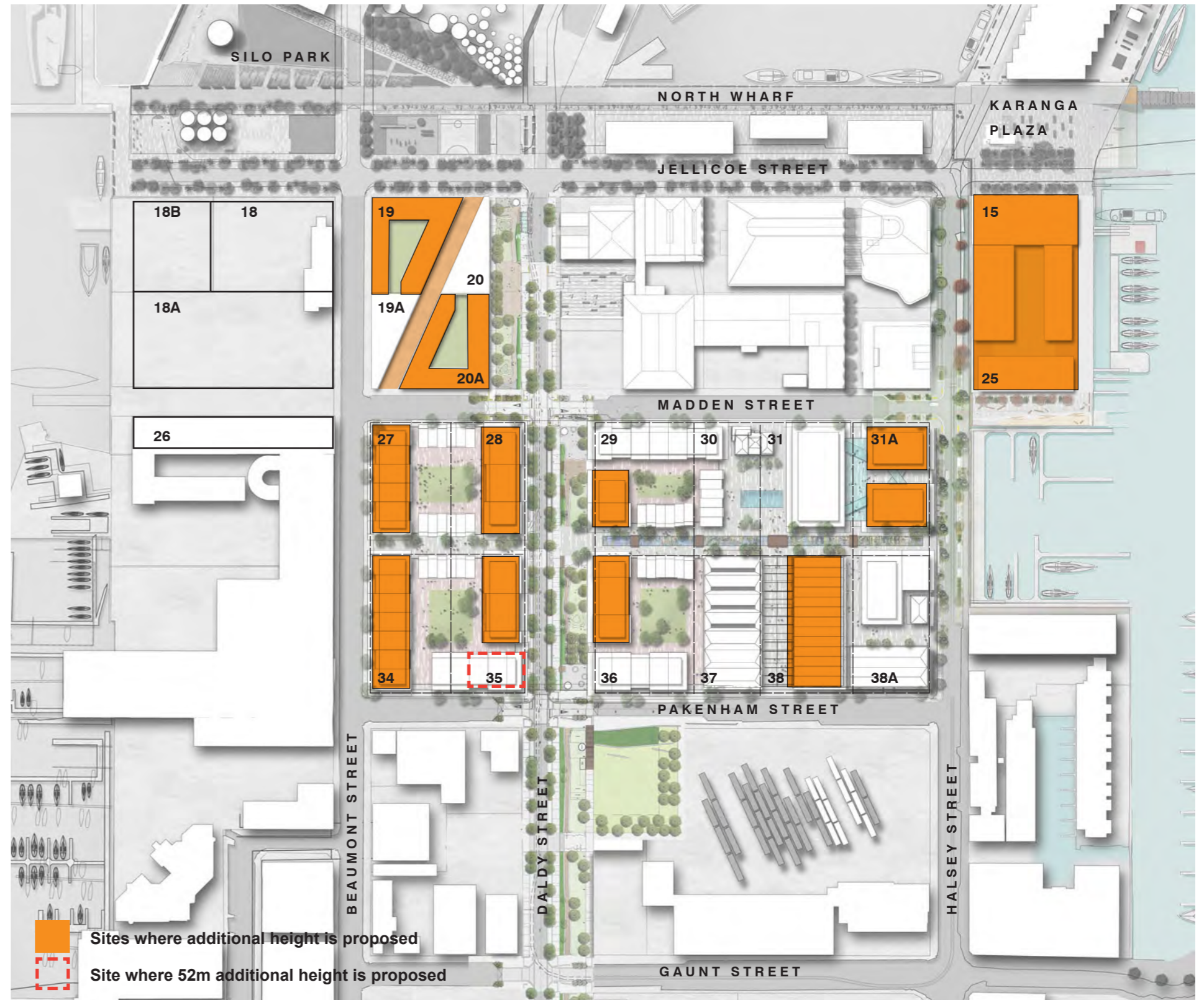


fig. 58 Proposed additional heights

Amendments to Sites 19/19A/20/20A

Design Intent

The following identifies one possible design outcome, adopting the suggested changes for sites 19/19A/20/20A.

Waterfront Auckland's wish is to provide more flexible height controls than prescribed in the current District Plan, in order to achieve the provided GFAs.

This additional height would enable the massing to be configured in ways which achieve the currently proposed amenity and outlook requirements.

The 10 metre wide strip of land (narrowed from 20m during the District Plan process) bisecting the block bound by Madden, Daldy, Jellicoe and Beaumont Streets that is currently designated "public open space" (designation 389) is such that it stymies the efficient redevelopment of Sites 19 & 20. Redevelopment of this site would be better achieved if the public open space designation were replaced with an "indicative lane". This, combined with the ability to build over the lane (as a restricted discretionary activity) would facilitate a better design outcome for the site.

Example

The current maximum permitted height for sites 19 and 20A is 31m.

It is proposed that:

- the narrow 10m width of Wynyard Plaza means that its contribution as a meaningful element of the Precincts public open space network is compromised. It is proposed to remove the existing "open space" designation and replace this with an "indicative lane";
- increase the maximum permitted height in the District Plan by 8m from 31m to a revised height of 39m;
- any increase to the FAR would need to be offset by a corresponding decrease in FAR on another site to ensure that the total GFA of the Wynyard Precinct remains unchanged.

Site 19 changes:

Current maximum GFA = **11,419m²**
 Current maximum height = **31m**
 (4m ground + 6 levels + roof space allowance)

Proposed maximum GFA = **13,450m²**
 Proposed maximum height = **39m**
 (4m ground + 8 levels + roof space allowance)

Site 20A changes:

Current maximum GFA = **11,517m²**
 Current maximum height = **31m**
 (4m ground + 6 levels + roof space allowance)

Proposed maximum GFA = **13,550m²**
 Proposed maximum height = **39m**
 (4m ground + 8 levels + roof space allowance)

Increase in achievable GFA (using unused GFA from Site 18): 4,064m²

Key: Additional Height

- Extra Height to 39m
- 'Open Space' designation replaced with an 'Indicative Lane'

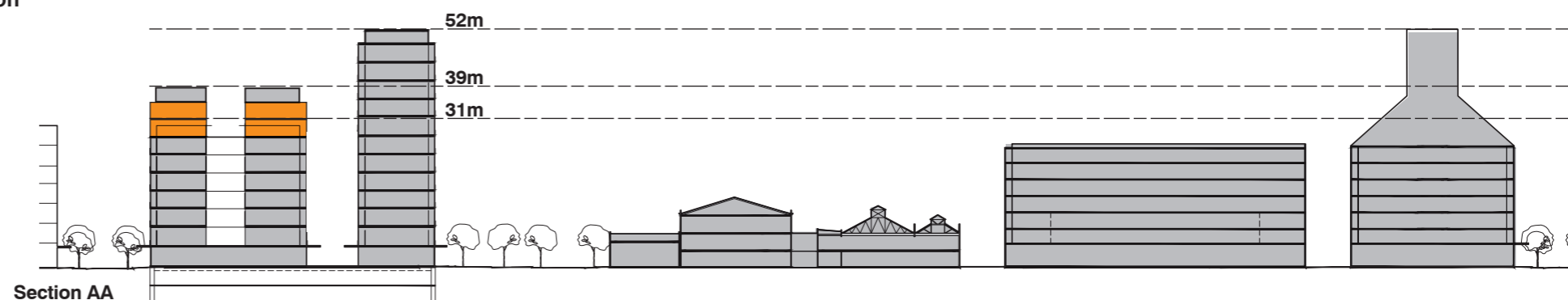


fig. 59 Amendments to sites 19/19A/20/20A, plan and section

Amendments to Sites 19/19A/20/20A Design Flexibility Study

Design Intent

This option illustrates more efficient building footprints compared to the original scheme with the diagonal lane and the resulting triangular sites.

The two taller triangular footprints on sites 19A and 20 are transformed into two rectangular footprints, marking the north-west and south-east corners of the urban block as before.

L-shaped footprints on Sites 19 and 20A complete the urban block.

The space in the centre of the block can be developed as one semi-private courtyard – allowing increased access to sun and daylight compared to the previous scheme.

The 'spirit' of the diagonal – referencing the Wynyard Wharf axis – is also preserved by positioning the two towers in the north-east and south-west corners.

Key: Additional Height

- Extra Height to 39m
- Indicative Lane

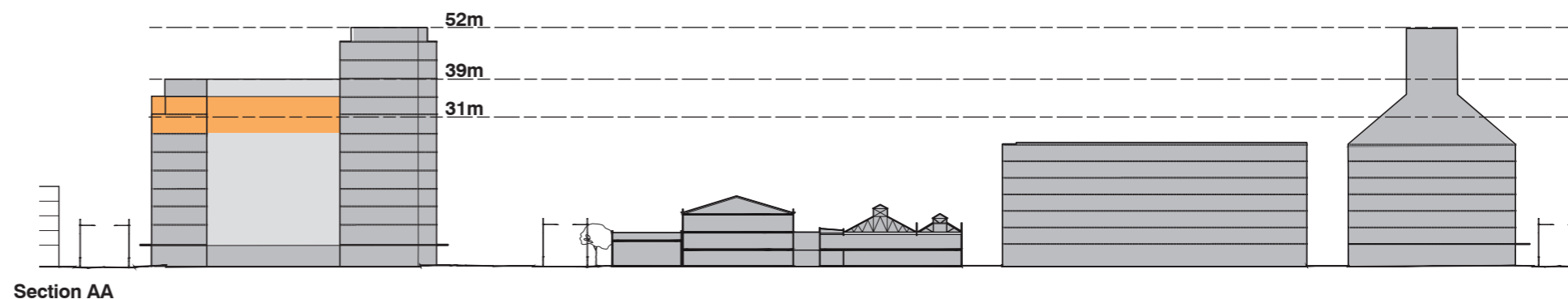
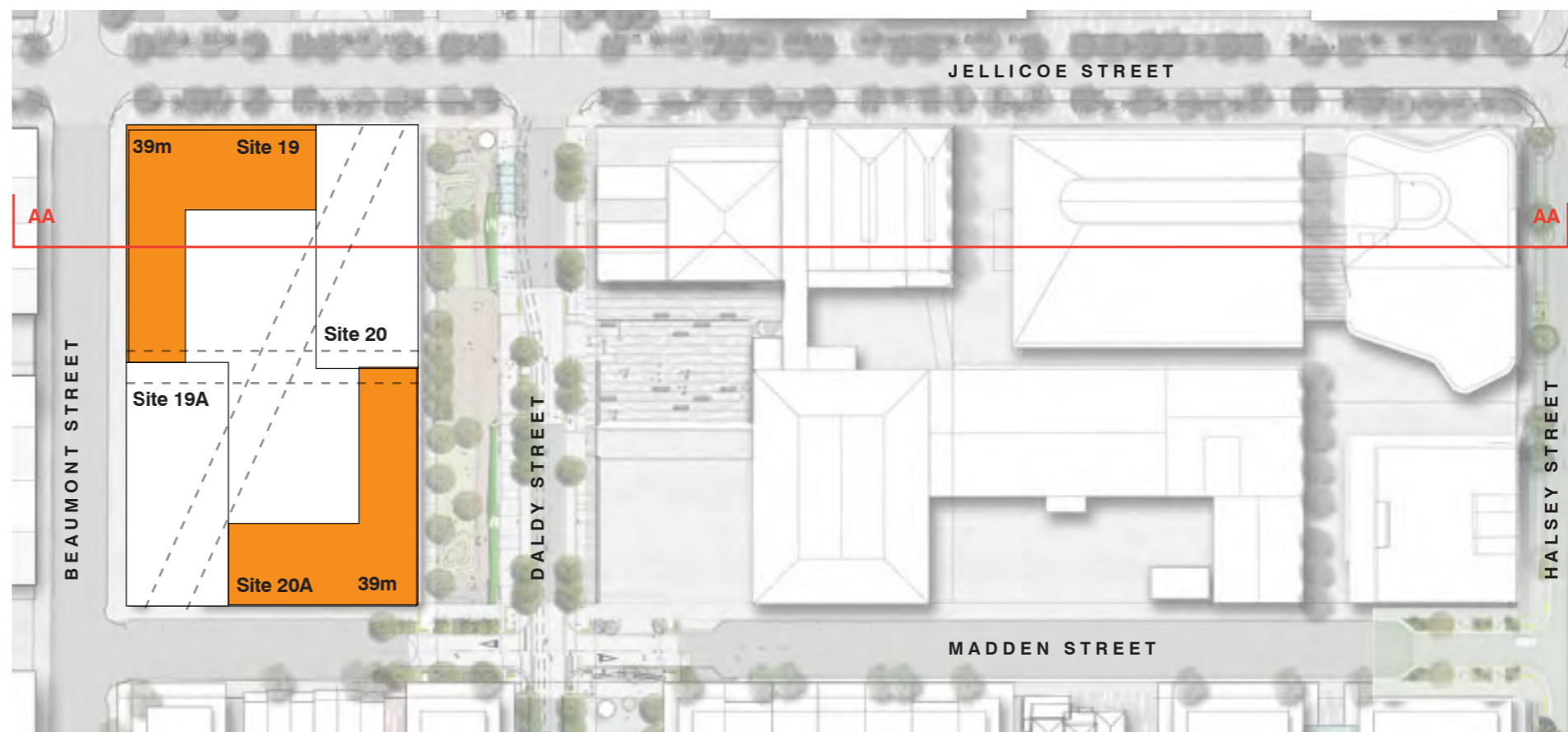


fig. 60 Design flexibility study to sites 19/19A/20/20A, plan and section

6.4.3 Amendments to Sites 15/25

Design Intent

The following identifies one possible design outcome, adopting the suggested changes for sites 15/25.

The objective is to provide:

- more flexible height controls than described in the current regulations;
- bring the height limit up to the same level as site 24 situated across Halsey Street;
- transfer GFA from other sites onto sites 15/25 in order for these sites to be able to provide the anticipated activation and intensification.

Example

The current maximum permitted height for sites 15/25 is 18.5m.

It is proposed to:

- increase the maximum permitted height to 25m;
- increase the FAR accordingly without changing the total GFA for the Wynyard Precinct by transferring GFA from another site.

Sites 15/25

Current maximum GFA = 14,936m²
Current maximum height = 18,5m

Proposed maximum GFA = 25,000m²
Proposed maximum height = 25m

Key: Additional Height

 Extra Height to 25m

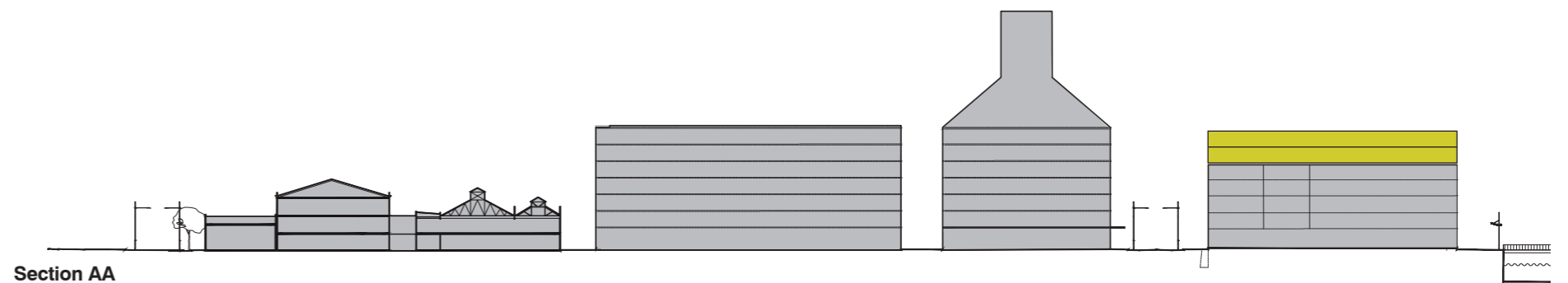


fig. 61 Amendments to sites 15/25, plan and section

6.4.4 Amendments to Sites 27-31A, 34-38A

Design Intent

The following identifies one possible design outcome, adopting the suggested changes for sites 27-31A, 34-38A.

The illustrated scheme shows built form with more varied heights than the indicative massing from the UDF, retains the three identified character buildings and also integrates the large industrial sheds of the Southern Spars.

The UDF scheme generally achieved the maximum GFA with perimeter blocks built to the maximum heights, not taking into account the retention of any character buildings.

The three character buildings and other existing buildings retained under this scheme are generally two storey structures. Their retention makes it challenging to develop the sites occupied by them to the permitted intensity.

With a more differentiated roofscape of varying height, consideration of light & outlook requirements and quality residential floorplates of limited depth it appears to be very difficult to deliver the permitted GFA on these sites. Therefore in order to achieve a GFA closer to the maximum permitted for these sites - and not to underdevelop these land resources - this example proposes two extra storeys on the buildings highlighted in the plan.

Key: Additional Height

- Extra Height to 52m
- Extra Height to 39m
- Extra Height to 33m

This has an impact on the building heights - buildings previously at 31m maximum height generally become 39m and buildings previously at 25m maximum height become 35m. The revised GFA figures are outlined below:

West of Daldy Street

Land area: 11,279m²
 Max. office activity:* 14,888m²
 Permitted GFA: **56,686m²**

Residential: 48,560m²
 Marine/Fishing etc: 5,410m²
 Achieved GFA: **53,970m²**

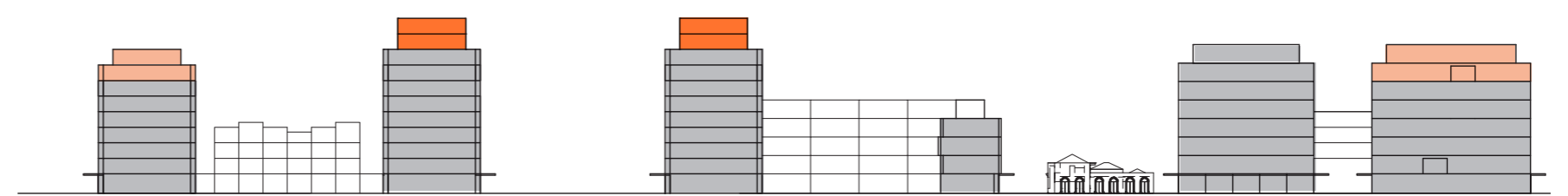
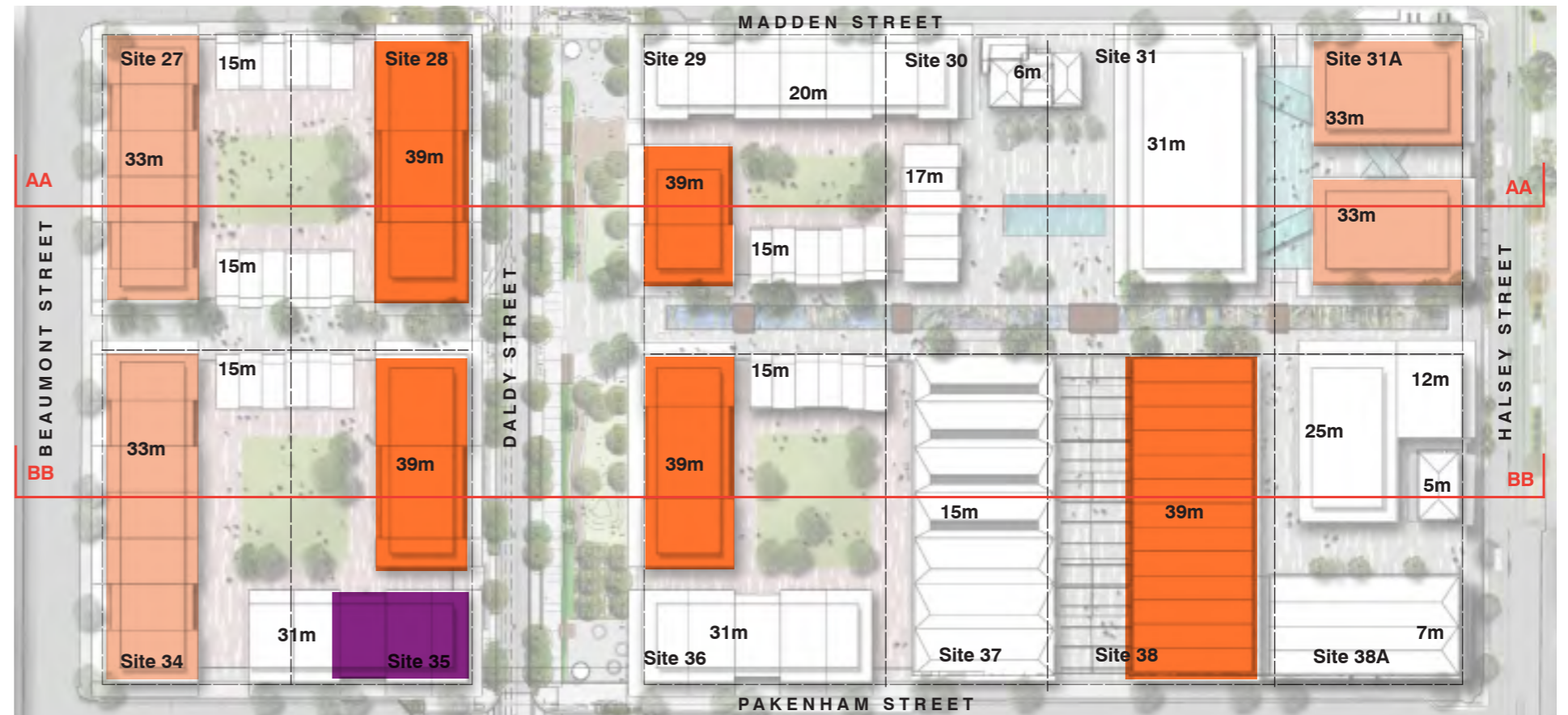
East of Daldy Street

Land area: 25,074m²
 Max. office activity: 33,098m²
 Permitted GFA: **97,447m²**

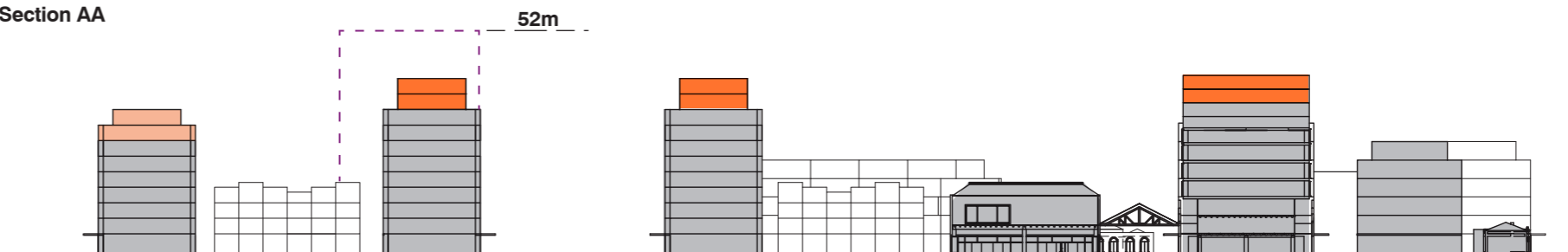
Office:** 58,000m²
 Residential: 24,660m²
 Other: 3,580m²
 Achieved GFA: **86,240m²**

Achieved GFA is 13,923m² below maximum permitted GFA.

* maximum restricted discretionary office activity ratio per site 1.32:1
 **) office activity transfer from donor sites assumed



Section AA



Section BB

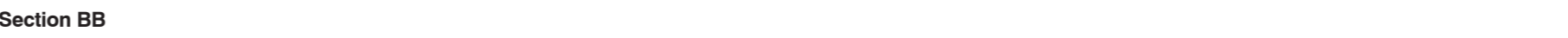


fig. 62 Amendments to sites 27-31A & 34-38A, plan and sections

6.5 Revised Photo Montages

The following pages are indicative views of the proposed massing with the requested flexibility in height - overlaid on the previously presented 'true views' from the District Plan hearing.

The following pages illustrate for comparison the following scenarios;

The District Plan Maximum Permitted Heights

Top Image: Illustrates current District Plan and UDF

Middle Image: Additional two storeys across, Wynyard Central (Sites 27-31A / 34-38A), Wynyard Plaza Sites (Sites 19, 20A), Halsey Reclamation Sites (Sites 15, 25) (Additional two storeys identified in yellow)

Bottom Image: As above with the addition of site 35 increased to 52m (Identified in yellow)

The original visual simulations prepared by Truescape have been modified in parts to illustrate proposed changes and are no longer survey accurate visual representations.



(Source: NZMS 260 Series)

fig. 63 Revised photo montages key plan

- ① Onewa Road Interchange (North)
- ② Onewa Road Interchange (South)
- ③ Cyril Bassett VC Lookout, Stanley Point
- ④ Hopetoun Street Overbridge
- ⑤ Boylan Walkway, Ring Terrace, St Mary's Bay
- ⑥ New Street, St Mary's Bay
- ⑦ Waitemata Plaza, Viaduct Harbour
- ⑧ Inner Viaduct Basin, Viaduct Harbour
- ⑨ Te Wero Island, Viaduct Harbour
- ⑩ Princes Wharf

1



District Plan / UDF



Additional 2 Levels



Additional 2 Levels & Site 35 to 52m

fig. 64 Revised photo montages: Onewa Road Interchange (North)
Indicative view only – not survey accurate

2



District Plan / UDF



Additional 2 Levels



Additional 2 Levels & Site 35 to 52m

fig. 65 Revised photo montages: Onewa Road Interchange (South)
Indicative view only – not survey accurate

3



District Plan / UDF



Additional 2 Levels



Additional 2 Levels & Site 35 to 52m

fig. 66 Revised photo montages: Cyril Bassett VC Lookout, Stanley Point
Indicative view only – not survey accurate



District Plan / UDF



Additional 2 Levels



Additional 2 Levels & Site 35 to 52m

fig. 67 Revised photo montages: Hopetoun Street Overbridge
Indicative view only – not survey accurate



District Plan / UDF



Additional 2 Levels



Additional 2 Levels & Site 35 to 52m

fig. 68 Revised photo montages: Boylan Walkway, Ring Terrace, St Mary's Bay
Indicative view only – not survey accurate



District Plan / UDF



Additional 2 Levels



Additional 2 Levels & Site 35 to 52m

fig. 69 Revised photo montages: New Street, St Mary's Bay
Indicative view only – not survey accurate

7



District Plan / UDF



Additional 2 Levels



Additional 2 Levels & Site 35 to 52m

fig. 70 Revised photo montages: Waitamata Plaza, Viaduct Harbour
Indicative view only – not survey accurate



8
District Plan / UDF



Additional 2 Levels



Additional 2 Levels & Site 35 to 52m

fig. 71 Revised photo montages: Inner Viaduct Basin, Viaduct Harbour
Indicative view only – not survey accurate

9



District Plan / UDF



Additional 2 Levels



Additional 2 Levels & Site 35 to 52m

fig. 72 Revised photo montages: Te Wero Island, Viaduct Harbour
Indicative view only – not survey accurate



District Plan / UDF



Additional 2 Levels



Additional 2 Levels & Site 35 to 52m

fig. 73 Revised photo montages: Princes Wharf
Indicative view only – not survey accurate

7.0

List of Figures

List of Figures:

- fig. 1** Wynyard Precinct aerial view looking south, 2010
- fig. 2** The Wynyard Precinct in Auckland's waterfront context
- fig. 3** The Waterfront Auckland's area of ownership and influence (Waterfront Plan 2012, pg.11)
- fig. 4** The Sustainable Development Framework (diagram from SDF, pg.9)
- fig. 5** Karanga Plaza
- fig. 6** Urban design concept diagrams
- fig. 7** Waterfront Axis perspective view
- fig. 8** Park Axis perspective view
- fig. 9** Wharf Axis perspective view
- fig. 10** Wynyard Quarter Precincts aerial view
- fig. 11** Auckland's existing urban waterfront
- fig. 12** Karanga Kiosk green roof
- fig. 13** Sun envelope
- fig. 14** Potential sea rise area
- fig. 15** Sustainable design
- fig. 16** Silo Park rain garden network
- fig. 17** Pedestrian and cycle routes
- fig. 18** Public transport network
- fig. 19** Land and water transport
- fig. 20** Green Infrastructure
- fig. 21** Solar precinct
- fig. 22** Existing waterfront precincts
- fig. 23** The Waterfront Axis
- fig. 24** North-south connections
- fig. 25** East-west connections
- fig. 26** Waterfront access
- fig. 27** Waterfront edges
- fig. 28** Harbour edge spaces
- fig. 29** Marine structures
- fig. 30** CBD open space connections
- fig. 31** Recreational public spaces
- fig. 32** Urban public spaces
- fig. 33** Water spaces
- fig. 34** Working waterfront connections
- fig. 35** Marine uses
- fig. 36** Waterbased activity
- fig. 37** Maritime archaeology
- fig. 38** Waterfront built form relationships
- fig. 39** Waterfront precincts relationship
- fig. 40** Height variations
- fig. 41** Sight lines
- fig. 42** Existing street network
- fig. 43** Proposed street network
- fig. 44** Proposed street hierarchy
- fig. 45** Waterfront activity zones
- fig. 46** The active Waterfront Axis
- fig. 47** New waterfront precincts
- fig. 48** Community, recreational and cultural facilities
- fig. 49** The Wynyard Precinct area within the western CBD waterfront
- fig. 50** Existing Wynyard Precinct site
- fig. 51** UDF 2010 height plan
- fig. 52** Indicative Wynyard Precinct height plan
- fig. 53** Wynyard Precinct and its context
- fig. 54** District Plan controls
- fig. 55** UDF – indicative massing
- fig. 56** Constraints
- fig. 57** UDF – modified
- fig. 58** Proposed additional heights
- fig. 59** Amendments to sites 19/19A/20/20A, plan and section
- fig. 60** Design flexibility study to sites 19/19A/20/20A, plan and section
- fig. 61** Amendments to sites 15/25, plan and section
- fig. 62** Amendments to sites 27-31A & 34-38A, plan and sections
- fig. 63** Revised photo montages key plan
- fig. 64** Revised photo montages: Onewa Road Interchange (North)
- fig. 65** Revised photo montages: Onewa Road Interchange (South)
- fig. 66** Revised photo montages: Cyril Bassett VC Lookout, Stanley Point
- fig. 67** Revised photo montages: Hopetoun Street Overbridge
- fig. 68** Revised photo montages: Boylan Walkway, Ring Terrace, St Mary's Bay
- fig. 69** Revised photo montages: New Street, St Mary's Bay
- fig. 70** Revised photo montages: Waitamata Plaza, Viaduct Harbour
- fig. 71** Revised photo montages: Inner Viaduct Basin, Viaduct Harbour
- fig. 72** Revised photo montages: Te Wero Island, Viaduct Harbour
- fig. 73** Revised photo montages: Princes Wharf

For additional information please contact:

Waterfront Auckland
ph: 09 359 6382

www.waterfrontauckland.co.nz

Auckland City Council
ph: 09 379 2021

www.aucklandcity.govt.nz

