


THE
WATERFRONT
PLAN 2012





Tamaki – kainga nga ika
me nga wheua katoa!

Auckland – where the fish
are so succulent you can
eat them bones and all!

This proverb alludes to the once abundant and sought after marine resources of Auckland's waterfront. It signals Waterfront Auckland's desire to create a sustainable waterfront providing for the current and future generations of Aucklanders. A place all Aucklanders can access the Waitemata Harbour for recreation, business or cultural practices.

FOREWORD

The waterfront has reignited Aucklanders' pride in their city.

The pride and enthusiasm with which Aucklanders have embraced their new waterfront continues to amaze me. Although in its infancy, stage one of the redeveloped Wynyard Quarter and the expanse of Queens Wharf, attract people day after day, rain and shine.

When Waterfront Auckland put forward its draft plans for the redevelopment of the whole waterfront last year, we received hundreds of letters, emails and submissions. Most were hugely positive. "Just get on with it!" was the cry.

Our job at Waterfront Auckland is to lead the momentum of the revitalisation, and of pride. Having listened to Aucklanders, we have refined our plans, and here we present a vision for how the waterfront could be redeveloped, how it can continue to create transformational change.

We are living in an extraordinary time, perhaps unprecedented in recent history, where opportunity is constrained and likely to remain so for some time to come.

Our approach in these plans is to strike a balance that seizes opportunity while it offers, and continues to strive for a visionary outcome that our city and its people deserve.

There are many interdependencies within these plans – without one initiative, another may not succeed. A number of organisations – Auckland Council, Auckland Transport, Ports of Auckland and many others – need to work closely now to deliver this ambitious development programme.

The greatest interdependency for the success of these plans relies on Aucklanders themselves. Their support of revitalisation and continued support of investment in the future is key to enabling the waterfront – and Auckland – to become the world's most liveable city.



Bob Harvey
Chairman, Waterfront Auckland

Thanks to all those individuals and organisations that have provided feedback and technical support to the Waterfront Plan.



THE WATERFRONT PLAN

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YESTERDAY



The iron 'Red Fence', Queens Wharf

AUCKLAND'S WATERFRONT IS WHERE AUCKLAND BEGAN

The gathering of fish and shellfish, the harvesting of crops and the plying of trade have been part of the waterfront's earliest history. Since the mid-1880s the waterfront has been a hive of activity supporting a wide range of infrastructure and industries along its length, such as flour mills, boatbuilding, rope making, warehousing, sawmills, gas works and railways as well as numerous taverns. The first Queen Street wharf was built in 1852 and this was followed by the rapid construction of additional wharves. The iron 'Red Fence' was put up from 1912.

The waterfront today is one of New Zealand's primary international gateways for commerce and tourism. An area steeped in maritime history, it has the highest concentration of marine industry businesses in New Zealand and the largest port. It is home to Auckland's fishing industry and a point of embarkation for the Hauraki Gulf islands and harbour communities. The waterfront contains one of the largest marinas in the southern hemisphere.

Urban development and renewal has continued to dramatically change the waterfront. A new harbour (Viaduct Harbour), indoor events centre (Vector Arena) and modern underground rail station (Britomart), plus new offices, restaurants, cafés, shops and apartments, and major restoration of the Britomart precinct, have occurred in the past 20 years. The major heritage restoration of the Britomart precinct with award-winning new buildings, the opening up of the laneways and new public spaces, has set a benchmark. New places for public enjoyment have recently opened on North Wharf and Jellicoe Street including the Viaduct Events Centre, Karanga Plaza, Wynyard Crossing (a bridge linking Wynyard Quarter directly with the Viaduct) and a new playground and play space at Silo Park.

This 'jewel in Auckland's crown', this 'international gateway' and 'shop window' still has much potential to be realised.



Māori customary use

The Māori name for the Auckland isthmus was Tamaki makau rau, translated as the bride sought by a hundred suitors. The land was highly valued and many battles were fought for supremacy. The Waitemata is an identity marker for many tribes of wider Auckland. The name refers to the glistening waters of the inner harbour, its appearance likened to the highly valued obsidian (dark volcanic glass). The alternating sequence of bays divided by coastal headlands or points were used by Māori as pā (fortified villages). Of the twenty iwi groups recognised in the wider Auckland region, many had important associations with the waterfront, such as Ngati Whatua, Te Wai o Hua and the Marutuahu confederations.

There are a number of former headland pa bookended by Okā (Point Erin) and Taurārua (Point Resolution) with Te Rerenga Oraitī (Point Britomart) in between, that provided vantage points to monitor the comings and goings on the harbour. The harbour was the centre of an extensive water-based transport network.

Waka would be beached at numerous bays and inlets ready for fishing expeditions particularly across the harbour at Mangonui (Big Shark), now called Kauri Point. Fish and shellfish harvested from Waikokota (Cockle Bay, now Freemans Bay) would be processed, dried and preserved for the leaner winter months and for trade.

Freshwater streams teeming with eels flowed down from the Karangahape and Te Rimutahi (Ponsonby) ridges. The Tunamau (to catch eels) stream continues to flow through Western Park in pipes whilst the Waikuta stream once poured into Freemans Bay, down College Hill.

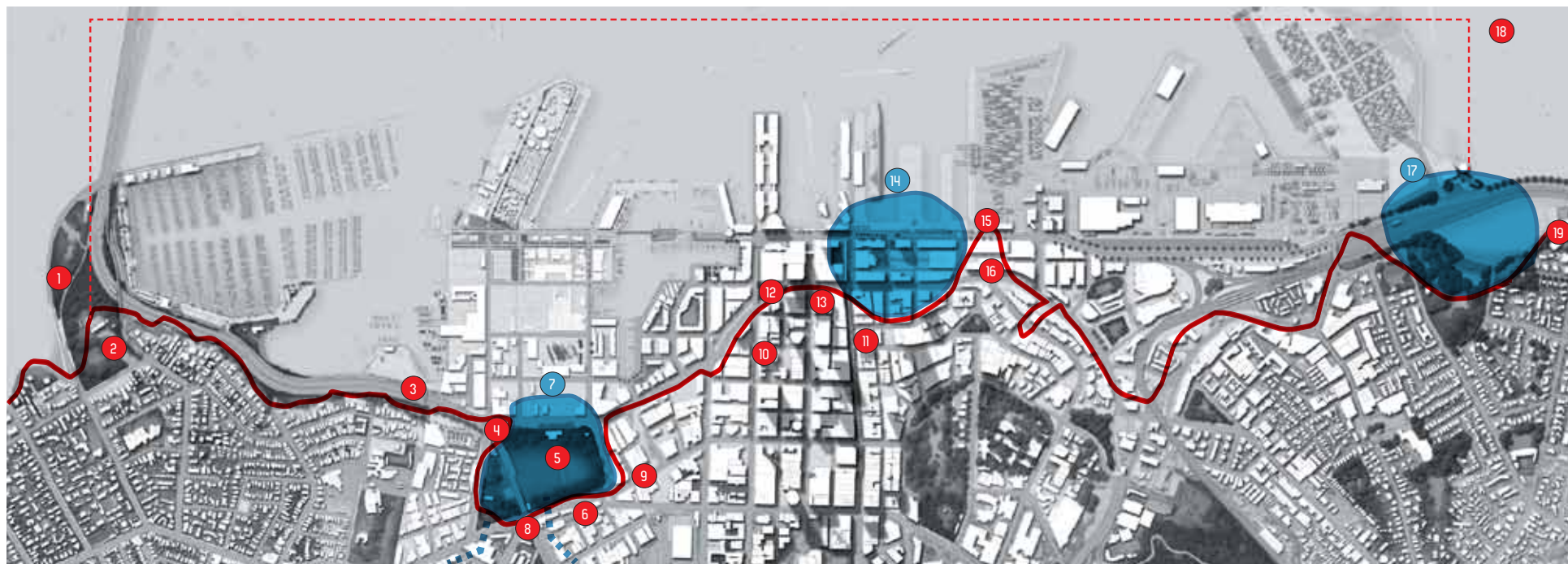
Where there weren't gardens filled with kumara and taro, the native bush would flourish with branches bending under the weight of plump birds such as kererū. Numerous taniwha or spiritual guardians, such as Ureia, once dwelt in the waters of the Waitemata using the reef off Point Erin to scratch its back.

The city was founded with a transaction of land from Ngati Whatua to the Crown, the ceremony for which was held near Point Britomart. Trade between Pakeha and Māori flourished until the outbreak of war in the 1860s.

Many iwi are on the cusp of settling historic treaty grievances. This will assist in rebuilding their economic bases to perhaps again have all iwi of the wider region involved in the economic development of the central city.



A selection of sites of cultural and historical significance



1. Te Routu o Ureia

Coastal rocks where the marine guardian (taniwha) Ureia would rub its body.

2. Te Okā

Māori pā site.

3. HMNZS Ngapona

The site of now dismantled naval base accessed by Jacob's Ladder.

4. Te Tō – Point Fisher

A headland pā meaning 'to haul up a waka'.

5. Wai Kokota

Shallows of the bay abundant with shellfish (cockles).

6. Victoria Park Markets

Built in 1905, was formerly the Auckland City destructor and was converted to a market.

7. Waiatarau

Freemans Bay. Meaning 'the reflecting waters'. Busy industrial area in the 19th and early 20th centuries.

8. The Birdcage

Formerly known as the Rob Roy Hotel. Built in 1886. Location of sawyers and boatbuilders.

9. Te Koranga

Meaning 'the scaffolds', Māori fish-drying and processing area.

10. Te Tara Karaehe

A track connecting Queen Street and waka landings at the bottom of Nelson Street. Named after a tern bird.

11. Te Whatu

Waka mooring at mouth of Horotiu stream/Ligar canal.

12. Te Hika a Rama

Brickfield Bay. Where a brick industry thrived in the 19th and early 20th century. Place where Rama lit a fire to warm his grandchild, but it alerted enemies and he was attacked.

13. Te Ngahuwera

Pā site.

14. Horotiu

Commercial Bay. Horotiu is the name of the taniwha which plays in this area.

15. Te Rerenga-Oraitī

Point Britomart. Meaning the leap of the survivors. Describes an incident where Ngati Whatua forces drove their enemies off the headland with only a few surviving. The point was demolished to fill in Official Bay. Britomart is named after the British brig, HMS Britomart, which visited Auckland in the 1840s.

16. Te Horo Roa

Meaning 'the slipping away'. Former position of a pā, part of which slipped away, killing many people.

17. Taurārua

Judges Bay is named after Judge Martin who arrived with Attorney General Swainson from Britain in 1841. Taurārua, meaning 'the annoying chant', recalls those being attacked by invading Ngati Whatua, calling out insults.

18. Nga one maru o Te Huatau

The sheltered bay of Huatau, an ancestor of Te Wai o hua. This bay starts at the Harbour Bridge and stretches to Judges Bay.

19. Taurārua

Point Resolution.

TODAY

Waterfront Auckland

The Auckland Waterfront Development Agency, a Council-Controlled Organisation, was established in November 2010 as part of the formation of the Auckland Council. The agency, known as Waterfront Auckland, is responsible for around 45 hectares of waterfront property including Wynyard Wharf and the land north of Pakenham Street at Wynyard Quarter, Westhaven Marina and part of Queens Wharf, on behalf of Auckland Council and the ratepayers and public of Auckland. An objective of Waterfront Auckland is to lead a strategic approach to development across the waterfront, which is guided by the Waterfront Plan.

Waterfront Auckland is a development agency with a mandate to execute and implement projects in the defined Waterfront Area of Ownership, in full co-operation with all relevant Council-Controlled Organisations and other parties. In its geographical area of influence, Waterfront Auckland will collaborate with Auckland Council and all relevant Council-Controlled Organisations and other parties to execute and implement agreed projects.

In the last five years \$120 million of projects have been completed, timed around Rugby World Cup 2011, including the opening of the Wynyard Quarter precinct and Queens Wharf facilities. Waterfront Auckland is focused on optimising the development and management of the waterfront assets to generate long-term, sustainable commercial returns. The focus is also to deliver public

realm projects and non-commercial projects to achieve the agreed vision for the city waterfront, the city centre and for Auckland. This enables Waterfront Auckland to contribute to the council's objective of delivering further economic, social, environmental and cultural benefits for Auckland. The approach is to leverage public sector investment to attract private sector participation and investment to drive growth and to implement key building blocks that will drive transformational change on the waterfront.

The former Auckland City Council developed the vision for Wynyard Quarter, carried out the master-planning for both the Wynyard Quarter and the Viaduct Harbour and initiated the Viaduct Events Centre, Wynyard Crossing and a number of key projects across the waterfront. Waterfront Auckland has taken over the responsibilities of Sea+City Projects Ltd, the specialist subsidiary company established by Auckland Regional Holdings and Auckland Regional Council in early 2007 to manage the revitalisation of Wynyard Quarter in conjunction with Auckland City Council. Sea+City Projects Ltd developed an urban design framework for Wynyard Quarter in 2007 that formed the basis of changes to the District Plan, led by Auckland City Council. Sea+City Projects Ltd initiated the design and delivery of the many wonderful new places and spaces across North Wharf, Jellicoe Street and west to Silo Park, opened in time for Rugby World Cup 2011.





On 6 August 2011 the opening of Wynyard Crossing and Karanga Plaza was celebrated with a family event that spread from Silo Park in the west to Te Wero Island in the east. The architecturally impressive Viaduct Events Centre opened for business, together with new restaurants and cafés serving food and beverages in the sunshine on North Wharf. All this set amongst the bustle of the fishing boats, ferries, boatbuilding and other industries. Significant progress has been made. Feedback from the public suggests that the design of the buildings and open spaces are of high-quality and widely supported and that further opportunities are immense. There is real excitement.







Within Waterfront Auckland's Area of Influence (illustrated) there are several large landowners, including Viaduct Harbour Holdings Ltd, Ngati Whatua o Orakei, Cooper and Co, Kiwi Income Property Trust, Westfield and Auckland Council including Ports of Auckland Ltd and Auckland Transport. All organisations will have a significant part to play in the future development of the waterfront.

TOMORROW

Growing from a population of 1.5 million, Auckland is expected to be home to 2.2–2.5 million by 2041.¹ Those under 25 make up almost 40% of Auckland's population today, and the proportion of children in Auckland is projected to grow at a significantly faster rate than the national average. The proportion of the population over the age of 60 is also projected to increase to around 19% by 2040. Auckland has a diverse ethnic and cultural composition and is currently home to over 150 ethnicities. Auckland's diversity is likely to continue to increase, and the Asian and Pacific proportion of the population is likely to grow most significantly. Younger, older and more diverse, this changing face of Auckland will need to be planned for and celebrated at the waterfront.

¹ Auckland Plan, 2012, medium and high projection.

The waterfront is expected to be a major driver of Auckland's economic future. By 2040 the waterfront redevelopment will contribute \$4.29 billion to Auckland's economy.²

Over the next 30 years Auckland's waterfront redevelopment will directly support 20,000 new full-time jobs in Auckland and will contribute indirectly to a further 20,000 jobs across the region. The cruise industry, tourism and events, and construction will play a huge role in this.

Nearly 14,000 people are expected to be employed across the waterfront in a range of industries including business services, food/beverage, retail, cultural/community services, marine and fishing. Waterfront employment will also be more concentrated and therefore more productive – trebling over the next 30 years and lifting labour productivity by 16%.

² All economic projections are taken from "The economic value of the redeveloped Auckland Waterfront", November 2010 by PriceWaterhouseCoopers. The economic contribution of the port and other waterfront activities beyond Wynyard Quarter is not included in these figures.

As demonstrated in many global cities, such as London, San Francisco, Vancouver, Toronto, Malmo, Copenhagen, Cape Town, Sydney, Melbourne and Wellington, redevelopment of previously industrial waterfront land has been undertaken for economic, social, cultural and environmental purposes. Major tourist attractions, conference centres, home to new residential populations, exemplars of design and sustainability, these regeneration projects are undertaken to drive economic growth and reinvent these cities. Integrated planning and governance, focused delivery and partnership between the public and private sectors have been essential to drive their ambitious visions.

Waterfront Auckland has prepared this Waterfront Plan to ensure that Auckland makes the most of the opportunities afforded by the waterfront – the superb natural setting and sparkling Waitemata Harbour – as the heart of New Zealand's global city.

BACKGROUND

There have been a number of strategic documents developed by the former Auckland councils that have, through wide consultation, gathered views and articulated desired outcomes for the waterfront. These include:

- Auckland Waterfront Vision 2040: Published in 2005 by the Auckland Regional Council and Auckland City Council
- Auckland City Centre Waterfront Masterplan: Published in 2009 by the Auckland City Council
- Auckland Regional Plan: Coastal, which sets out the regulatory framework for managing activities in the coastal marine area under the Resource Management Act.

Earlier studies included the harbour edge project and port development plans in the late 1980s.

A plan change for the Wynyard Quarter (under the Resource Management Act) is complete, and many hundreds of people and organisations were involved in that process.

Throughout these processes, there has been strong support for better public access to and along the waterfront, protection of the 'character and feel', including the existing marine and fishing industries, to retain an authentic waterfront, improved accessibility and safety, new parks and open spaces and more events and activities. In short, Aucklanders want action. There are many proposals in this document that respond to these wishes.

This document

The Waterfront Plan is a non-statutory spatial plan under the Auckland Plan. It sets out a vision and goals for the long-term development of the city centre waterfront and a strategy for the delivery of projects and initiatives over thirty years. It was developed in an integrated way with a suite of supportive plans sitting under the Auckland Plan, which sets the long-term strategic direction for Auckland. Integrated by shared objectives and projects, these plans will all help realise the vision for Auckland to be the world's most liveable city.



WHAT YOU HAVE TOLD US

Public consultation on the draft Waterfront Plan was held through September and October 2011. A wide range of techniques was used to inform about the plan and receive feedback.

The consultation included media releases, websites, copies of the draft plan in libraries and service centres, an online feedback form, a hard copy feedback form at meetings and briefings, a Facebook page, a community roadshow across Auckland with displays, stakeholder and public meetings held at Waterfront Auckland, series of hui with Auckland iwi and Mātaawaka groups, internal council engagement with Local Boards, other Council-Controlled Organisations and advisory boards.

Waterfront Auckland also held a series of informal hearings for people who wished to discuss their feedback face to face. Thirty-six organisations and individuals took the opportunity to present their feedback to Waterfront Auckland.

Waterfront Auckland received 711 feedback forms and 83 other emails, letters and submissions. In addition a further 440 submissions to the draft Auckland Plan included reference to the draft Waterfront Plan.

The report¹ on the consultation feedback indicates that, overall, community and stakeholder feedback was generally very positive and supportive of the draft plan. 83% indicated support for the general direction of the draft plan, and 84% felt that it would make Auckland's waterfront a place to be proud of. The following aspects were particularly supported:

- Making the waterfront more people friendly
- Increasing public access and providing more public spaces, focusing on cycleways and walkways
- Improving public transport services and connections (including ferries and trams)
- Making the waterfront more attractive and appealing to visitors
- Celebrating its identity and character
- Retaining the 'working waterfront'
- The quality of development of the Wynyard Quarter made so far.

¹ Ben Parsons and Associates, Draft Waterfront Plan: Consultation Feedback, 12 December 2011, available on Waterfront Auckland's website.

More than 90% of feedback forms prioritised the pedestrian walkway and cycleway, improving water quality, developing public spaces and improving ferry services, nominating these projects for prioritised investment (i.e. highlighting them as key actions to do now or soon).

While most people were generally positive, feedback also included detailed commentary and a number of points made in opposition to various elements of the draft plan. Concerns about the potential costs of developments, the impact on rates and on other council priorities elsewhere in the city, a perceived over-emphasis on pedestrian and passenger transport, impacts on commercial access to the waterfront and parking, future residential and commercial development and proposed infill and reclamation across the waterfront were raised. A wide range of detailed design ideas to resolve various issues and new commercial and community initiatives were also suggested.

In addition to the consultation feedback, an international peer review of the draft plan was commissioned, which, alongside other technical work, has been incorporated into this final plan.

PLANNING FRAMEWORK

The Waterfront Plan sets out the vision and goals for the waterfront and a range of short, medium and long-term initiatives to be delivered by Waterfront Auckland in partnership with a range of other parties including other landowners.

A number of proposals included in the Plan also form part of the City Centre Masterplan at the interface between the city centre and waterfront. Within Waterfront Auckland's area of influence, these project proposals have been developed to unlock waterfront potential. Many proposals will also deliver on priorities identified in the Local Board plans, several of which share a strong interest in the success of the waterfront.

The Waterfront Plan will be a key delivery mechanism of the Auckland Plan and the Auckland Economic Development

Strategy. Waterfront Auckland will lead the planning, design and delivery of projects on Waterfront Auckland land and will work with council, landowners and other Council-Controlled Organisations on the other proposals.

Some projects have council funding confirmed through the Long-term Plan budget process. Investment proposals and business cases have been prepared for the balance of projects to be prioritised through future funding applications.

While set within a strategic context, the Waterfront Plan is implementation focused – essentially an action plan. It sits outside the regulatory framework under the Resource Management Act. The Unitary Plan, to be developed over the next few years, will replace the district plans of the former councils. As the council's key land-use planning document, it will be a key implementation tool using both rules and incentives to achieve the high-quality outcomes sought.



THE TREATY OF WAITANGI IS THE FOUNDING DOCUMENT OF OUR NATION

There are nineteen different iwi in Auckland, many of whom have an historical relationship with the waterfront and are significant landowners and guardians (kaitiaki) of significant areas of the Auckland isthmus. As a result of the Treaty of Waitangi settlement process, partnership arrangements between iwi, Auckland Council and the wider Auckland community will become an increasingly important means of enhancing the prosperity and quality of life of all Aucklanders. These arrangements can include active mana whenua involvement in the co-governance of maunga (volcanic cones), wahapu (harbours) and motu (islands), and the kaitiakitanga (guardianship) of land and marine resources. Council is developing a Māori Responsiveness Framework to guide council's operations and help it develop a robust relationship with Māori.

Tangata whenua have the ability and desire to contribute to enhancing the urban fabric of the waterfront and the management of physical and natural resources. Waterfront Auckland will work through council and directly with iwi on waterfront development projects to achieve social, economic, cultural and environmental outcomes. Leveraging Māori identity and resources as well as working collaboratively with tangata whenua can create a distinctive urban environment and contribute to the sense of place for all Aucklanders.



THE AUCKLAND PLAN

The Auckland Plan was adopted by Auckland Council in March 2012. The Auckland Plan sets a strategic direction for Auckland and its communities that integrates social, economic, environmental and cultural objectives. It estimates that Auckland's population could grow from 1.5 million to 2.5 million by 2040 (under a high-growth projection scenario). Together, the Auckland Plan and Unitary Plan provide the overall vision and direction that guide the future development of the whole Auckland region.

The vision is for Auckland to be the world's most liveable city. Under this vision, the desired outcomes are:

- A fair, safe and healthy Auckland
- A green Auckland
- An Auckland of prosperity and opportunity
- A well-connected and accessible Auckland
- A beautiful Auckland that is loved by its people
- A culturally rich and creative Auckland
- A Māori identity that is Auckland's point of difference in the world.

The sustainability aspirations of Auckland Council include some clear direction on targets for reducing greenhouse gas emissions, significantly increasing passenger transport and transitioning Auckland to an eco-economy. Recognising sustainability imperatives and growth demands, there are also targets set for reducing water use, increasing energy efficiency and renewable energy, reducing air pollutants, improving coastal water quality and minimising waste.

The Auckland Plan includes a development strategy consisting of four elements:

- Key structural shapers and changers
- Making a quality, compact city work
- The two big initiatives – city centre and southern initiative
- Working and delivering with others.

The city centre is one of the two big initiatives where focused attention will improve the economy and deliver the greatest positive outcomes for Auckland's future. The Auckland City Centre Masterplan and this Waterfront Plan have been prepared as steps in the process to advance Auckland's city centre transformation.



THE AUCKLAND PLAN: THIRTEEN STRATEGIC DIRECTIONS

The Auckland Plan sets out thirteen strategic directions to achieve this vision as well as a number of policy directives and targets.

SD1	A strong, inclusive and equitable society that ensures opportunity for all Aucklanders
SD2	Enable Māori aspirations through recognition of the Treaty of Waitangi and customary rights
SD3	The integration of arts, culture, heritage, and lifestyle into the everyday lives of Auckland's residents and visitors
SD4	Protect and conserve Auckland's historic heritage for the benefit and enjoyment of present and future generations
SD5	Promote individual and community wellbeing through participation and excellence in recreation and sport
SD6	An economy that delivers opportunity and prosperity for all Aucklanders and New Zealand
SD7	Acknowledging that nature and people are inseparable
SD8	Auckland will play its part in tackling climate change and increasing energy resilience
SD9	Keeping rural Auckland productive, protected and environmentally sound
SD10	Creating a stunning city centre with well-connected quality towns, villages and neighbourhoods
SD11	Housing all Aucklanders in secure, healthy homes they can afford
SD12	Planning, delivering and maintaining quality infrastructure to make Auckland liveable and resilient
SD13	Create better connections and accessibility within Auckland, across New Zealand and to the world

The Auckland Plan's Six Transformational Shifts

- Dramatically accelerate the prospects of Auckland's children and young people
- Strongly commit to environmental action and green growth
- Move to outstanding public transport within one network
- Radically improve the quality of urban living
- Substantially raise the living standards for all Aucklanders and focus on those most in need
- Significantly lift Māori social and economic wellbeing.



City Centre Masterplan

The vision of the City Centre Masterplan is that *by 2032 Auckland's city centre will be highly regarded internationally as a centre for business and for learning, innovation, entertainment, culture and urban living – all with a distinctly Auckland flavour.*

The City Centre Masterplan identifies eight transformational moves required to ensure an accessible, distinct and vibrant city centre and the vision above. These are listed below:

1. Uniting the waterfront and city centre – the Harbour Edge Stitch
2. Connecting the western edge of the city to the centre – the East-West Stitch
3. Queen Street valley Central Business District and Retail District – the Engine Room
4. Nurturing an Innovation and Learning Cradle
5. New public transport stations and development opportunities at Karangahape Road, Newton and Aotea Quarter – the City Rail Link
6. Connecting Victoria Park, Albert Park and Auckland Domain with the waterfront as part of a blue-green network – the Green Link
7. Connecting the city and the fringe – City to the Villages
8. Revitalising the waterfront – the Water City.

The importance of waterfront revitalisation to the economic growth of the city is further reflected in the Auckland Council Economic Development Strategy. This strategy seeks to change the structure of Auckland's economy to shift from being import led to export driven, to encourage growth in the significant service sectors (e.g. business and financial services, tourism, international education) and the internationally competing industrial sectors (e.g. food and beverage processing, health technologies, specialised manufacturing), as well as significant improvement through growth in skills and labour market participation, innovation and access to capital. The Economic Development Strategy highlights innovation, green growth, the cruise industry, tourism and events, the port and construction as important drivers for future economic growth. In particular it supports the marine cluster at Wynyard Quarter and the development of an Innovation Precinct.

As part of the city centre, the waterfront has been identified as one of the Auckland Plan's 'big moves' and as 'transformational' in the City Centre Masterplan. Waterfront Auckland is committed to ensuring that the waterfront, in particular the Wynyard Quarter and Central Wharves, is a strong expression of the aspirations and strategic vision of the Auckland Plan.



THE WATERFRONT VISION

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 is a place for all people, an area rich in character and activities that link people to the city and the sea.



WATERFRONT GOALS

To achieve this vision and promote a balance of sustainability, resilience and productivity, Waterfront Auckland has set five goals for Auckland's waterfront to be advanced by bold leadership.



A BLUE-GREEN WATERFRONT

A resilient place where integrated systems and innovative approaches are taken to enhance the marine and natural ecosystems, conserve natural resources, minimise environmental impacts, reduce waste, build sustainably and respond to climate change.



Westhaven Marina



A PUBLIC WATERFRONT

A place for all Aucklanders and visitors to Auckland, a destination that is recognised for its outstanding design and architecture, natural environmental quality, public spaces, recreational opportunities, facilities and events; a place where we protect and express our cultural heritage and history, and celebrate our great achievements as a city and nation.



Wynyard Quarter



A SMART WORKING WATERFRONT

Attracts high-value, innovative, creative and green businesses and investment to achieve a significant lift in productivity, a place for authentic and gritty waterfront activities: the marine and fishing industries, water transport and port activities.



Fishing industry, Wynyard Quarter



A CONNECTED WATERFRONT

A place that is highly accessible, easy to get to and to move around in, where people feel connected to the wider city and beyond by improved pedestrian and cycling linkages, fast, frequent and low-impact passenger transport, state-of-the-art telecommunications and through supportive community and business networks.



Wynyard Crossing, Wynyard Quarter



A LIVEABLE WATERFRONT

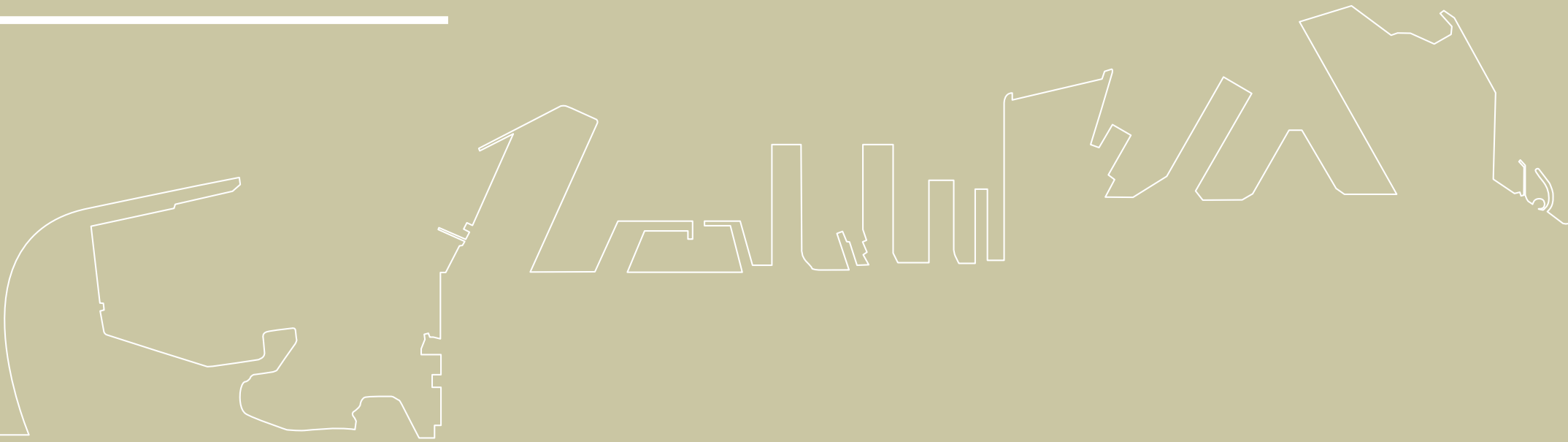
The location of leading sustainable urban transformation and renewal in Auckland; the most liveable New Zealand central city urban community; a vibrant mix of residents, workers, visitors and activities. A welcoming and resilient neighbourhood that is safe, diverse and attractive, with plentiful open space and access to local services and facilities.



Latitude 37 apartments, Viaduct Harbour



THE WATERFRONT PLAN



THE WATERFRONT PLAN

- 1. Waterfront-wide walkway and cycleway**
2. Upgraded Harbour Bridge Park
3. Westhaven marine village
4. Marina land and water space development
5. St Mary's Bay open space
- 6. Improved water quality**
7. Road improvements on Westhaven Drive
8. Wynyard Quarter urban regeneration
9. Headland Park
10. Signature public building
11. Wynyard yacht basin
12. Vos and Brijs heritage slipway
13. Wynyard Wharf ferry terminal
14. Team New Zealand base
15. Fishing industry waterspace
16. Superyacht refit facility
17. Daldy Linear Park
18. Innovation Precinct
- 19. Waterfront transit to Britomart**
- 20. Urban boulevard**
21. Greening of Waitemata Plaza
- 22. Harbour Edge Stitch**
23. Halsey Street Wharf extension
24. Voyager NZ Maritime Museum entrance
25. Queens Wharf public space and cruise facility
26. Passenger ferry terminal improvements
- 27. Harbour Edge Stitch (Quay Street and Admiralty Steps)**
- 28. Laneways**
29. TEAL Park
30. Quay Park Quarter urban regeneration

Key:

Projects in **bold** indicate waterfront-wide projects.



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Karanga Kiosk and information centre, Wynyard Quarter

PROJECT TIMEFRAMES



■ Westhaven
 ■ Wynyard Quarter
 ■ Viaduct Harbour
 ■ Central Wharves
 ■ Quay Park
 ★ Waterfront-Wide Projects
 Unfunded

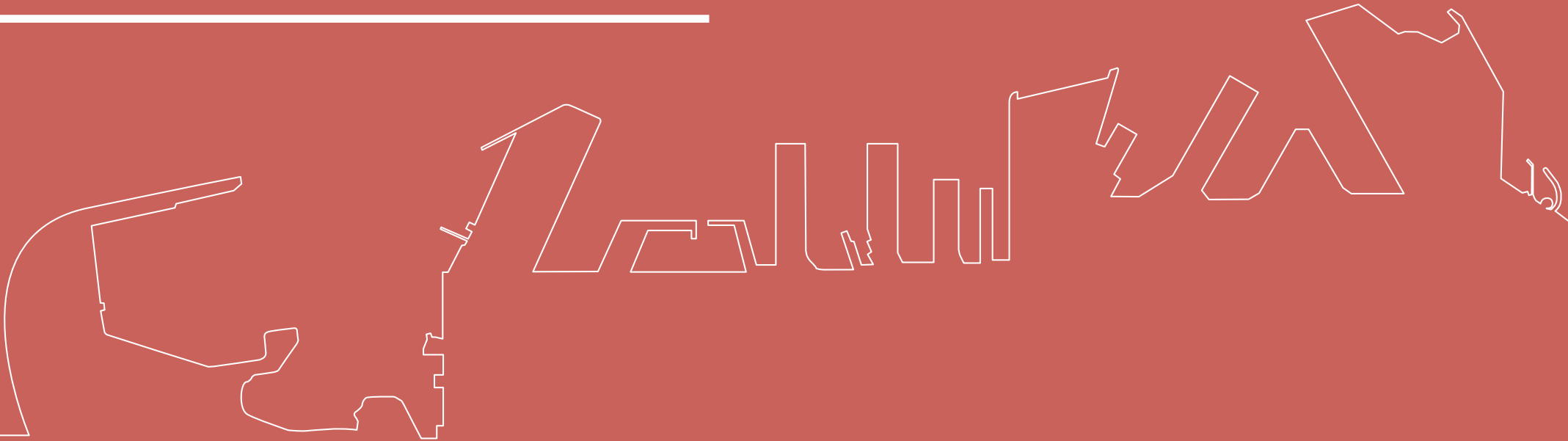
*These projects will be led by other parts of Auckland Council.
 Note: Wynyard Quarter Urban Regeneration includes public spaces, contamination treatment and disposal, development works, public art, placemaking and wayfinding.



The Gantry, Wynyard Quarter



THE WATERFRONT CONTEXT



A WATER CITY

The waterfront plays a unique role within the city centre due to its exceptional amenity, including access for water-based recreation, trade and transport, water-related businesses such as marine and fishing industries, the marina and port, land availability and premium residential and commercial land values.

There are a number of integrated ideas, themes and opportunities underpinning the projects in this document. These have gained much resonance with people during the consultation discussions.

- *Water City* - Where the land meets the sea has always been a magnet for people, recreation and trade, and the harbours have provided 'blue highways' for access and connections between coastal settlements. There are opportunities to better utilise this 'blue highway' to reinforce commuter and recreational connections between existing and new harbour destinations.
- There is an opportunity to create improved 'green' ecological connections along the waterfront between the promontory parks located at Harbour Bridge Park in the west and an expanded TEAL Park/Point Resolution headland in the east and connecting the green spaces in between.
- The waterfront and city centre can be better 'stitched together' by improving north-south accessibility, in particular increasing pedestrian safety and walkability, improving the number of easy connections, legibility, and views and by breaking up blocks to create a finer grain of connectivity giving pedestrians the opportunity to explore.
- Usage of harbour-edge water space is as important as what happens on land. This water space (within the coastal marine area) needs to be managed to enable a wide range of activities meeting demands for marinas and berthage, working boats, boatbuilding and pleasure craft (large and small), recreational and charter services, ferries and cruise ships, and increasingly public access and amenity. Clever integration of land and water-based activity will provide new opportunities, ensuring that the City of Sails' reputation continues, with easy access to recreational boating contributing to a love of the sea for future generations.
- From Meola Reef to the Eastern Bays, the northern coastal edge of the highly populated isthmus, capturing many different landscapes and activities (including the Central Business District), is envisioned as a great waterfront boulevard for tourism, recreation and access (commuting) with enhanced connections for residents and visitors.
- Along the city centre waterfront, between the harbour's edge and the original foreshore (roughly along Fanshawe and Customs streets and Beach Road) a 'fat edge' is created where there are a number of significant opportunities for comprehensive and visionary redevelopment with the potential to stitch this waterfront zone into the city centre.
- A clean healthy harbour¹ with good water quality is a cultural priority and a prerequisite to enhanced public access, enjoyment, amenity and sustainable economic development and tourism.

¹ State of our Gulf, Hauraki Gulf State of the Environment Report 2012 indicates that most environmental indicators show negative trends or remain at levels which are indicative of poor environmental condition.

Auckland CBD 1840s – showing Quay Street axis

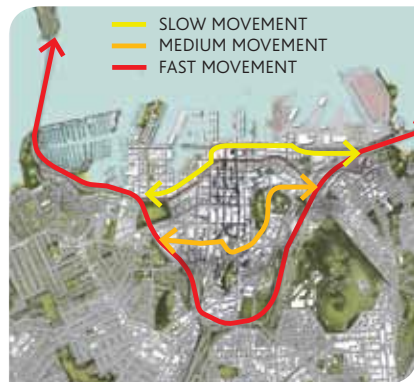
The original foreshore (along Fanshawe and Customs streets and Beach Road) shown in the 1840s plan creates a useful 'interface' where the city centre becomes waterfront. Focusing traffic on this urban boulevard and away from the waterfront edge (Quay Street) creates a 'fat edge' where there is room for more comprehensive and visionary redevelopment.



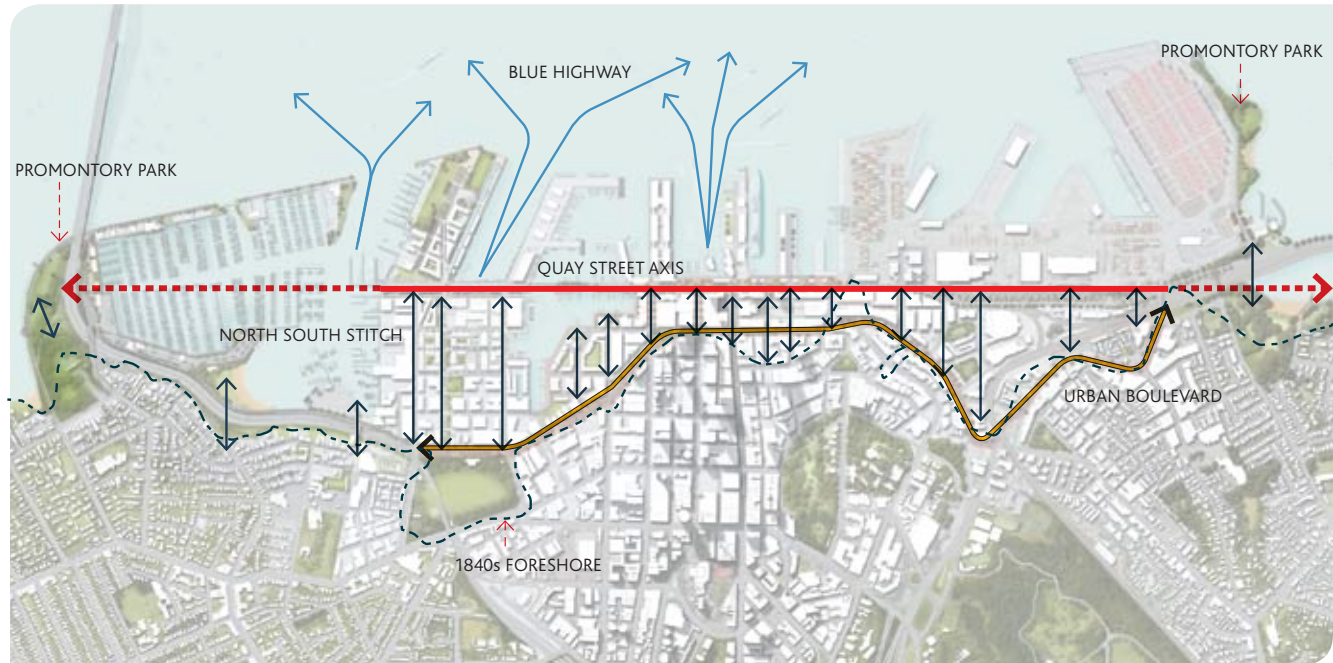
Image Courtesy of Sir George Grey Special Collection, Auckland Libraries



Meola Reef to the Eastern Bays 'Waterfront boulevard'



Cross-town vehicular traffic

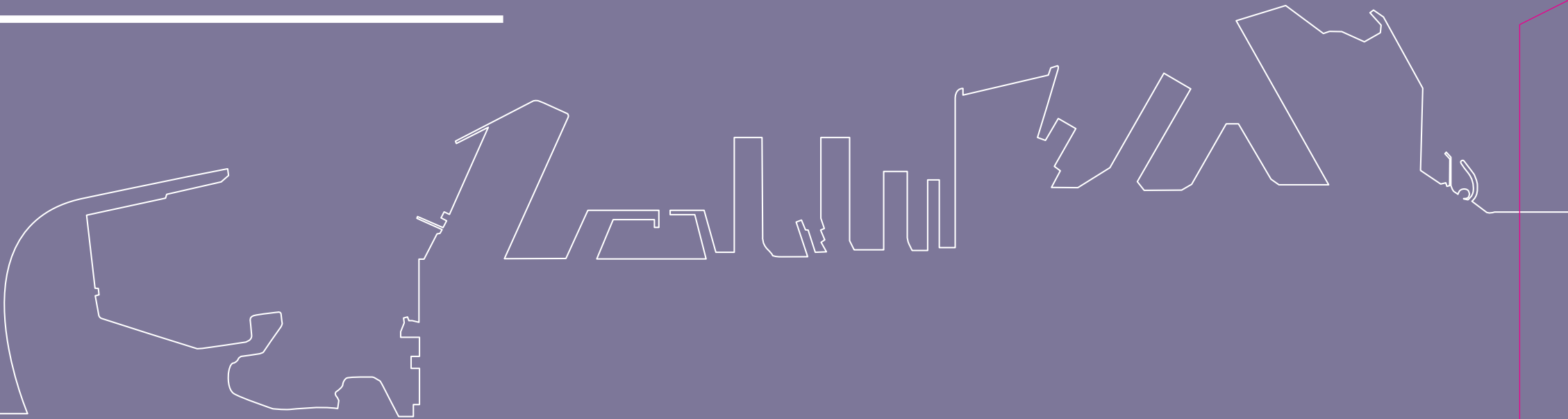


A Water City: Waterfront Context



Michiko Ihara 'Windtree', Wynyard Quarter

EXPLORING THE WATERFRONT GOALS



OPPORTUNITIES AND ACTIONS



A BLUE-GREEN WATERFRONT

- A sustainable approach
- Leadership
- Sea level rise
- Remediation
- Waste
- Energy and climate change
- Water quality and stormwater



A PUBLIC WATERFRONT

- Culture and heritage
- High-quality urban design and architecture
- People-friendly public spaces
- Public access to the water
- Events and activation



A SMART WORKING WATERFRONT

- Economic development and tourism
- Innovation Precinct
- Marine and fishing
- Cruise – Queens Wharf



A CONNECTED WATERFRONT

- Regional transport strategy
- A third harbour crossing
- City centre transport priorities
- Ferry services
- Wynyard Quarter Transport Plan
- Infrastructure – physical and social connectivity



A LIVEABLE WATERFRONT

- A resilient waterfront community
- Residential mix and wider objectives
- Community infrastructure



A BLUE-GREEN WATERFRONT

A sustainable approach

'100% Pure', and 'Clean and Green' are important brands on which New Zealand trades, and they portray an image that New Zealanders are proud of. Waterfront Auckland interprets sustainability as an approach to achieve the goals of the Waterfront Plan which includes:

- Taking a long-term lifecycle view
- Being smart, innovative, collaborative, creative and responsible
- Adopting systems thinking and looking for integrated solutions
- Improving outcomes across the four wellbeings – social, economic, environmental and cultural
- Understanding risk and building resiliency of community, business, infrastructure and environment
- Embracing the importance and philosophy of kaitiakitanga
- Visionary leadership
- Community engagement.

(Social, economic and cultural outcomes are considered in other sections of this Waterfront Plan. This section addresses environmental sustainability – the goal for a blue-green waterfront.)

To date, many projects at the waterfront have incorporated environmentally sustainable design features. Examples include the design of the Viaduct Events Centre to minimise energy and water use, the bio-retention rain gardens on Jellicoe Street and the Silo Park 'polishing ponds' to treat stormwater. The ASB building under construction on Jellicoe Street will incorporate sustainability features. A green roof has been installed on the information kiosk in Karanga Plaza, which reduces the amount of rainwater that flows off the roof into the stormwater system and harbour, provides insulation for the kiosk and potentially provides a habitat for wildlife.

The refurbishment of Shed 10 on Queens Wharf is designed to optimise natural light and ventilation. It may include energy generation using photovoltaics and rainwater harvesting for water reuse. Westhaven Marina is a 'Clean Marina' and has Blue Flag environmental award status.

The plans for Wynyard Quarter seek to deliver exemplar sustainable transport with walking, cycling and passenger transport levels well beyond other parts of the city, supported by mixed-use vibrant areas and compact higher density development. A sustainable development framework for Wynyard Quarter has been prepared.

Auckland Council aspirations and targets

The sustainability aspirations of Auckland Council include some clear direction on targets that will transition Auckland to an eco-economy while recognising growth demands. The environmental sustainability targets in the Auckland Plan include:

- Reducing the amount of human-induced greenhouse gas emissions by 10–20% by 2020, based on 1990 emissions levels, and by 50% by 2050, based on 1990 emissions levels.
- Supporting the national target of 90% electricity generation from renewable sources by 2025.
- Increasing the proportion of trips made by public transport into the city centre during the morning peak from 47% of all vehicular trips to 70% by 2040.
- Reducing air pollutant emissions (specifically PM10 emissions) by 50% by 2016 (based on 2006 levels), in order to meet national and World Health Organisation ambient air quality standards, and achieve a further 20% reduction by 2040.
- Reducing gross per capita water consumption from 2004 levels by 15% by 2025.
- Achieving zero waste to landfill by 2040.

Leadership

There is an opportunity to provide environmental leadership to position Auckland's waterfront as a globally relevant leader. This means that decisions around sea level rise, utilities, development, environmental management and resources will be within the sustainability approach outlined.

Auckland Council has set out a clear sustainability agenda and vision for the world's most liveable city. The waterfront, in particular Wynyard Quarter and Central Wharves, can be an exemplar for Auckland and a strong expression of the aspirations and strategic vision of the Auckland Plan. This will attract international interest and investment as well as showcasing Auckland as a smart, globally relevant city.

Waterfront Auckland will investigate the potential of a waterfront eco-precinct incorporating:

- Precinct-wide infrastructure planning to establish sustainable integrated infrastructure solutions
- Clearly stated sustainability targets that are regularly measured
- Delivery of flagship projects, exemplar sustainable buildings and partnerships.

Consideration will be given to processing and reuse of waste streams and collection systems suitable for higher density environments, as well as renewable energy and alternative distribution networks, green infrastructure, water efficiency and reuse.

Sea level rise

The evidence is that sea level rise associated with climate change is occurring. Sea level rise is a risk for the waterfront area. Guidelines issued by the Ministry for the Environment in 2009¹ recommend for planning purposes to the end of this century a base allowance of 0.5m for sea level rise and consideration given to a sea level rise of 0.8m. Beyond 2100 an allowance for sea level rise of 10mm per year is recommended.

Analysis to date has concluded that the existing surface level of Wynyard Quarter is sufficiently high to prevent direct inundation from estimations of sea level rise. The key issue is that sea level rise, when combined with storm surges and heavy rainfall, could cause inundation from the stormwater system being unable to empty. This has been taken into account in the stormwater infrastructure design. Should sea level rise be higher than that assumed, then the frequency of inundation by stormwater flooding could increase (rather than inundation by the seawater itself).

¹ Ministry for the Environment, (2009). Preparing for coastal change: a guide for local government in New Zealand.

Responses such as raising the ground level or a retreat from the coast to combat sea level rise are unlikely to be an acceptable remedy for Auckland's waterfront. The day-to-day enjoyment of the area is based on being close to the water.

There is an opportunity to respond to such risks and the wider vision for the world's most liveable city with integrated solutions. Softening of the coastline, for example, by creating a more natural coastal edge along some of the inner-city waterfront, could provide enriched natural habitats, improved amenity, new recreational or lifestyle opportunities and enhance resilience.

In collaboration with Auckland Council, Waterfront Auckland will develop and implement a strategy and plan for risk, resilience and adaptation in relation to sea level rise, climate change (including increased storm events) and natural hazards. This will include developing a comprehensive understanding of modelling predictions, risks, insurance and other relevant issues.



Remediation

Much of the land at Wynyard Quarter is contaminated as a result of the historic industrial and petrochemical uses. Remediation is both a complex and expensive issue. Development to date has required both containment and removal of contaminated materials. In aiming to achieve international best practice for remediation, Waterfront Auckland will continually review techniques and risk. As the bulk liquids industry leases expire, there are requirements for remediation.

Waste

The Auckland Plan has a target of achieving zero waste to landfill by 2040, and Auckland Council has prepared the Auckland Waste Management and Minimisation Plan, which identifies how this target will be achieved. Methods include increasing the range of recyclables, introducing a kerbside organic waste collection, working with the construction and demolition industries, encouraging zero waste events and a pricing strategy.

At the Wynyard Quarter, consideration will be given to how waste can be reduced during all stages of development, including the management of construction and demolition waste as well as the design and implementation of waste management solutions for completed developments.

Innovative waste collection systems are being used in higher density developments internationally where truck movements can be reduced (meeting environmental and amenity outcomes). Extracting the embodied energy from waste is another opportunity that may be explored.

Energy and climate change

In response to climate change, a number of cities around the globe are seeking to become carbon-neutral cities or to create zero-carbon precincts¹. The aim is to collectively reduce emissions of greenhouse gases to zero. Renewable energy and zero-emission transport are an important part of the transition. Innovative, integrated, localised and community-based infrastructure for energy, water and waste is being built, typically operating on different funding and investment models. Trading systems for carbon, water, heat and waste are also being developed e.g. London Docklands.

The Auckland Plan sets a commitment to increase energy resilience by diversifying the location, type and scale of energy sources and fostering greater use of renewable energy resources. Waterfront Auckland will look at on-site energy initiatives (whether generation, co-generation, energy sharing and/or energy efficiency and potential opportunities for trading). A focus on sustainable building as well as walking, cycling and low-impact passenger transit will also contribute to a reduction in greenhouse gas emissions.

¹ Examples include Vancouver, North Harbour in Copenhagen, Malmö in Sweden and the Zero Emission Neighbourhoods (ZEN) programme in Victoria, Australia.

Water quality and stormwater

Improving the water quality of the Waitemata Harbour has been identified as a priority from feedback received on the draft Waterfront Plan. The 2012 State of Our Gulf report concludes that most environmental indicators show negative trends or remain at levels that indicate poor environmental condition.

While low-impact water design approaches have been implemented at the Wynyard Quarter to reduce the pollutants and amount of stormwater run-off reaching the harbour, the harbour water quality is degraded and impacted from the wider urban catchment and historic development.

Auckland Council and Watercare Services Ltd have investment plans to meet increasing demands on infrastructure and to reduce the number of wastewater overflows, which currently occur in storm events due to the combined stormwater and wastewater system that exists in the central city. Waterfront Auckland is working closely with Watercare and Auckland Council to identify hotspots and site specific interventions across the waterfront to limit and manage overflows in areas where contact recreation is planned. The council operates a Safe Swim programme over summer, monitoring frequently used beaches for bacteria. Further background monitoring is being undertaken and inclusion of additional city waterfront beaches in the Safe Swim monitoring programme will be explored.

This Waterfront Plan seeks to respond to the aspirations of the Auckland Plan and promote sustainable development across the waterfront in a variety of ways by:

- Maintaining and improving water quality of the Waitemata Harbour (through ongoing investment in stormwater initiatives, water sensitive or low-impact design approaches and aquatic habitat restoration, where applicable)
- Greening the urban area by upgrading, creating and linking new and existing parks and green corridors using native plants (which can create urban heat sinks and support native biodiversity) and revegetating foreshore areas
- Developing sustainable transport options
- Promoting sustainable design and building practices, in urban design guidance, including energy use and waste minimisation
- Reviewing and updating the Wynyard Quarter Sustainable Development Framework, setting performance criteria for new development and the wider waterfront precincts and establishing regular sustainability monitoring and reporting
- Investigating a waterfront eco-precinct, which could include geographically specific sustainability targets, precinct-wide infrastructure planning, the delivery of flagship buildings, demonstration initiatives and partnerships and tools to incentivise participation in sustainable development
- Developing and implementing a strategy and plan for risk, resilience, and adaptation in relation to sea level rise, climate change and natural hazards.

A PUBLIC WATERFRONT

Culture and heritage

A goal of the Waterfront Plan is that the waterfront is a place where we can express our cultural heritage and history, and celebrate our great achievements as a city and nation – a public waterfront. A strategic direction of the Auckland Plan is to protect and conserve Auckland's historic heritage for the benefit and enjoyment of present and future generations. Protecting and enhancing the heritage and local character (including urban form, authentic activities and heritage items) that contribute to the distinctive character of Auckland's waterfront is a priority for the Waterfront Plan.

The marine and fishing industries provide significant character to the waterfront, and the retention and celebration of these 'gritty' industrial activities was strongly supported in public consultation. 42% of the development area is designated for marine industrial, fishing-related business and marine and fishing retail¹, a further 17% for open space and wharves. While the eventual removal of the tanks from Wynyard Point 'tank farm' will change the character, there are opportunities to reference their history in the design of public and private spaces and buildings in the future.

¹ Auckland City District Plan

There is an opportunity to highlight, leverage and celebrate Māori culture, the urban Pasifika influence and the melting pot of influences that are all creating their own stories and legacies here along with the descendants of the European settlers and more recent migrants from Europe.

Waterfront Auckland commissioned a heritage study to identify and map the Māori, colonial and natural heritage features within the waterfront area from Point Erin/Oka to Judges Bay/Taurarua.² This includes geological features, archaeological sites, Māori heritage sites (including pa and wahi tapu), ecological sites, and a wide range of buildings, areas and objects (see diagram page 7). This study, along with other investigations³, will enable the identification and celebration of waterfront heritage in a range of future initiatives. Additional opportunities highlighted through the consultation process include the resiting of the Britomart Rock and the potential to recognise New Zealand's antinuclear position in relation to the Rainbow Warrior sinking on Marsden Wharf. Places where treaties have been signed could be acknowledged in some way as well as the Admiralty Steps, where the Queen stepped ashore in 1953 as the first reigning monarch to visit New Zealand, and the arrival of the victorious All Blacks team in 1905.

² Salmond Reed Architects Ltd, July 2011, Auckland Waterfront Heritage Study.

³ Previous studies included the former Auckland City Council Heritage Walks (e.g. Auckland's original shoreline), the Nelson Quarter Heritage Study, Matthews & Matthews Architects, 2004 and investigations for the Wynyard Quarter Plan Change.

There is significant demand for cultural tourism experiences with particular interest in regard to Māori cultural experiences and major art and cultural events. Cultural activities, experiences and products contribute significantly to the overall satisfaction of both international and domestic tourists in New Zealand. Ownership of a fleet of waka and waka for ceremonial, recreational and entertainment events, displayed proudly on the waterfront, could be a long-term aspiration of the city.

Water views are also part of the area's character, and many of the Waterfront Plan proposals will enable greater public access (e.g. out on wharves) to enjoy the views up and down the harbour and towards the Hauraki Gulf. Waterfront Auckland will work with Auckland Council to ensure that historic view shafts to the harbour are identified and protected in the Unitary Plan.

Plan Change 4 for Wynyard Quarter identifies a number of character buildings and features. While no buildings have New Zealand Historic Places Trust heritage status, the survival of some former industrial buildings will also be important in maintaining waterfront character by providing variation in building types and heights. Waterfront Auckland will investigate the viability of the retention of character buildings in Wynyard Quarter on its land, acknowledging that such buildings provide considerable character to the area, and will encourage other landowners to do the same.

In new development, a celebration of our history and recognition of the past will help to maintain an authentic Auckland waterfront within its unique setting as part of the city centre and wider Hauraki Gulf.

Some fantastic initiatives have already been delivered or are underway including:

- Britomart, the largest heritage restoration project in New Zealand, encompassing the restoration of 17 heritage buildings and the original fine-grained street network
- Retention and reuse of historic structures and features such as Julian's Wall (old sea wall along Halsey Street), the Golden Bay 'six pack' cement silos and Silo 7, rail tracks and bollards on North Wharf
- Preservation of character elements and buildings, such as reuse and adaption of the Red Shed on North Wharf, the Vos and Brijs slipways and marine buildings and the Lysaght building, on the corner of Pakenham and Halsey streets
- Design of public spaces to reflect and interpret history and context. For example, the roof of the Viaduct Events Centre directly references wave forms of the Hauraki Gulf. The painting (a super graphic) on Halsey Wharf refers to the movement of water and tide charts, and

the Karanga Kiosk is made of shipping containers, reflecting the maritime industries and gritty materiality of the area. The Silo playspace is inspired by local sea floor nature: anemones, mussels, shells and kelp forest reinforced with use of salvaged sea wall stone, pontoons and timber. Viaduct Harbour's paving is derived from the tukutuku panel designs.

- Use of public art (such as Sounds of the Sea) and planting also reflect history and context
- The Viaduct Events Centre holds a range of art and cultural events as well as marine and waterfront-related activities
- The sensitive refurbishment of Shed 10 on Queens Wharf, a class 1 listed heritage building
- The naming of Karanga Plaza, formally Gateway Plaza, which refers to the welcome call given by women onto marae
- Refurbishment of the Tepid Baths.



The Waterfront Plan includes the following projects:

- Heritage trail - the opportunity for a coastal heritage trail (along the original foreshore or another appropriate route) to creatively and sensitively interpret Māori, Pasifika, colonial, maritime and other heritage features and artefacts. History and stories will also be told through interpretive displays, public art and sculpture, place names, interactive tools (such as smartphone applications) and in the design of public spaces. This initiative would be developed in conjunction with the Waitemata Local Board, iwi and key stakeholders. A 'peace trail' is another opportunity
- A new yacht basin for heritage yachts and waka off Wynyard Point
- A wide range of cultural and arts festivals and events are being considered, such as a waka festival with traditional waka racing, in addition to the existing range of events including the Auckland Art Fair, New Zealand Fashion Week, the Auckland International Boat Show and the Auckland Anniversary weekend seafood festival
- Upgrade of parks (e.g. Point Erin, Harbour Bridge and TEAL parks) including linkages to other historic parks and headlands, and opportunities for native trees and flora and interpretation of cultural heritage
- Possibility of a significant public building on Wynyard Point that could have an arts or cultural purpose. This is a long-term project and while no decisions have been made nor funding allocated, a range of exciting ideas have been expressed by individuals and organisations.

High-quality urban design and architecture

The importance of demanding good design in all development and creating a stunning city centre and enduring neighbourhoods is a priority in the Auckland Plan.¹ Waterfront Auckland aims to deliver on this priority by creating a functional and beautiful city centre waterfront for Aucklanders, a waterfront that is distinctly New Zealand and reflects our unique culture and South Pacific location.

Wynyard Quarter has the capability of delivering a seamless extension to the city centre. It can accommodate growth in large numbers of office workers and residents alike. The combination of this level of density and high-quality design values will ensure the quarter will become an exciting, vibrant community with 24-hour life on the street.

Outstanding design and architecture (a goal of the Waterfront Plan) means: developing attractive spaces, a coherent design across the waterfront, places of surprise and interest, and delivering comfortable public spaces with weather protection, seating, sun, pedestrian priority and traffic-calmed streets that are safe and full of activity.

¹ Auckland Plan Strategic Direction 10.

The award-winning Urban Design Framework for the Wynyard Quarter was developed in 2007. Four key concepts of the Urban Design Framework for Wynyard Quarter² are appropriate to the wider waterfront and underpin many of the Waterfront Plan initiatives:

- Waterfront axis – establishing the 'waterfront spine'
- Park axis – creating a landscape network
- Wharf axis – connecting land and sea
- Waterfront precincts – developing areas of distinct character.

² Sea+City Projects Ltd and Architectus, June 2007, guiding design framework for Wynyard Quarter reflected in the Plan Change for the area.

These are further articulated as underpinning principles:

- Connecting waterfront precincts – 'waterfront Quay St spine' is a key east-west connector
- Providing continuous waterfront access through a pedestrian promenade developed along the water's edge
- Establishing diverse, functional and engaging public spaces that look and feel like Auckland, with the opportunity to bring water into the landscape
- Promoting an active and working waterfront through the development of marine-related industries
- Creating appropriate building height, scale and form, complementary to adjacent precincts, the city centre, and nearby suburbs
- Facilitating a mix of uses and activities to establish cohesive living, working and entertainment destinations
- Providing sustainable transport by providing a range of transport modes and routes
- Requiring high performance buildings and quality architectural design.



Dalrymple Street Linear Park, artists impression



Mixed-use development is a key feature of the Waterfront Plan, with a specific and tailored mix of activities and land-uses proposed across the five neighbourhoods. Mixed-use is a key indicator of economic performance and strength of an area, particularly as it maximises the use of infrastructure over longer timeframes by a larger pool of users, and it provides greater capacity for an area to weather changes to the economy. In the context of the economic strength of the waterfront, mixed-use activities include entertainment, retail, hospitality, commerce, marine and fishing industries, residential and civic activities. Achieving a good balance of activities is not only important for improving the vitality of the area, but also for achieving the projected contribution to the regional economy.

Wayfinding is about providing orientation information to pedestrians, cyclists, public transport users and motorists on key destinations and distances to local attractions. It is another important element of design and involves creating consistent directional signage to assist visitors to identify waterfront locations and guide them to points of interest. With the use of mobile technology, the information centre at the Karanga Kiosk and the development of a waterfront heritage trail, visitors and locals will be more aware of the history of the area and the recreational and entertainment opportunities. Lighting also helps establish a safe environment for pedestrians and cyclists, adding vitality for morning and evening periods. Technology will be chosen to ensure Waterfront Auckland's sustainability targets for lighting are met.

Urban landscaping and developments, such as the opening up of laneways within Wynyard Quarter and between Quay Street and the city centre, will increase connectivity, improving access through the existing large blocks. They will also create great vistas along and to the water, which will assist wayfinding, accessibility and interest.

Waterfront Auckland has a range of tools to ensure the delivery of excellent urban design and architecture including:

- Clearly stated urban design outcomes within the Urban Design and Sustainable Development Frameworks
- An independent multidisciplinary review process for all designs, be they for public spaces or private developments
- Design review via Auckland Council's Urban Design Panel
- A design talent pool of top-flight firms.

Further tools will be developed, such as architecture and urban design guidelines for future development, also incorporating environmental sustainable design principles.¹ The independent review process is being strengthened with the incorporation of scientific or technical expertise in areas such as risk and resilience, energy, building performance and water management. The preparation of precinct-wide integrated development plans for the staged development of the Wynyard Quarter will enable the identification of

performance criteria to address the wider urban design and sustainability outcomes.

A review process of completed developments is critical. Waterfront Auckland will continually review the performance of its projects. For example, the accessibility audit and monitoring of traffic speeds in the new shared spaces will enable Waterfront Auckland to improve the design of existing public spaces and inform the design of new projects. A social and environmental audit of the effectiveness of the rain gardens in Jellicoe Street by Landcare Research will also provide valuable independent analysis to inform future projects at the waterfront and potentially across New Zealand.

¹ These will draw on the Good Design Principles (Box 10.1), Land-use and Transport Principles (Box 13.1), and Environmental Design Principles (Box 10.2) in the Auckland Plan, as appropriate.

People-friendly public spaces

The Waterfront Plan supports the connection and expansion of the parks and public open spaces, linking the key parks and green spaces between the promontory parks of Point Erin (Oka) and Point Resolution (Taurarua).

Objectives include:

- Family-friendly and people-focused public spaces, with a range of activities
- Safe access for all ages
- Greening of the waterfront and city centre
- Support for enhancing biodiversity.

There is an opportunity to build on the outstanding park network laid out in the late 1800s, such as Albert Park, Cornwall Park and Dove-Myer Robinson Park. Connecting Victoria Park, Albert Park and Auckland Domain with the waterfront as part of a blue-green network is a transformational move of the City Centre Masterplan.

An addition to this green space network will be a major new 4.5ha Headland Park on Wynyard Point proposed by

the former Auckland City and Auckland Regional councils. It will be developed when the bulk liquid storage tanks are removed and the land is remediated at the end of the current leases. Input to the detailed design of this park will be invited in the future.

The Daldy Linear Park is expected to be completed in 2013. It will provide a legible and accessible continuous landscape connection from Victoria Park northwards through the centre of Wynyard Quarter to the future Headland Park. Daldy Street is to function as a generously scaled street and linear park that is a strategic public transport, walking and cycling route to (and through) the heart of the quarter.

Urban parks at the waterfront are intended to be diverse, functional, engaging and vibrant. Rather than formal, large green spaces, the urban public space concept aims to attract people to engage in activities and events, to gather, people watch and enjoy the vibrancy and diversity. Karanga Plaza, with the rolling wooden loungers, tidal steps and great views of the Viaduct Harbour is a popular example. Smaller green spaces have also been created, such as Silo Park, which includes a playground and half ball court and has stunning views of Westhaven Marina and the city.

To deliver the public waterfront goal, the Waterfront Plan includes the following new or redeveloped public open spaces:

- Harbour Bridge Park (and its links to Point Erin)
- St Mary's Bay open space
- Headland Park on Wynyard Point
- Central Park (within Wynyard Quarter)
- Waitemata Plaza
- Queens Wharf open space
- Point Resolution and TEAL Park new headland and beach, referencing the historic headland.

The Waitemata Local Board supports green links to connect parks and, in particular, the enhancement of Point Erin.



Fishing, Wynyard Point

Public access to the water

A key objective of this Waterfront Plan is providing enhanced public access to the water by way of specific and frequent locations along the waterfront where people can access and engage actively with the water. There are many places that already provide some access to the water to take in the views and fresh air and enjoy events and waterfront activities. These include the Viaduct Harbour, Queens Wharf and North Wharf, including the tidal steps at Karanga Plaza and Silo Park (Cement Wharf), the footpath along the edge of Westhaven and under the Harbour Bridge.

Previous studies have shown that there is a huge demand for contact with the water within the inner-city, and public consultation on the draft plan has confirmed this. This demand is likely to increase with the growing population. The popularity of Tamaki Drive, the newly sanded beaches of Mission Bay and Point Chevalier, the redeveloped Judges Bay and the new tidal steps in the Viaduct Basin illustrate this demand.

New initiatives will include opportunities to sit on the water's edge, dip your toes in the water, to splash, swim, cool down the dog, fish or float (i.e. get out on the water) or simply enjoy the view. These include:

- Public access along extended and new wharves (for example, Halsey Street Extension and Wynyard)
- New beaches at St Mary's Bay and TEAL Park headland
- Fishing platforms at Harbour Bridge and TEAL parks
- Wynyard Quarter water space
- Small boat launching facilities
- Increased ferry services and destinations
- Events on the harbour, such as the ocean swim, yacht and waka racing
- Queens Wharf saltwater pool.

The importance of providing boat ramp facilities for the people of Auckland to access Auckland's largest park, the Hauraki Gulf, will be considered in the Westhaven Masterplan and in other marine projects across the waterfront.



Events and activation

Tourism and events on the waterfront will have a significant economic impact on Auckland with additional visitor hours spent enjoying the new amenities contributing an estimated \$244 million a year to Auckland's economy by 2040. The increased number of events on the waterfront is estimated to add \$49.3 million in direct spending, generating \$22.1 million in Gross Domestic Product and around 480 jobs.

There is a need for a cohesive vision and strategy for events and activation at the waterfront. A wide range of new festivals and events are being developed in conjunction with Auckland Tourism, Events and Economic Development, Regional Facilities Auckland, the events industry and other key stakeholders.

Waterfront Auckland is committed to placemaking, which is not just the act of building or fixing up a space, but a whole process that fosters the creation of vital public destinations – the kind of places where people feel a strong stake in their communities. It capitalises on a local community's assets, inspiration and potential. Placemaking recognises that places evolve over time and that activities and events need to support the prosperity of local businesses and community development. Ensuring that people continue to visit the waterfront is about enabling locals to make it their own. Maintaining public spaces to a high-quality and supporting waterfront businesses in the early days of the transformation of the Wynyard Quarter is an important focus of Waterfront Auckland.

The Auckland waterfront has some beautiful and diverse examples of public art, from sculptures and monuments, to waharoa (gateway), super-graphics (painted surfaces), interactive works and sound art. A cohesive public art strategy is developing in conjunction with Auckland Council and the arts community. This will ensure that public art is integrated into the urban fabric to enrich the attractiveness of the waterfront for both Aucklanders and visitors. All public art proposals for the waterfront are reviewed by the Auckland Council Public Art Panel.

Guidelines will ensure that event offerings are dynamic, inspiring and environmentally sustainable. Waterfront Auckland will ensure there is a diverse calendar of social, cultural and business events and activation offerings throughout the year. A curatorial approach to incoming events will ensure that events are successful, innovative and relevant. Within the area there are a number of facilities and spaces, such as the Viaduct Events Centre, the Voyager Maritime Museum, Victoria Park, Karanga Plaza, Queens Wharf (Shed 10, the Cloud and open space) and Vector Arena that will play an important role in this.



Volvo Round the World Yacht Race Stopover, March 2012

Work is underway to build the profiles and impacts of the following existing events:

- Anniversary weekend seafood festival
- Auckland International Boat Show
- Adidas Auckland Marathon
- New Zealand Fashion Week
- Ocean Swim
- Auckland Art Fair
- Volvo Ocean Race.

Many different ideas, major spectacles and mega events are also being investigated. Events of this magnitude bring substantial economic benefits to the city and region. Like the Volvo Ocean Race and Rugby World Cup 2011, they attract international visitors and raise awareness. They are also incentives for core infrastructure upgrades that provide significant benefits for the community.

Waterfront Auckland will continue to work with both event organisers and local industry to ensure that the staging of events causes minimal disruption to local businesses. The use of areas such as Silo Park is carefully managed in order to respect the ongoing needs of the area, as well as ensuring that organisers are afforded a platform on which to best deliver their intended product.

Initiatives to bring the waterfront alive and to support local businesses, include:

- The waterfront walkway and cycleway and new parks that provide new event spaces
- The development of events that celebrate the waterfront, and local communities and industries, such as an Alternative Christmas, waka festivals, a new children's festival and various marine-based activities
- The continued delivery of activities such as Silo Cinema, sessions (music) and markets, the North Wharf workshops and the development of new activations
- Stitching the waterfront and city centre by opening up the laneways to increase activity by providing new opportunities to explore
- The heritage and arts trail along the historic 1840s foreshore (or throughout the waterfront area) in conjunction with Local Board proposals and in consultation with iwi and key stakeholders
- Placemaking to support Wynyard Quarter to develop as a vibrant mixed-use precinct
- A possible signature public building on Headland Park.

A SMART WORKING WATERFRONT

Economic development and tourism

An attractive, distinct and vibrant city is critical to prosperity and to attracting and retaining talented people. Auckland's waterfront setting, its built environment and open spaces, its distinct shopping experience and its role as a hub for cultural events and activities underpin the city centre's attraction for residents and visitors. The central location and high natural amenity values make the waterfront an intrinsically attractive location for commercial and other activities.

The waterfront is expected to be a major driver of Auckland's economic future. Today the waterfront provides jobs for around 4,300 people and generates \$315 million in direct Gross Domestic Product. Over the next 30 years Auckland's waterfront redevelopment will directly and indirectly contribute to a total of 40,000 jobs for Auckland, many well beyond the city centre. It is expected that 61% of waterfront jobs in 2040 will be in business services, 25% in retail, food and beverage and 11% in marine and fishing. Other industries that will feature prominently at the revitalised waterfront are the cruise industry, tourism and events and construction.

While these figures relate to the Wynyard Quarter only, clearly the potential to unlock development opportunities across the waterfront are significant. The Britomart regeneration project, Vector Arena and the Ports of Auckland already contribute significantly to the local economy.

It is essential to create the right conditions to retain existing and encourage new commercial activity within the waterfront area. The provision of state-of-the-art infrastructure is key in attracting investment and sustaining productivity. This includes reliable and affordable supplies of power and water, high-speed data and information technology and accessibility for freight and goods by both land and water. Waterfront Auckland will work with utility operators on opportunities for future-proofed, efficient and resilient infrastructure.

Auckland Tourism, Events and Economic Development, a Council-Controlled Organisation of Auckland Council, has prepared a 10-year Economic Development Strategy, a visitor plan and major events strategy. The visitor economy drives retail, particularly in relation to hospitality, accommodation and recreational, educational and transport investment. One of the priority areas of the Economic Development Strategy is to make Auckland an innovation hub of the Asia-Pacific region, focusing on the development of innovation clusters.

Innovation, with the support of strong networks and alliances, will help increase the advantage and level of productivity needed by diverse industries on the waterfront and wider Auckland to compete in the local and global economy.

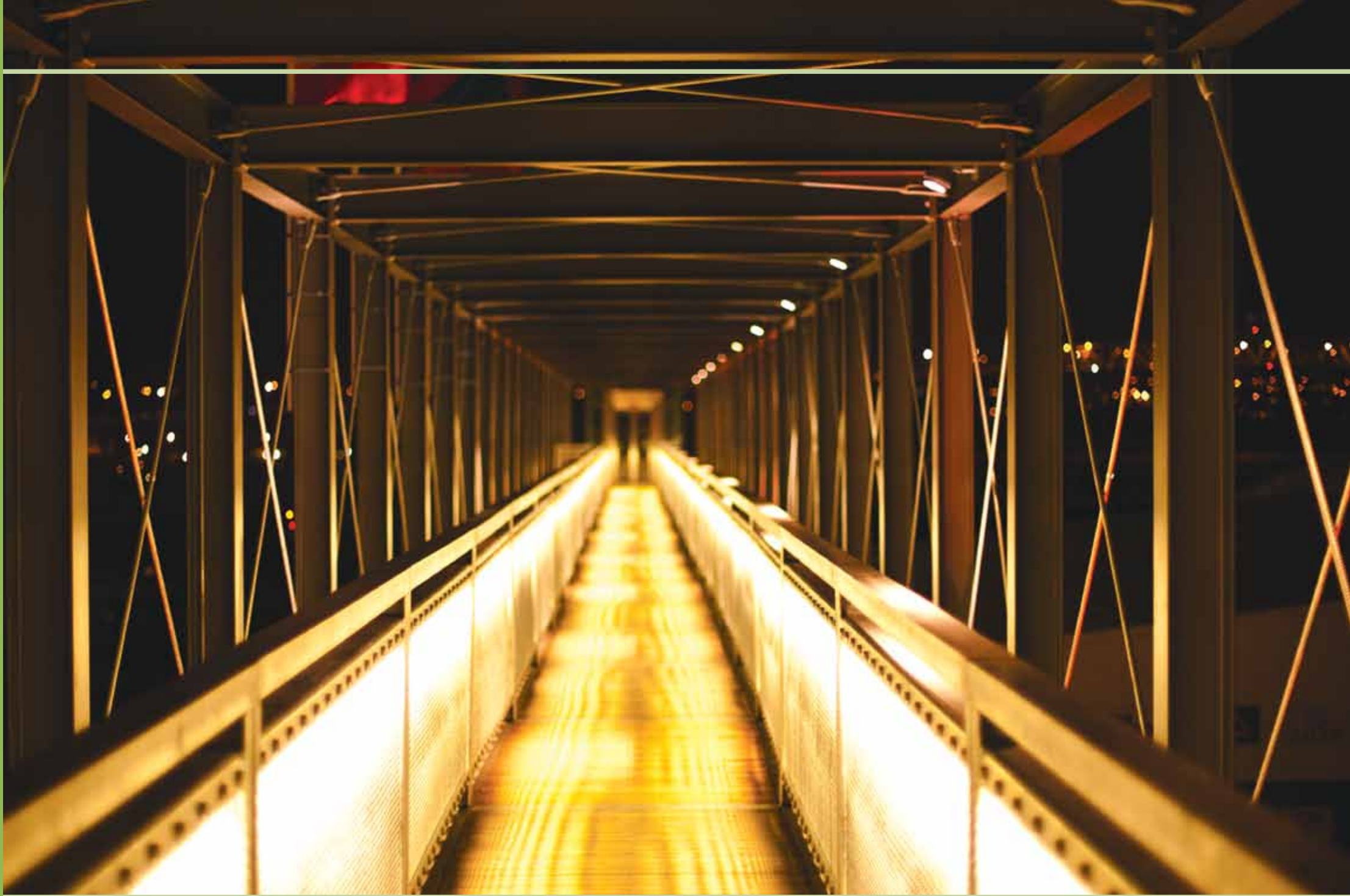
Across the Wynyard Quarter, progressive tenants like ASB Bank will be sought to provide a critical mass needed to attract hospitality and retail.

Redevelopment of the waterfront is expected to increase visitation time, making increased tourist facilities a key driver for growth. In 2010, approximately 73,700 people visited the waterfront, representing only 1.3% of visitors to Auckland, with a significant two-thirds coming from other parts of New Zealand. It is estimated that a redeveloped waterfront would help increase visits to 55% (4.28 million) by 2040. Approximately 79% of these visits would be driven by international visitors.

The visitor economy has the potential to be expanded across the wider waterfront area and harbour. The Waiheke and Devonport-Takapuna Local Boards both highlight opportunities for expanding visitor tourism based on their unique coastal environment, heritage and niche markets.

Waterfront redevelopment will help increase the profile and attractiveness of Auckland in hosting events, and it is expected that Auckland will be able to capture more events of international scale. The increased number of events on the waterfront is estimated to amount to \$49.3 million in direct spending by 2040, generating \$22.1 million in Gross Domestic Product from around 480 jobs.





The port

The port is a key feature of the central Auckland waterfront and is a major component of Auckland's working waterfront and maritime heritage. It is also a key facilitator of trade and provides significant economic benefits for the region and New Zealand.

The importance of providing for the long-term needs of the port in an appropriate and environmentally sustainable way to support New Zealand's international freight, trading competitiveness and visitor industry, is outlined in the Auckland Plan.

Feedback to the draft Waterfront Plan included some opposition to expansion of the port and concerns about the potential impact of expansion on harbour amenity values and views, harbour navigation and city centre amenity including noise and traffic.

Waterfront Auckland is aware of public pressure to review activities of the port, to examine its profitability, its location, its relationship with other North Island ports and the company's plans for future growth and expansion of its current footprint. These and other related matters are to be included in a major review commissioned by Auckland Council. Waterfront Auckland will seek engagement on the implications of this review for the eastern city centre waterfront, the Harbour Edge Stitch and Queens Wharf, in particular.

It is evident that there are opportunities to increase the integration of the working port with the wider waterfront. Waterfront Auckland will seek to encourage and facilitate the protection of water views, enhanced harbour and city amenity and improved sustainability of the port, consistent with the goals of the Waterfront Plan. Viewing platforms or other methods could be used to enable public observation of the working port.

Innovation Precinct

Waterfront Auckland will lead the development of an Innovation Precinct at Wynyard Central (part of the Wynyard Quarter), focusing on developing technologies in the ICT and creative sectors. These sectors are Auckland's and New Zealand's leading internationally competitive sectors in Gross Domestic Product terms, for application across service and manufacturing sectors and are important to the waterfront supporting marine, finance, clean technology and security sectors. The precinct will occupy a 3.6ha mixed-use site and refurbish the Lysaght and TMS character buildings. It is expected to contribute \$293 million to the Auckland economy due to job creation and increase in labour productivity associated with greater agglomeration.



The Waterfront Plan proposes to support development of the local and regional economy in a variety of ways:

- Provide, in partnership with the private sector, infrastructure and space to grow particular industries such as marine, fishing and tourism e.g. multipurpose cruise terminal, fishing water space, superyacht refit facility, hotel accommodation
- Establishment of an Innovation Precinct in the Wynyard Quarter
- Sustainable management of waterfront commercial operations owned by Auckland Council e.g. Westhaven Marina
- Create new business and development opportunities along the length of the waterfront e.g. opportunities linked to the waterfront walkway and cycleway, Wynyard Quarter and Quay Park
- Improve accessibility for employees and visitors, such as new pedestrian bridges, the waterfront walkway, improved access to public transport and pedestrian access between the waterfront and city centre
- Improve amenity and provide new spaces to attract new business, events and visitors e.g. public investment in parks, walkways, streetscapes and infrastructure.

Marine and fishing

The Auckland waterfront is a working area that functions as a regional centre for marinas and the marine and fishing industries. This includes marine activities such as recreational and commercial vessel berthage, vessel maintenance, superyacht refits, commissioning, dry storage and boat stacking facilities and marine retail, along with all commercial and leisure fishing and retail related businesses. The fishing industry includes fish processing, fish auction, seafood cooking, fish market retail and restaurants. Westhaven provides around 2,000 marina berths, boat ramps, car parking, sailing club facilities, restaurants and marine related retail and business premises. There are berths for 50 superyachts in the Viaduct Harbour and commissioning and mast-stepping facilities on Halsey Street Wharf extension. These elements contribute to Auckland's distinctive and unique waterfront environment.

There is a need to facilitate the retention, stimulation and growth of the existing marina and marine and fishing businesses within the Waterfront Plan, complementary to opportunities in the Upper Harbour, which the Local Board is keen to expand.

A New Zealand Trade and Enterprise report¹ estimates that the marine industry is one of the country's largest manufacturing industries, with more than \$2.2 billion in

annual sales and a growing export market contributing over \$717 million every year. The three key sectors – superyachts, equipment and services, and refits – contributed more than 80% of the value of exports in 2008.

The Wynyard Quarter marine cluster contributed approximately 15% (or \$350 million) of New Zealand industry turnover in 2005, 17% of all marine industry exports and 26% of marine activity in the Auckland region by dollar value². Growth in the superyacht sector is reliant on the development of lifting infrastructure and additional berthage and refit facilities. Public sector investment will be critical to support this growth.

The further development of the fishing industry at Wynyard Quarter will help enhance the character and tradition of a working waterfront and create activities and income in the business and tourism sectors. The fishing industry contributed 262 direct, full-time employment positions in 2010, which is expected to increase to 541 in 2040³. Enabling fishing vessels to continue to berth in close proximity to fish processing facilities is critical, as well as sheltered berthage for the smaller fishing vessels in the Auckland-based fishing fleet.

Under the smart working waterfront goal, Waterfront Auckland is committed to supporting the continued co-location of marine, fishing (charter and working boats) and recreational boating activity in the area, as well as ferry,

¹ New Zealand Trade and Enterprise (2010). Boat manufacturing and marine industry fact sheet June 2010.

² Market Economics (2005). The Wynyard Point Study, Stage one marine and fishing cluster research.

³ PriceWaterhouseCoopers, 2010





cruise and freight shipping services, as they are functionally dependent on an accessible maritime edge location. This includes securing space for these activities, managing future adjacent land-uses so they don't compromise these activities and facilitating continued successful operation of Westhaven Marina to enhance its international reputation (as a springboard for maritime enterprise and talent).

Commercial access and parking for the marine and fishing industry will be made available, to the extent that the Unitary Plan allows, and regularly reviewed to make co-location with other activities work. Permanent retention and expansion of the marine and fishing industry will be based on land-use and other controls in the Unitary Plan, and other tools such as transitional or temporary uses, covenants, design solutions and development agreements.

Many people enjoy viewing visiting fishing vessels, superyachts, classic yachts and industry activity like slipping, rigging and manoeuvring of vessels. These waterfront activities contribute to the strong historical and cultural character of the waterfront. This sense of place is important for bringing tourists to the area and developing the waterfront into an attractive and vibrant area to visit. Waterfront Auckland will encourage waterfront industries to make provision for public viewing of their activities where it can be safely accommodated.

The projects and actions to support the marine and fishing industries in the Waterfront Plan include:

- Continuing to maintain the marinas through dredging, pier renewals, and security improvement
- Marina development – expansion of infrastructure, services and commercial opportunities, and increasing water depth to accommodate larger vessels at Westhaven
- Completing and implementing the Westhaven Masterplan
- Developing projects to expand marine activities on the western edge of Wynyard Quarter for superyacht and working boat berthage and servicing (superyacht refit and commissioning facility, heritage yacht basin, Vos yard development)
- Halsey Street Wharf extension to accommodate the growing fishing fleet and demand for superyacht berths
- Boat storage for larger powered craft
- Increasing the number of marine-related events across the waterfront including those events in the Viaduct Harbour (such as the Auckland International Boat Show, various yacht races, including the Volvo Ocean Race, and America's Cup yachts and youth sailing events)
- Supporting the development of regional infrastructure that increases industry access and amenity.



Cruise

The cruise industry in Australasia has shown strong growth in recent years with a continued increase in the number and size of cruise ships providing cruise itineraries. Growth of 10 to 15% is projected for the coming years with more than 200,000 passengers expected in 2012–13.

Auckland is the key hub port for the cruise industry in New Zealand, and its role as an exchange port benefits the Auckland economy and other port cities around New Zealand. Auckland is one of the few cities in the world where cruise vessels can be berthed directly in the heart of the Central Business District, a feature which passengers and cruise companies love.

The cruise industry in New Zealand has shown strong growth in recent years, from 27 cruises catering for 19,400 passengers in the 1996–97 season, to 81 cruises catering for around 110,000 passengers in 2009–10 and more than 100 ship visits and 200,000 passengers in 2011–12.¹

The cruise industry injected direct expenditure of \$271 million into New Zealand in 2009–10, of which around \$163 million (60%) was captured by Auckland. Excluding expenditure on items such as airfares and ship fuel, the industry created \$64 million of economic value-add (or Gross Domestic Product).²

¹ Ports of Auckland

² Markets Economics, September 2010. New Zealand cruise industry study prepared for Ministry of Economic Development, Cruise New Zealand and Tourism New Zealand.

928 full time jobs were also generated in the Auckland economy, 472 of which were directly associated with the cruise industry.

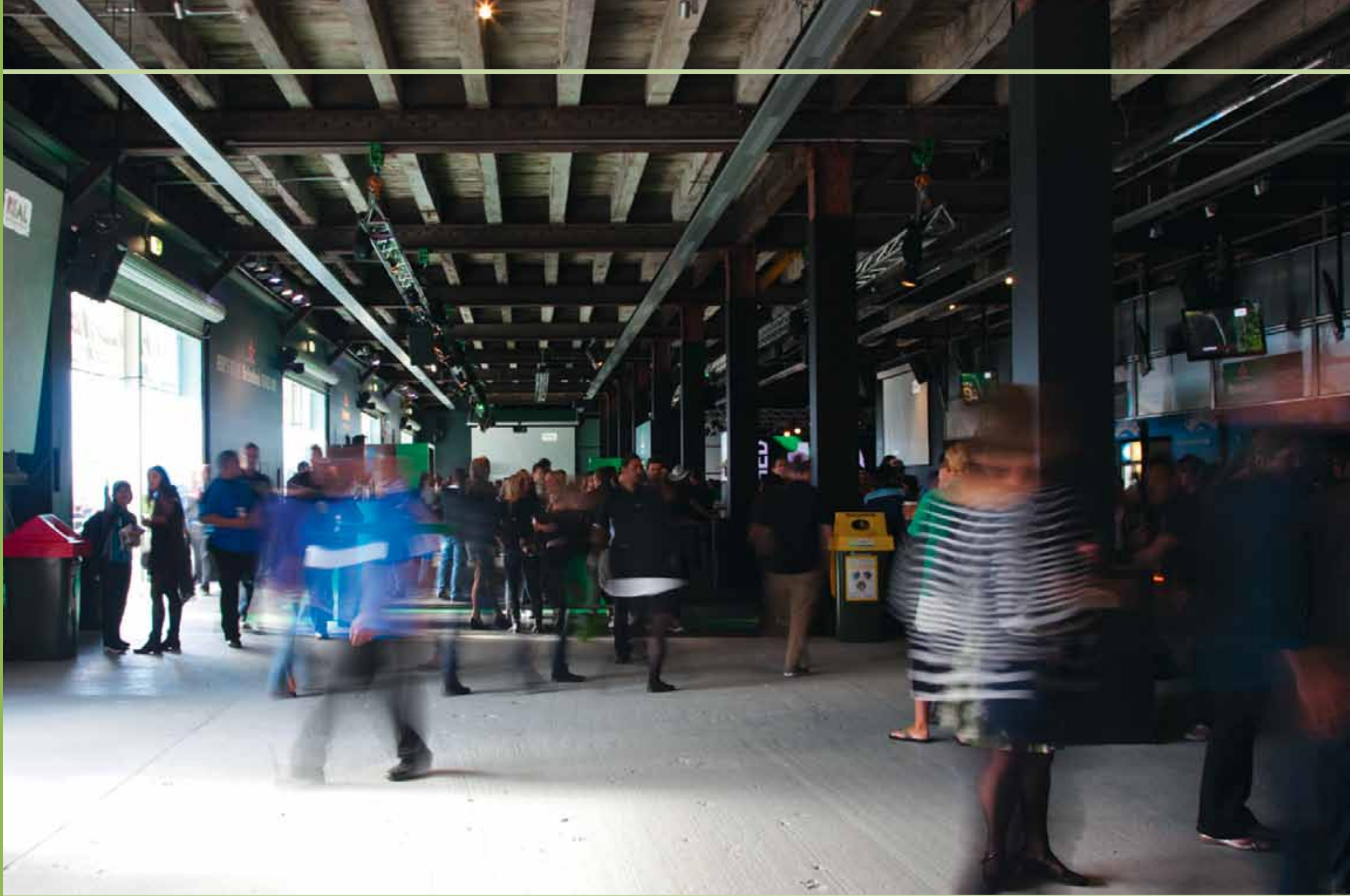
Projections by PriceWaterhouseCoopers suggest that with additional cruise industry infrastructure, the number of jobs directly related to the cruise industry will grow to more than 3,000 by 2040.

As the cruise industry grows in New Zealand it constantly stimulates new activity and initiatives in each of the ports. The visitor experience can impact on first and last impressions of New Zealand as a destination. What happens in Auckland therefore has an impact on the future of the cruise industry and the wider visitor market.

A significant amount of technical work has been completed, which investigates the benefits and challenges of investment in cruise infrastructure. All of the work generated to date indicates that the long-term prospects for cruise activity in New Zealand are positive. Continued growth of the economic benefits is, however, dependent on sufficient investment in infrastructure, both port-side (the terminal) and supporting land-side (hotel beds, activities and events) and on the overall visitor experience.

Opportunities to gain additional economic benefit will come from:

- Providing enhanced cruise infrastructure (both port and land-side) that can respond to larger vessels and longer stays
- Encouraging more exchange visits where passengers can spend additional time in Auckland prior to or after their cruise
- Encouraging longer transit stays in Auckland, providing more choice for passenger visits around the region
- Capturing more opportunities for provisioning cruise vessels.



Queens Wharf

Queens Wharf was purchased jointly by the government and the former Auckland City Council to deliver three initiatives:

- A high-quality cruise terminal
- A major event space
- An impressive public open space reflecting the culture and heritage of Auckland and New Zealand.

The first phase of development of Queens Wharf was completed in time for Rugby World Cup 2011. The works included an upgrade to the ground floor of Shed 10, which now provides an improved experience for cruise passengers as Auckland's secondary cruise terminal. It is used extensively for functions and events such as festivals, concerts and sporting events. Queens Wharf has become an important public space in the heart of the city, and many thousands of people have enjoyed watching the hustle and bustle of the working waterfront and the views out into the Hauraki Gulf. The flexible, oversized furniture has proved popular wherever it has been positioned, and the colourful central lighting provides a marker and draws people from Queen Street.

Auckland Council's Long-term Plan includes funding for the primary cruise facility. This second phase of development of Queens Wharf will see the refurbishment of Shed 10 to restore a class 1 registered heritage building and its adaptation as Auckland's primary cruise terminal. This will meet the wharf owner's objective to provide a high-quality cruise facility that delivers economic benefits to the Auckland region and New Zealand as a whole. The refurbishment will also provide a unique dry-hire events venue adding to the ability of Queens Wharf to host major events.

The design of the facility will draw from the extensive technical information developed through workshops with internal and external stakeholders and facility users and a review of similar developments overseas. This phase of work is part of a progressive strategy to deliver cruise facilities that keep pace with the continued growth of the industry without committing to significant expenditure at any one stage.

Princes Wharf will remain as the secondary cruise terminal but as growth continues, additional facilities will be required. Further extensions to the north and south of Shed 10 will provide additional capacity, together with a dolphin extension to the wharf to accommodate berthing of the expected larger vessels. There will be increased public use of the western side of the wharf once the Cloud is removed.

Queens Wharf will be developed progressively to:

- Build on the assets Auckland already has, particularly Rugby World Cup 2011 legacy projects
- Demonstrate Auckland's ability and willingness to be 'cruise friendly'
- Capture the maximum economic benefit of the growth of the cruise industry
- Capture a more sustainable contribution to Auckland's visitor economy
- Gain a step change in regional tourism capability
- Respond to a changing cruise market over time. The economic benefits of the cruise industry and changes in the cruise market will continue to be monitored over time. An analysis of alternate locations for cruise ships has indicated that Wynyard Wharf also provides an excellent opportunity in the longer term. This option could complement the facilities provided at Queens Wharf but needs to be considered in context of the competing demands for the use of water space in this waterfront area.

In addition to cruise ships, the facilities and the wharf will be developed to be a place where the public can enjoy access to the waterfront, either through passive activity (walking and fishing) or through organised events, as well as providing a venue for major events and functions.

A CONNECTED WATERFRONT

A key goal of the Waterfront Plan is creating a connected and accessible waterfront. This includes ensuring that the waterfront is:

- Highly accessible with improved pedestrian and cycling linkages and fast, frequent and low-impact passenger transport
- Physically well connected to the city centre and neighbouring suburbs
- Socially connected to the wider city and beyond, through supportive business and social relationships and state-of-the art telecommunications.

Previous studies have indicated that the waterfront is difficult to access, especially for pedestrians, and that it is cut off from the city centre and neighbouring suburbs largely by major roads and intersections with poor street amenity and safety.

Regional transport strategy

Auckland Transport, a Council-Controlled Organisation responsible for transport in Auckland, aims to develop a balanced transport system that provides high levels of accessibility, reliability and safety, and where people and businesses have realistic choices about how they travel and transport goods and services. Transport improvements need

to make it easier for people to choose more sustainable options and reduce the impact on the environment (including greenhouse gas emissions) whilst supporting economic activity.

A number of major proposed strategic transport projects will have a significant impact on the waterfront including the additional Waitemata Harbour crossing, the City Rail Link between Britomart and the western line, a possible airport rail link and further improvements to State Highway 16 in Grafton Gully and improving port accessibility.

A third harbour crossing

Supporting the significant cross-harbour travel demand for people and freight will be important for Auckland's ongoing economic development. There is also a need to discourage traffic through the central city in order to enhance the amenity and liveability of the waterfront and city centre, an objective of the City Centre Masterplan.

The New Zealand Transport Agency has published the Additional Waitemata Harbour Crossing study which identifies a corridor for an additional harbour crossing for general traffic which could take the form of either a new bridge or tunnels, and would run from Esmonde Road on the North Shore and emerge in the central motorway junction. Due to gradient issues, any rail crossing would

be required to take the form of tunnels. Notice of a requirement to designate this corridor has been given to Auckland Council, however, the ultimate form of this crossing is yet to be determined.

Analysis of the proposals indicate that tunnels (for vehicles and rail) will occupy less land, avoid impacts on Westhaven Marina and generally have less impact on the harbour itself, waterfront amenity and land values. The proposed tunnel alignment would pass well below the seabed at the western tip of Wynyard Quarter. Feedback to Auckland Council¹ clearly indicates a preference for tunnels.

Were the crossing to be in the form of a new bridge, as defined in the New Zealand Transport Agency study, it would permanently alter the amenity of the waterfront and significantly affect Waterfront Auckland's ability to realise the public's aspirations for the waterfront. A new bridge adjacent to the existing bridge and the presence of a significantly widened motorway corridor, would have a wide range of impacts on the waterfront including visual impact (from, to and across the waterfront), noise, air quality, shading and the loss of pedestrian connectivity. Additional concerns are the dislocation of Westhaven and Harbour Bridge Park from the wider waterfront, the loss of marina development opportunity and the impact on the proposed waterfront pedestrian walkway and cycleway and public spaces. There is also the potential for shipping and recreational boating navigational constraints.

¹ Auckland Council, Auckland Unleashed Discussion Document 2011

An additional harbour crossing is a major strategic initiative. It is important that an agreed position is reached by the New Zealand Transport Agency, Auckland Transport and Auckland Council as soon as possible, as plans to successfully develop Wynyard Quarter and the wider waterfront will falter if this uncertainty remains.

City centre transport priorities

Fundamental changes in future city centre travel patterns and demands, and a shift to pedestrian priority are promoted in the City Centre Masterplan and provide an opportunity to dramatically enhance the liveability and success of the city centre. Auckland Transport and the New Zealand Transport Agency have been working on the sequence of changes required to the transport network to enable the City Centre Masterplan objectives to be achieved.

The City Rail Link is vital to support the residential and employment growth of the city centre, to dramatically improve regional rail access and journey times to the city centre and to achieve liveability aspirations. An optimised bus network is currently under development and, in conjunction with a possible future airport rail link, will deliver tourists directly to the waterfront and support the development of tourism, events and the cruise industry, as well as supporting strong residential and employment growth.

The upgrading of Quay Street to a pedestrian-focused destination has been identified as a priority. Whilst work will initially focus on activating and beautifying the streetscape, it is recognised that it is necessary to maintain bus and ferry activity and vital traffic movements for business. Should alternative traffic routes and reduced local access requirements be achieved, there is potential to reconfigure many parts of the road network to create a more inviting pedestrian environment.

The completion of initiatives and projects that will enhance the efficiency of the motorway network, such as the Victoria Park Tunnel, provide an opportunity to rethink the role of inner-city streets. The Waterfront Plan envisages slower traffic and increased pedestrian priority closer to the waterfront, making the Central Motorway Junction the predominant east-west connection to safely move high volumes of traffic and freight around the city centre.

Auckland Transport, New Zealand Transport Agency and stakeholders including Waterfront Auckland, Ngati Whatua, KiwiRail and Ports of Auckland, have commenced a study into the transport and land-use issues in the eastern waterfront area. This study will examine options to ensure efficient and reliable access to the port for freight, unlocking the development potential of Quay Park and supporting the City Centre Masterplan aspirations for the area.



Reliable and efficient movement of goods and services in and out of the city centre and waterfront is critical to enabling continued economic growth. Moves to reduce traffic capacity in the central city/waterfront area will need to be carefully managed to avoid creating an area that is inaccessible for commercial occupants and thus unattractive for private sector investment. All waterfront projects with transport impacts or implications will only be progressed with the assessment of comprehensive traffic modelling and consultation with key stakeholders.

Britomart and the ferry terminal form the city centre's main passenger transport hub for rail, buses and ferries. This is a particular opportunity for the waterfront where good urban design, improved pedestrian and cycling access, activation of places and improved passenger transport services (and destinations) will support this hub. Buses will continue to provide the majority of public transport movements in the future, even with the critical City Rail Link in place. Robust and reliable bus services will form a core part of the city/waterfront transport system. The current restructuring of the regional bus network will support greater bus access to and within the city centre.

Some form of low-impact, high-volume, high-frequency passenger transit across the waterfront is needed to directly link Wynyard Quarter to Britomart and the city centre and could supplement the comprehensive bus network. This could later be extended to connect to the eastern suburbs of Orakei, Mission Bay, Kohimarama and St Heliers.

Ferry services

Development of the 'blue highways' including new ferry services and facilities was strongly supported in consultation feedback (as well as ensuring continued access to long-stay parking on the mainland for island residents).

Auckland Transport is responsible for the development of the ferry strategy and infrastructure, together with the private operators. Further development of the downtown ferry terminal and associated water space is included in the Waterfront Plan. There are common aspirations for increased ferry and water taxi services and improved passenger facilities identified in a number of Local Board plans (Devonport-Takapuna, Orakei, Howick and Upper Harbour Local Boards). Increased services would need to be accommodated at the central ferry terminal.



Auckland Ferry Building



Wynyard Quarter Transport Plan

The Wynyard Quarter, surrounded on three sides by water, and the fourth by Fanshawe Street (a major motorway connection and part of the Northern Busway) poses significant challenges in terms of accessibility. The planned scale and nature of development in Wynyard Quarter has been carefully designed to manage the transport impacts.

The Wynyard Quarter Transport Plan (developed as part of the Operative District Plan for the Wynyard Quarter) aims to constrain future private vehicle travel to and from Wynyard Quarter, particularly during peak periods, by encouraging attractive and efficient passenger transport services and constraining the supply of car parking and road space. The Waterfront Plan proposes greater accessibility for pedestrians and cyclists. An ambitious 70/30 modal split (i.e. 70% of peak trips are by passenger transport, walking and cycling and only 30% by single occupancy vehicle) has been set (for the completion of the development in around 2030) and will be monitored. It is recognised that the transition from mainly single occupancy vehicles to this modal split will take time, and arrangements to maintain access in the short to medium term have been made (for example, the temporary Jellicoe Street car park). Further initiatives will be investigated over time in conjunction with stakeholders. Maintaining a level of access for service vehicles and customers of existing and new businesses is critical, as well as access for visitors to come and experience the quarter.

A Travel Management Association has been established at Wynyard Quarter to coordinate and champion travel demand management initiatives (such as ride share

schemes). It will also provide a forum for businesses and neighbourhood associations to work together to reduce single occupancy vehicle trips and to communicate with Auckland Transport on infrastructure and service proposals.

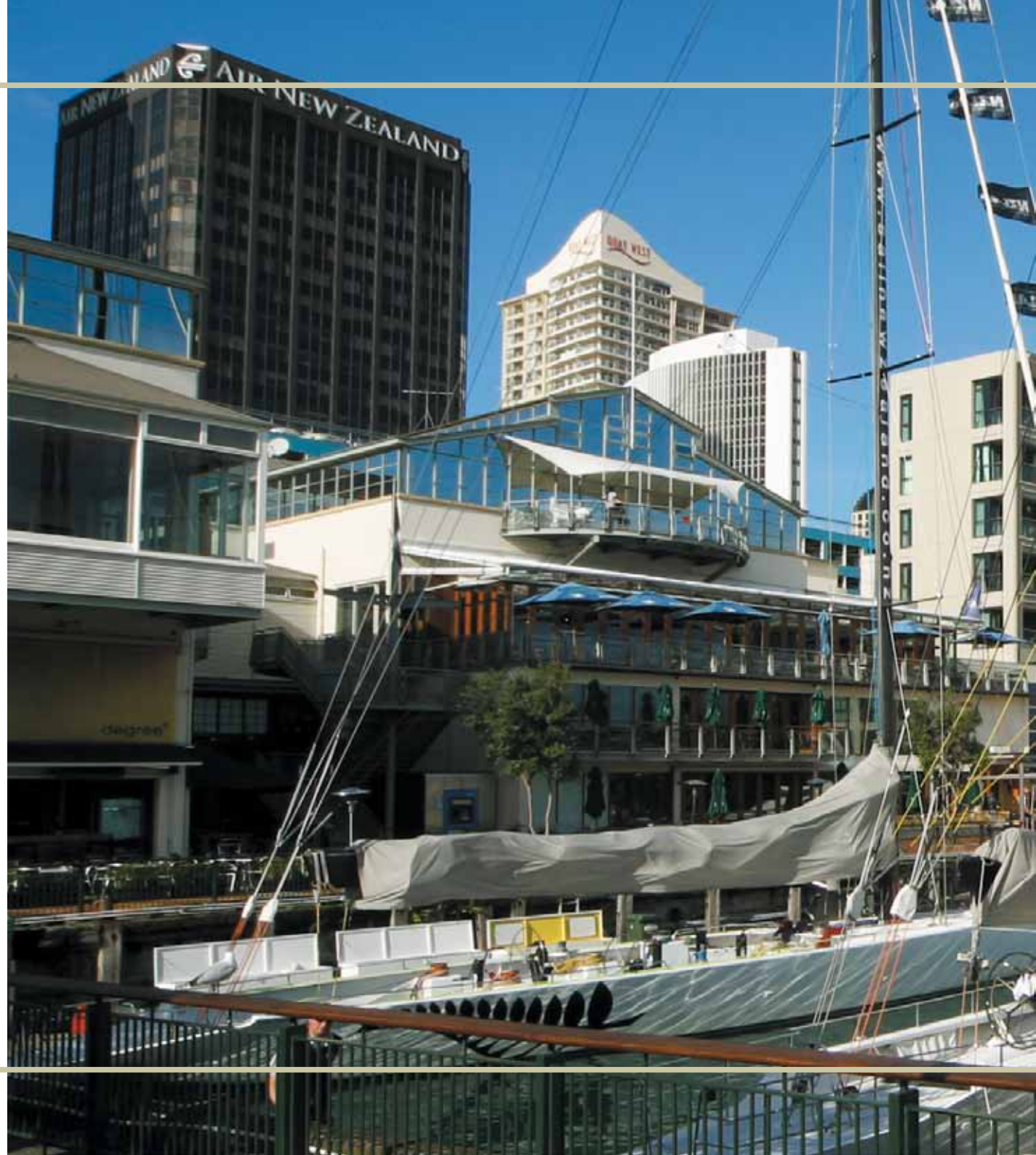
Recent bus service improvements now directly link Wynyard Quarter with Queen Street and Karangahape Rd and with city fringe suburbs. Every second bus of the Inner and Outer Link services visits the Wynyard Quarter. The proposed restructure of the regional bus network will improve connection with Wynyard Quarter from Britomart and, more importantly, to the rest of the region.

The Wynyard Crossing lifting bridge significantly improves the connection between Wynyard Quarter, Viaduct Harbour and the city centre for pedestrians and cyclists. Expansion of the bridge to accommodate more people and some form of low-impact, frequent, high-volume transit service is being explored.

In the short term, business suppliers, customers and visitors will need to access the waterfront using private vehicles, and parking will therefore have to be addressed. Across the waterfront and within the city centre, a parking strategy will be developed to enable access to the waterfront. It will encourage over time, as public transport and car pooling initiatives become active, the use of passenger transport. Auckland Transport is commencing a comprehensive city centre parking management plan to better co-ordinate parking supply and management with land-use changes.

Infrastructure – physical and social connectivity

The Waterfront Plan also recognises the need for people to be socially connected to the wider city and beyond, through supportive business and social relationships and state-of-the-art telecommunications. Placemaking and local events (see page 50) and the provision of outdoor and indoor spaces for community gatherings (see page 51) will support social connectivity. The future commercial opportunities in the Wynyard Quarter will have links to other clusters in the region (e.g. the Innovation Precinct with the universities, the marine industry cluster with Hobsonville and Whangarei). Physical infrastructure, such as high-tech telecommunications and secure energy supply, will be required to attract development.





The Waterfront Plan will improve waterfront connectivity by:

- The development of a continuous waterfront pedestrian walkway and cycleway (as part of the Regional Cycle Network) with the new bridge connections at St Mary's Bay (Jacobs Ladder), the bridge at Pt Resolution (Parnell Baths) and connections to the proposed Auckland Harbour Bridge pathway project
- Provision of a modern, low-impact, frequent, high-volume transit service between Wynyard Quarter and Britomart
- Transformation of Quay Street as a people-focused space by progressively reducing through traffic and upgrading the streetscape
- A new ferry terminal to accommodate the existing Waiheke and Great Barrier vehicular ferry services at Wynyard Wharf and additional recreational and charter services
- Improvements to Westhaven Drive link road to increase safety and accessibility for vehicles, pedestrians and cyclists
- Supporting the further development of the central ferry terminal and berths to accommodate growth and support the activation of Queens Wharf
- Upgraded laneways to improve pedestrian access and amenity and provide quick and direct connections between the waterfront and city centre
- Improving the pedestrian amenity and connections along Fanshawe Street
- In the longer term, improvements to, or the possible removal of, the Lower Hobson Street ramp to open up the area around the newly refurbished Tepid Baths to the sky, as part of the City Centre Masterplan Harbour Edge Stitch
- Supporting investigations into options for more efficient road and rail connections to the port for freight, that will also support the development of the Quay Park area.

A LIVEABLE WATERFRONT

A resilient waterfront community

A goal of the Waterfront Plan is to create New Zealand's most liveable central city urban community in Wynyard Quarter – a vibrant mix of residents, workers, visitors and activities. Creating a welcoming and resilient neighbourhood (which fits seamlessly with the city centre) that is safe, diverse and attractive with access to local services and facilities, is a focus for Waterfront Auckland.

Auckland's city centre is home to over 24,000 residents and 90,000 employees. By 2041 it is estimated that there will be 57,000 residents and between 145,000 and 160,000 employees – an additional 37,000 residents and 55,000 to 70,000 employees.¹ Growth in the city centre is a critical element of a quality compact city, where it can deliver productivity and economic growth, make efficient use of existing infrastructure and investment in upgrades, support viable passenger transport, enhance social and cultural vitality and help maintain environmental and rural character and qualities.²

The City Centre Masterplan envisages strong residential activity in Wynyard Quarter, the emergence of the Quay Park area as a location for mixed-use development, further development of distinct retail precincts and greater activation of the harbour with more events, accessible public spaces and supporting entertainment venues.

1 Auckland City Centre Masterplan

2 Auckland Plan

It is anticipated that the trend away from home ownership towards renting, the increase in single and couple households, the aging population, the need for key workers to live closer to their work, increasing transport costs (in both fuel and travel time) and the increasing number of students will ensure that city centre living will increasingly be seen as an attractive lifestyle option.

The 2006 census identified there were just over 3,400 people living in almost 1,750 residential properties on Auckland's waterfront, from Westhaven to TEAL Park, with the vast majority (almost 1,200) of properties consisting of studio, one and two-bedroom apartments. Surveys indicate strong support for waterfront apartment living with close proximity to the city centre but also showed a predominance of single and couple households, typically professional and higher income households and a high level of non-permanent residents.

The characteristics of a sustainable community are that it has a sense of vibrancy, where people and families want to live and only leave due to changes in household make up, income or employment status. Households, workers and visitors generally have a strong sense of safety within the community and feel energised by being there. Sustainable communities generally capture a sense of creativity and dynamism that is evident in the physical surroundings and how the public and private realms are used.

A recent study of Auckland inner-city residents by AUT University³ confirmed that while most residents choose inner-city living because they like the inner-city and their proximity to employment and education, many do not feel part of an inner-city community. Residents explained their understanding of community to be 'sharing with and understanding one another' and 'getting out to interact', and 'being integrated into the group you live in'. However, the limited accessibility to social spaces in which to meet, limited opportunities to meet others who are like minded, difficulty to get to know 'locals' and neighbours, lack of knowledge of timing of social opportunities and paucity of specific inner-city community events (as opposed to Auckland-wide events held in the inner-city) were cited as reasons why they didn't meet new people easily or feel strongly connected. It was noted though that where apartment buildings provide common areas or encourage regular meetings, respondents cited stronger relationships with their neighbours. Newsletters and community gatherings were noted as further means of improving connectedness through information sharing, development of interest groups and support networks.

3 AUT University (2012) Connectedness in Auckland's Inner-city

Residential mix and wider objectives

At the Wynyard Quarter a residential population of 2,500–4,000 and a worker population of 12,000–15,000 are anticipated. The eventual mix will be dependent on development agreements, residential and office market trends and the decisions of other landowners. Getting the mix right is critical to ensure that the area is vibrant and safe 24/7 and achieves all the benefits of mixed-use development discussed on page 44.

In developing a residential strategy for the Wynyard Quarter, Waterfront Auckland is committed to:

- Promoting diversity of household types (across cultures, ages, demographics, incomes, skills and lifestyles)
- Providing choices in accommodation in terms of housing sizes, typologies, price points and tenures
- Developing high-quality and sustainable urban and building design, with built-in adaptability to respond to long-term social and economic changes
- Providing access to an appropriate range of local services and facilities, clustered in a high street or village centre
- Creating a flourishing and diverse local economy

- Ensuring a critical mass along with a range of services for residents in the precincts and activity throughout the day, evenings and weekend
- Promoting efficient transport to employment and educational opportunities beyond Wynyard Quarter
- Designing to manage reverse sensitivity issues
- Enabling participation and leadership of the community as it grows and encouraging sustainable behaviours.

The provision of reasonably high levels of affordable housing throughout large-scale urban regeneration projects, located within or adjacent to market price housing, is common internationally. Unless there is some kind of intervention to encourage the provision of larger, more family-sized, affordable accommodation and affordable accommodation in general, the market is likely to deliver a majority of prestigious apartments, the price being driven by location, aspect, size, number of car parks and quality of fit out. Waterfront Auckland will work with Auckland Council and other stakeholders to find ways to ensure that the Wynyard Quarter provides for a greater diversity of household types than other parts of the waterfront. While the Auckland Plan provides policy support for increasing housing affordability and the supply of housing, there is no regulatory, and limited funding support, in this area.



Community infrastructure

Waterfront Auckland will also develop a community infrastructure strategy and will support initiatives of other agencies and the private sector that contribute to developing a resilient waterfront community. These include the provision of:

- Crèche and pre-school facilities and other education-related facilities
- Medical and health facilities including wellbeing services
- Community facilities such as a community centre including spaces for meetings, local events, gatherings, classes and a wide range of other activities
- Formal and informal outdoor public spaces, playgrounds and play areas as well as spaces for indoor recreation
- Business service centres and associations
- Transport infrastructure and services
- Community events.

While more detailed analysis is required to confirm demand, the Wynyard Quarter may also require additional entertainment and retail facilities, such as a small metro-sized supermarket, chemists, hairdressers, dairy, cafés and lunch bars, ATM services and specialty shops. What will determine the scale and type of retail usage will be the split between the permanent (resident) population and the non-permanent (workforce, visitor and tourist) populations.

Preliminary work undertaken for Waterfront Auckland has identified the nature and location of existing community services and facilities (such as community centres, childcare, open space and playgrounds, recreational facilities, churches, etc.) within the inner-city and considered the changing residential population and changing demands.

Waterfront Auckland will work with Auckland Council community development to further understand inner-city residents' demands and priorities. The opportunity for a 'community hub' that meets broad community-based cultural, recreational and educational programmes and activities in the Wynyard Quarter will be considered as the development design progresses. This model of community services delivery has been successful elsewhere in Auckland, such as the Parnell, Ponsonby and Grey Lynn community centres, and internationally. The potential of a 'hub' that is flexible and multipurpose, that is structured and empowered to meet evolving community needs and can ultimately become self-sustaining, will require further analysis. The close proximity of the Wynyard Quarter to the CBD, Viaduct, Ponsonby and Victoria Quarter for employment, entertainment, specialty shopping, business services and recreational facilities will also be a factor in determining demand for community facilities.

Developing the right services at the right time and balancing the needs of residents, workers and visitors will require listening to the community's ideas, planning ahead, trialling new initiatives and collaborating with others. A commitment to ongoing community consultation in the implementation of the Waterfront Plan will support this.







WATERFRONT-WIDE INITIATIVES



Many of the initiatives in the Waterfront Plan are specific to different waterfront neighbourhoods, from Westhaven in the west to Quay Park in the east. The waterfront neighbourhoods are presented in the next section of the Waterfront Plan. Some initiatives are waterfront-wide and physically integrate the waterfront neighbourhoods and development opportunities.

A priority of the City Centre Masterplan is the Harbour Edge Stitch, which includes initiatives that serve to unite the waterfront with the city centre. This includes developing Quay Street as a high-quality harbour edge boulevard (focused on the area between Lower Hobson Street and Britomart Place) and the redevelopment of areas to create mixed-use destinations that stitch the waterfront area to the city centre e.g. Lower Hobson Street area, Britomart and Quay Park.

Waterfront Auckland's area of influence encompasses the geographical area in which these initiatives are located. Some projects will be delivered by Auckland Council or Auckland Transport with Waterfront Auckland's involvement, and some will be delivered by Waterfront Auckland. All the initiatives in this area of influence are integral to the transformation of the waterfront:

- Harbour Edge Stitch
- Waterfront pedestrian walkway and cycleway
- Waterfront transit
- Laneways
- Urban boulevard (Fanshawe Street, Customs Street and Beach Road).



Auckland City



Pakenham St East, Viaduct Harbour

HARBOUR EDGE STITCH

The transformation of Quay Street into a people-focused space could be a significant transformational move to unite the waterfront with the city centre, detailed in the City Centre Masterplan. Quay Street would be the heart of a grand, urban gesture stretching across the foot of the city waterfront, from Meola Reef in the west to Tamaki Drive in the east, and would transform the way people use and move along the harbour edge.

The linear strength of Quay Street from Wynyard Quarter to Tamaki Drive is a visually defined city axis punctuated with interesting and diverse activities and spaces.

A pedestrian-friendly space that also carries slow-moving vehicular traffic, the Harbour Edge revitalisation is centred on Britomart, Queen Elizabeth Square and Lower Queen Street. This hub draws people into the engine room of Auckland and down to the water's edge. Character-filled laneways will intercept Quay Street offering an opportunity to explore or provide quick connections to get around on foot.

Strengthening the alignment of Quay Street would provide a structural element to the foot of the city that through design elements and interesting destinations would guide people intuitively along its length.

The help of a strong linear element on Quay Street, such as a low-impact, frequent, high-volume passenger transit system, would connect Wynyard Quarter to Britomart.

The success of this transformation will require:

- Activating Quay Street's adjacent urban blocks and public spaces to provide a greater number of experiences for Aucklanders and visitors
- Additional traffic modelling, new freight routes, improved public transport networks, and the creation of a robust street network that will help to reduce traffic on Quay Street
- Improving the visual order of the streetscape through the use of quality materials and design, reducing street clutter, retaining historic elements and providing useful street furniture
- Increasing the amount of space in the street dedicated to pedestrians and cyclists so this axis becomes part of the 20km long walkway and cycleway along the waterfront
- Limiting vehicle use to local traffic, public transport, service vehicles and cruise ship-related activity only and removing port-related freight traffic as alternative routes are developed
- Enhancing its role as a public transport hub with the ultimate aim of providing a low-impact public transport service along its length
- Introducing swales and rain gardens to filter stormwater before it reaches the sea
- Enhancing important views and vistas of landmark buildings and features, including the Ferry Building, the Red Fence, gates and lamps, sculptures and the harbour.

Transforming Quay Street is a priority for the city and will be achieved in a staged way to ensure that dependencies are recognised and catered for. For example, the provision of reliable, alternative freight routes is required prior to the removal of heavy port traffic on this road. Some large vehicle provision will always be required, in order to serve the wharves, cruise terminal and surrounding land-uses. Progressive development will also reduce negative impacts of construction. Simple, cost-effective, yet high-impact changes to the road and footpath surfaces and uses on Quay Street will move towards a final solution.

Changes to Quay Street will need to be considered in the context of the wider road network and the improvement in public transport, such as a rationalised bus network and the City Rail Link.

Using Quay Street in different ways at different times in the short to medium term, such as partial road closures for events, will give Aucklanders a different perspective on this part of the city and will encourage through traffic to use alternative routes across the city.



Westhaven Drive, Westhaven Marina

WATERFRONT – WIDE WALKWAY AND CYCLEWAY

A continuous walkway and cycleway that runs from Herne Bay in the west to TEAL Park in the east has the potential to be one of Auckland's most widely used public amenities. This project was ranked by the public as the highest priority for early investment during the consultation phase in 2011.

The walkway and cycleway would be an iconic feature for the city and with innovative design would:

- Be a key attractor of people to the area, a sustainable tourist attraction providing economic benefits for Auckland (with opportunities for business and events along its length)
- Take advantage of the flat terrain, beautiful scenery and proximity to key transport modes (ferry, bus, rail)
- Increase interest and participation in walking and cycling and support the transport targets for Wynyard Quarter, where 70% of peak trips are to be by passenger transport, walking or cycling (delivering environmental and health benefits)

- Reveal and explain Auckland's waterfront character and heritage through markers and fact plaques covering various historical, cultural, architectural, environmental and social histories. A waterfront heritage trail could be integrated with other trails in the city centre and surrounding suburbs.
- Provide fun and enjoyment on a safe off-road area with the opportunity to promenade with fabulous changing vistas
- Provide a vital connection into existing and proposed walking and cycling routes (e.g. along Tamaki Drive to St Heliers and Jacobs Ladder to St Mary's Bay).

A walking and cycling promenade would also make a significant contribution to the council's vision for Auckland to be the world's most liveable city.

The current walking and cycling paths at the waterfront are disconnected, and in a number of areas, particularly around the south of Wynyard Quarter and Westhaven, they are perceived as neither safe nor functional. Significant upgrades and extensions of the existing pathways are needed to provide a safe, scenic, well-signposted and connected waterfront promenade.

The project will need to be implemented in a number of phases, with the initial priority being the main route in the currently disconnected areas of Westhaven Marina and Wynyard Quarter. This will resolve the vital missing link between the larger waterfront walking and cycling route, connecting the proposed Auckland Harbour Bridge pathway in the west, to Wynyard Quarter and on to the regional and national cycle network. Once the main route is established, further secondary routes will be explored to increase public access along some of the coastal edges (as they become available) and with other existing disconnected routes on the waterfront.

Features of the main route include separate walking and cycling paths (where feasible) that are suitable for a wide range of users (including short-distance commuters, tourists, joggers, skateboarders and young children), with lighting, seating and other amenities (including viewing points, fishing platforms, wayfinding signage and bike racks).

This proposal is consistent with both the Waitemata Local Board initiative for the development of the Waitemata coastal walkway from Parnell to Meola Reef and the Orakei Local Board plan for a network of coastal walkways.

WATERFRONT TRANSIT TO BRITOMART



City Circuit Bus

While the Dockline Tram Loop is proving highly popular, it is recognised that it is not part of the public transport system and is primarily a tourist activity. It has supported the early activation of the Wynyard Quarter providing a visitor attraction which many people have enjoyed.

A fast, frequent, high-capacity and low-impact transit service between Britomart and the Wynyard Quarter is essential to realise the potential of the quarter for employment growth, tourism and to provide access for the future 12,000–15,000 workers and 2500–4000 residents (in an area with limited parking and restricted road access). Better connections from the Wynyard Quarter to Britomart will activate and grow the quarter, make jobs, education and services more accessible and connect the quarter directly to the rest of the passenger transport network. It will also support the ambitious 70/30 modal split aspirations for Wynyard Quarter (i.e. 70% of peak trips are by passenger transport, walking and cycling and only 30% by single occupancy vehicle).

Further analysis is required to identify the nature and route of the transit service, which may also require reconfiguration of the Wynyard Crossing. Any new service would need to be integrated with the existing and planned network and would need to support the City Rail Link. It would also need to meet the Harbour Edge Stitch aspirations to improve pedestrian amenity and activation of Quay Street. Expansion of the current tram circuit (future-proofed to carry modern light rail vehicles) to Quay Street may be the first step towards this.

A modern transit service across the waterfront will provide opportunities to link a wide range of places of interest and tourist attractions as well as creating new waterfront businesses. For example, the route could link North Wharf and the Viaduct Events Centre, Voyager Maritime Museum and Viaduct Harbour, the Tepid Baths, Britomart and Queen Elizabeth Square, Queens Wharf (Shed 10 and public spaces), a heritage trail, Parnell Baths, Parnell rose gardens, mini putt, Kelly Tarlton's, the Landing and yacht clubs, Bastion Point and Orakei Marae, as well as the village centres, parks and beaches of Mission Bay, Kohimarama and St Heliers. As a walkway and cycleway is a priority, careful design of any system would be essential to ensure all modes of transport function safely together.

LANEWAYS

This initiative takes a fine-grained approach to increasing north-south connectivity between the city centre and the waterfront. The aim is for people to flow between the complementary commercial, retail, entertainment and recreational offerings of the waterfront and the city centre easily and safely, through enjoyable and inviting spaces that exploit the harbour views, heritage and green spaces and provide the canvas for public life.

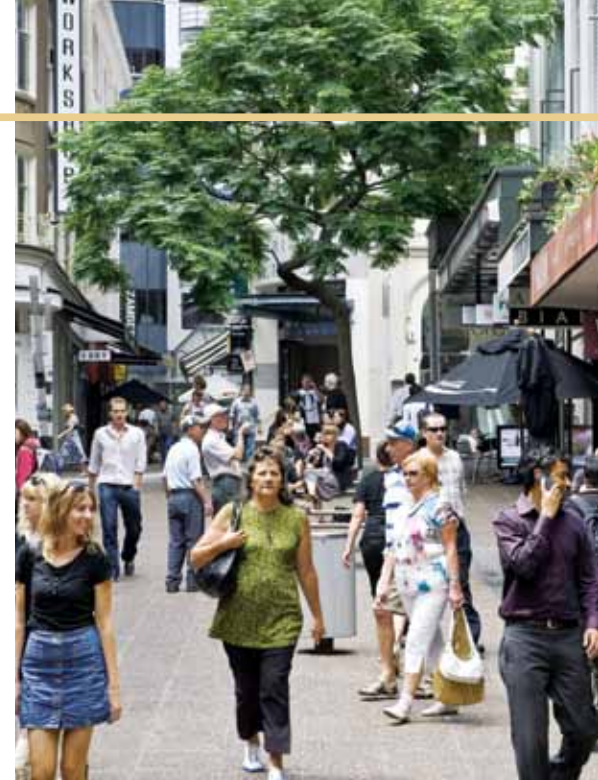
Many of the secondary streets and laneways near the waterfront are currently under-utilised as locations for retail food and beverage, entertainment, service activities and local amenity. There is, therefore, the opportunity to emulate the success of Vulcan Lane and High Street, and the more recently developed shared spaces in Elliott Street and Fort Street, and to connect to and expand the city centre laneway circuit proposed in the City Centre Masterplan.

The aim is to transform the small streets in ways that establish pedestrian priority and facilitate their use as local public space. It would also create additional streets, lanes and through-site links to break down the grain of the large blocks, providing for greater exploration.

Urban landscaping and developments, such as the opening up of laneways in Wynyard Quarter and between Quay Street and the city centre, will increase connectivity – improving access through the existing large blocks – and will create dynamic vistas to the water, which will also assist wayfinding, accessibility and interest.

Across the waterfront, there is an opportunity to define a particular function or character to each of the north-south connections. Green corridors could connect the waterfront to green spaces, as well as highlighting cycleways and passenger transport. Streets that are a focus for fashion, food, marine or art are all possibilities. Giving character to corridors is an opportunity to create unique places, improve wayfinding and achieve environmental objectives.

Creating strong linkages across Fanshawe Street to integrate seamlessly with the western edge of the Victoria Quarter and the Wynyard Quarter waterfront is an objective of the City Centre Masterplan. Further development of Queen Elizabeth Square, Britomart Precinct and Quay Park Quarter, also signalled in the City Centre Masterplan, will provide significant opportunities to provide easier connections from the city centre to the waterfront. Opportunities to improve the public's experience in the area will be considered in the Lower Hobson area as part of the Harbour Edge Stitch (City Centre Masterplan). This may include opening and enhancing laneways around the Tepid Baths, redevelopment of the Downtown Car Park and removal of the temporary Hobson Street ramp.



Vulcan Lane, Auckland City

Proposals to stitch the waterfront and city centre include:

- New bridges (at Harbour Bridge Park and TEAL Park), in addition to the new Jacobs Ladder bridge
- Pedestrian priority, traffic calming, improved intersections and safer crossing points (e.g. Quay Street, Daldy Linear Park, urban boulevard along Fanshawe Street, Customs Street and Beach Road)
- Facilitating easy pedestrian access from Daldy Linear Park across Fanshawe Street to Victoria Park (building a generous street-level crossing across Fanshawe Street between Victoria Park and Daldy Linear Park).

URBAN BOULEVARD

To support a reduction in traffic flow on Quay Street, the east-west connection of Fanshawe and Customs streets and Beach Road would form an urban boulevard combining public transport, cross-town vehicular traffic and a good-quality pedestrian environment along and across the street.

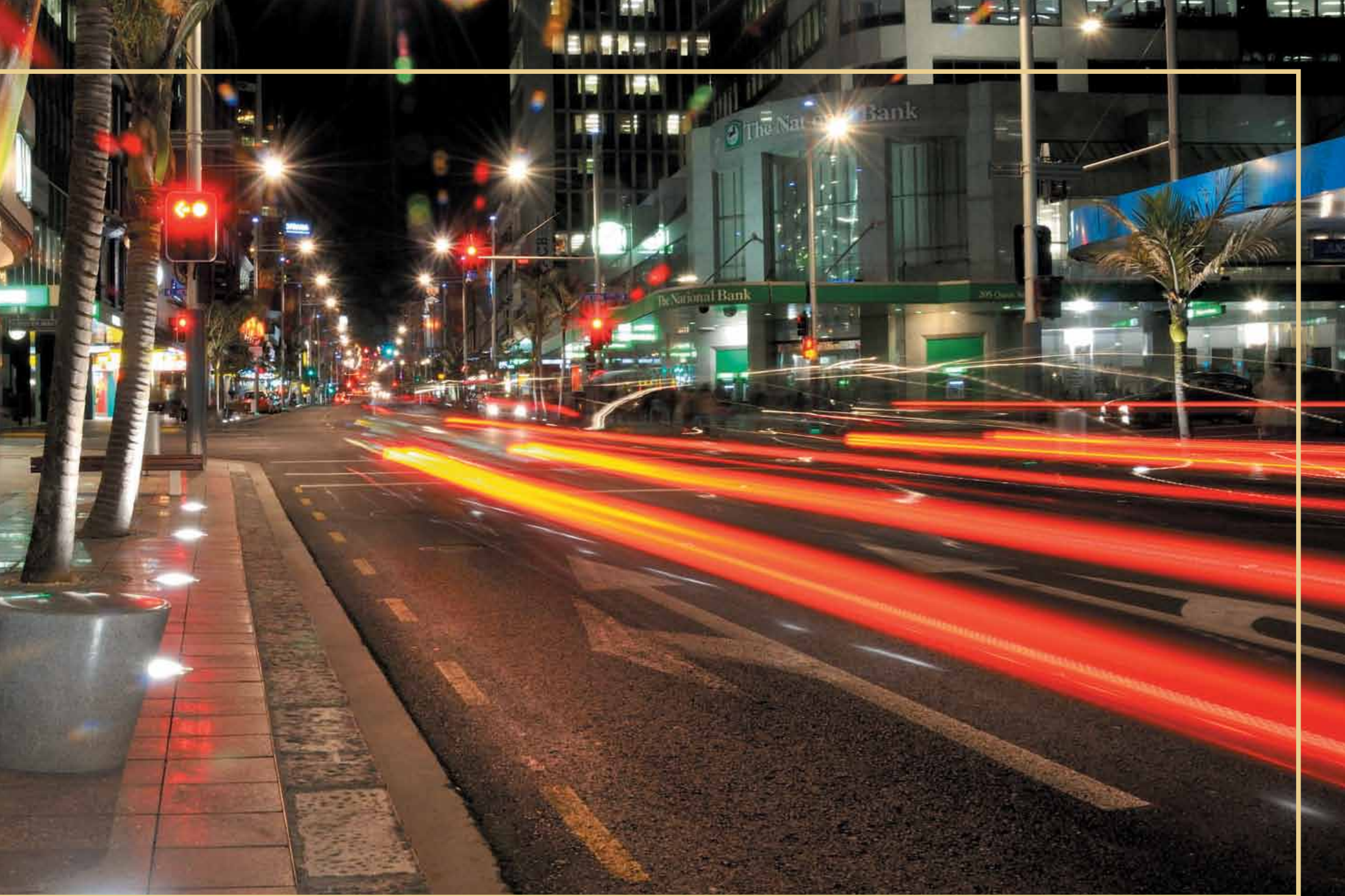
This urban boulevard, which generally tracks the original foreshore, will:

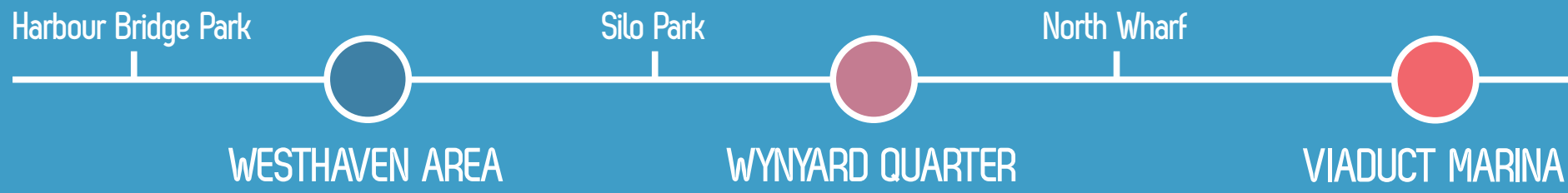
- Have a different, more urban look and feel to Quay Street (the heart of the Harbour Edge) and Victoria Street (a green connector)
- Connect people to the waterfront by offering easier, more inviting and safer crossing points. Specifically a new crossing arrangement at the intersection of Fanshawe and Daldy streets will improve pedestrian movement from Wynyard Quarter via the Daldy Street Linear Park to Victoria Park and the Aotea Quarter.
- Accommodate the increasing demand for buses using the route, especially those from the North Shore.

To increase pedestrian priority and reduce through traffic on Quay Street and Victoria Street (proposed in the City Centre Masterplan as a green link connecting Victoria and Albert parks), the urban boulevard will remain an important east-west connection for inner-city traffic movements. Continued and improved public transport access from, to and within the city centre is the urban boulevard's priority. The Central Motorway Junction will provide the main high-volume, east-west connection from the Port and Tamaki Drive to the northern, western and southern corridors.

A unique treatment that acknowledges the cross-town function of this busy, dynamic, vibrant street could celebrate urban life and the historic foreshore with bold colours, creative lighting and signage, sculpture and electronic billboard imagery. Developments on vacant sites along Fanshawe Street will help create a positive pedestrian experience and frame Victoria Park. Broad pedestrian crossings at regular intervals with treatments such as bold coloured road surface treatments could be an inexpensive way to stitch together the waterfront and city centre, creating strong linkages and a unique city environment.







WATERFRONT NEIGHBOURHOODS





Westhaven Marina



WESTHAVEN AREA

Wander along from Point Erin Park, throw out a fishing line, walk the dog, gaze at the overhead commuters on the Harbour Bridge, walk out past the yacht clubs to look at the boats in the marina and enjoy city views, listen to the yachts' rigging whistling in the breeze, jog past the seagulls on the grassy banks – this is the Westhaven area.





1 Waterfront-wide walkway and cycleway

A continuous walkway and cycleway that runs from Herne Bay in the west to TEAL Park in the east has the potential to be one of Auckland's most widely used public amenities. This project was ranked by the public as the highest priority for early investment during the consultation phase in 2011. This project would link to the proposed Auckland Harbour Bridge Pathway in the west to Wynyard Quarter and then on to Queens Wharf and Tamaki Drive.



3 Westhaven marine village

Intensification and development of the western edge of Westhaven for marine services, recreational boating (retail and services), visitor and charter services.



4 Marina land and waterspace development

Ongoing redevelopment within the existing footprint, and maintenance of the marina infrastructure to increase berthage and continually improve facilities and services for berth owners and users. This includes replacement of existing structures and the addition of new structures to optimise water space, including the possible redevelopment of the north-eastern area, inside the existing breakwater. Extension of the northern reclamation (built using marina dredgings) could provide additional space for local activities such as vessel maintenance, haul-out and community facilities (e.g. yacht clubs) as well as live aboard opportunities. A softening of the harbour edge to improve aquatic habitat and water quality could be a part of this.



5 St Mary's Bay open space

Upgrading of the beach to provide a water's edge recreational space for small non-motorised boats (such as optimist yachts, dragon boats, board paddlers, waka ama and kayaks), picnics and play; a park or beach recognising the historic Shelly Beach and baths. Improving water quality will be a prerequisite.



6 Improved water quality

A range of initiatives including treatment and effective discharge of stormwater, improved tidal flushing and greater water depth from maintenance dredging, and responsible marina operations including continuation of the no discharge zone. Leading edge infrastructure and services will further contribute to environmental outcomes.



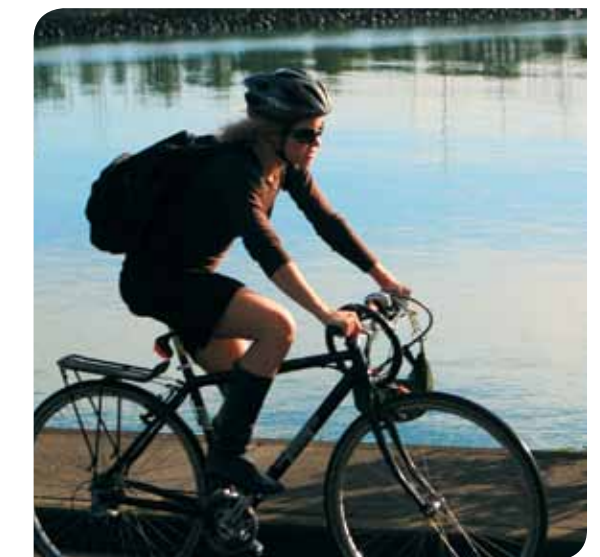
2 Upgrade Harbour Bridge Park – Te Koraenga or O-Ka

Creating a new green public space connected to Point Erin and the waterfront walkway and cycleway, providing increased access to the water for St Mary's and Herne Bay residents and the wider community. There will be opportunities for native planting, recognition of cultural heritage and picnic and fishing spots to make the most of this area's superb outlook across the harbour towards Chelsea and up to Kauri Point and the superb sunsets over the water. Careful design to manage vehicle circulation in the area will be required.



7 Road improvements on Westhaven Drive

Changes in this area will create safer and more efficient access for pedestrians, cycles and vehicles. Pedestrian and cycle access will be improved as part of the waterfront pedestrian walkway and cycleway connecting to the proposed Harbour Bridge cycleway.



WESTHAVEN AREA

The Westhaven area incorporates Harbour Bridge Park, Westhaven Marina and the Z-Pier charter boat base.

Harbour Bridge Park provides a transition between the coastal residential suburbs to the west and the city centre. Historically Te Koraenga (Point Erin) was an ancient pa site named O-Ka that provided Māori with a base for seasonal fishing. The original cliff line is most evident along this part of the waterfront.

Westhaven provides a key part of the waterfront's marine focus and character and epitomises the City of Sails lifestyle and marine and sailing culture. The size of the marina, its facilities and the distinctive views, combined with its close proximity to the city centre, the adjacent marine servicing industry and water-based marine events, provide a unique environment and many opportunities for the future.

The area is a hub of recreational boating, charter services, boat clubs, coastal services and marine industry. The boat and yacht clubs are an integral part of the area and offer recreational opportunities and learn to sail school programmes. The small beach provides easy access to the water for kayaks, board paddlers, dragon boats, waka ama and sailing boats. On the western edge of Z-Pier is the only public boat ramp in the city centre. It is popular and heavily utilised with some 20,000 movements each year. Upgrading St Mary's Bay beach will improve the amenity and access for such users.

Westhaven Marina is one of the largest marinas in the southern hemisphere. It was purchased by the former Auckland City Council and is now owned and managed by Waterfront Auckland. The need to maintain Westhaven's position as a competitive international facility requires both retention of existing commercial operations and adding a wider range of complementary businesses.

Westhaven and Viaduct Harbour marinas play a significant role in shipbuilding, repair and superyacht industries along with the Wynyard Quarter. It is important that the waterfront marinas continue to grow, capitalising on the role they currently play in the overall economy of the waterfront.

A masterplan for Westhaven Marina is being developed by Waterfront Auckland. There are two principal drivers for this. One is around the land-based activities and a desire to activate the public edge and connect Westhaven to the waterfront and public realm to the east. Secondly the best use of the water space is being considered alongside the need to renew end-of-life marina structures and to redevelop the water space. This would aim to meet identifiable and predicted market trends and ensure Westhaven remains a premier facility by international standards for the next generation.

This work will build on previous studies and feedback to the draft Waterfront Plan, which have identified a range of issues including difficult transport accessibility, poor pedestrian access and connectivity along Westhaven and to the city centre, parking, security, maintenance, poor water quality, the need for continued dredging and the increasing demand for berths, boating facilities and services.

Early work has identified that there is a clear opportunity to improve the utilisation of the existing pile-mooring area, predominantly through more efficient berth layout and design. The site occupies a prominent northern location with high visibility from the city centre and Wynyard Quarter and enjoys commanding views over the entrance to Westhaven. Furthermore, the site provides valuable deep water with excellent access to the main entrance channel.

The possibility of living opportunities in the Westhaven area (such as berthage for liveaboard boats, houseboats, caretaker accommodation and small-scale residential development within the marine village) will also be considered. The masterplan for Westhaven is only in a preliminary stage and will be subject to further design work, stakeholder consultation, business case development and consenting.

In any future development, maintaining access to sailing grounds and boating opportunities for Aucklanders is critical.

Westhaven Marina is an accredited NZ Clean Marina and been awarded Blue Flag environmental status over many years. It is committed to maintaining and improving water quality. Westhaven is a no-discharge zone. Safe refuelling and haul-out for cleaning are encouraged.

In addition to regular dredging for maintenance purposes, more extensive dredging will be required to develop the proposed St Mary's Bay Cove and to increase the average water depth throughout Westhaven to meet the growing demand from larger vessels with a deeper draft.



Wynyard Quarter, August 2011



WYNYARD QUARTER

Climb the gantry for vast views of the harbour, Westhaven and the city, shoot a hoop with your kids at Silo Park court, dip your toes in the water at Karanga Plaza, wander out to the end of Halsey Wharf around the magnificent Viaduct Events Centre, marvel at the superyachts, watch the fish being unloaded, then enjoy the finest seafood or a cup of coffee at the water's edge – this is the Wynyard Quarter.



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8 Urban regeneration

Development of public spaces, resilient infrastructure and residential, commercial and retail spaces to achieve the vision for the Wynyard Quarter and goals of the Waterfront Plan. This will include further investigating projects for the area in relation to stormwater, waste and energy to provide for the efficient use and reuse of resources and reduction in greenhouse gas emissions.



9 Headland Park

Creation of a Headland Park on Wynyard Point, a 4.5ha public open space.



10 Signature public building

Development of a significant public building on Headland Park, which could have an interactive and lively public, cultural, arts or research use.



11 Wynyard yacht basin

A new yacht basin on Wynyard Point potentially for the berthage and display of Auckland's classic yacht fleet, waka and vaka. Five double-hulled waka were launched on the Waitemata in 2010 and more are anticipated in the future.



12 Vos and Brijs heritage slipway

Preservation of the historic boatyard and slipways as part of a broader redevelopment project.



13 Wynyard Wharf ferry terminal

A new ferry terminal to accommodate the existing Waiheke and Great Barrier vehicular ferry services at Wynyard Wharf and additional recreational and charter services.



14 Team New Zealand base

A new Team New Zealand base on Wynyard Wharf, the home of the future America's Cup defence.



15 Fishing industry waterspace

Protection and development of the fishing industry water space for working boat berthage and servicing, around North and Halsey wharves.



16 Superyacht refit facility

Development of a marine industry site and water space for the superyacht industry.



17 Daldy Linear Park

A generous, high-quality, slow-speed landscaped street, connecting Victoria Park with the future Headland Park. A key connection to the Wynyard Quarter with provision for passenger transport, walking and cycling.



18 Innovation Precinct

The redevelopment of a 3.6ha mixed-use site at the corner of Pakenham Street West and Halsey Street, including refurbishment of the character buildings as a catalyst for further development of the wider innovation precinct. The project will stimulate innovation in the areas of ICT and creative technologies, for application across various service and manufacturing sectors such as marine and clean technology. A 'waterstreet' is envisaged to bring water into the landscape and provide amenity and environmental benefits.

WYNYARD QUARTER

The quarter comprises approximately 37ha of land and has almost 3km of coastal frontage. It is primarily characterised by industrial, commercial and marine activity on land reclaimed specifically for these purposes. Many existing activities, including marine services, ship repairs, fish processing, berthage and marine-related activities. All will continue to play an important economic and social role in this area.

The Wynyard Quarter revitalisation, New Zealand's largest urban revitalisation project, will continue for 20 years and include a 4.5ha new urban park on the headland.

The vision for the area is 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. This is illustrated on page 93. The planning has been completed following extensive public consultation and many stakeholders participated in the formal plan change process.

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.

The first stage of revitalisation is now complete. Visitors can bike or stroll across Wynyard Crossing from Viaduct Harbour to Wynyard Quarter, arrive at Karanga Plaza and browse the kiosk for information about the area, events and history. Further along Jellicoe Street and North Wharf they can enjoy a snack or meal at eateries and watch the fishing boats unload their catch. Jellicoe Plaza features Michio Ihara's Wind Tree sculpture and at the western end Silo Park provides a refreshing place to relax on the grass, a gantry to climb and play spaces for the kids. The extremely popular playground is in a temporary location and will be relocated nearby in Silo Park in a later phase of development. There are new superyacht facilities at the western edge, which help support the existing marine industry.

Kiwi Income Property Trust's new headquarters for ASB Bank in the Wynyard Quarter is scheduled for completion in 2013 and will have around 18,000m² of office space for 1,500–2,000 workers. Progress is being made on the proposed hotel site on the corner of Halsey Street and Karanga Plaza, facing the Viaduct Harbour and with magnificent city views. Waterfront Auckland is working with a potential hotel operator to progress this.

The next phase of redevelopment is in the area south of Jellicoe Street, known as the Central Precinct. This will provide for a mix of marine, commercial/office, residential, retail and community uses and potentially be home to an innovation precinct, focusing on ICT and digital media. This concept involves co-locating a mix of firms from these sectors with a research and development presence and wrapping support services around them.

To be completed in 2013, stage 1 of the Daldy Linear Park, a generous high-quality, slow-speed landscaped street, will set the scene for this development to occur. An upgrade of Halsey Street will enhance and protect water views to the east and the stunning view of Auckland's city centre. On the western edge, further development to support the superyacht industry is proposed.

The final phase of the Wynyard Quarter project is the development of the northern area, currently the 'tank farm' north of Jellicoe Street. This will include residential, retail and commercial development on Wynyard Point, as well as a signature public building (maybe an arts or cultural facility) as part of the Headland Park development. There is also the potential to use the wharf facility for different and more intensive activities in the future (possibly for cruise, charter, transport and recreational boating). More detailed planning for this area will be undertaken in the future with both public and stakeholder consultation.

During public consultation on the draft Waterfront Plan there was strong support for public spaces at Wynyard Quarter and some opposition to commercial development of offices, shops and apartments. Wynyard Point is designated for a significant open space, to be known as Headland Park, and there was great excitement amongst many submitters about this and the possibility of a contemporary architecturally designed public building with an interactive and lively public use.

The Operative District Plan (see next page) provides for mixed-use development (ground floor retail or hospitality, offices and apartments) at the southern end of Wynyard Point. Along with marine activity on the western edge, the purpose of this mix is to make the area vibrant and safe both day and night, with a sufficient critical mass of residents and workers to make it a comfortable, economically viable and lively neighbourhood to live and work. Having the balance right across Wynyard Quarter is important in terms of sense of community, services for residents, reducing traffic and providing life in the precincts throughout the day and week. More detailed planning for the area will be undertaken with both public and stakeholder participation.

Waterfront Auckland's objective to create a sustainable area, to address climate change, to ensure resource efficiency and to plan for sea level rise, as well as to create a diverse and resilient community, has been described earlier.

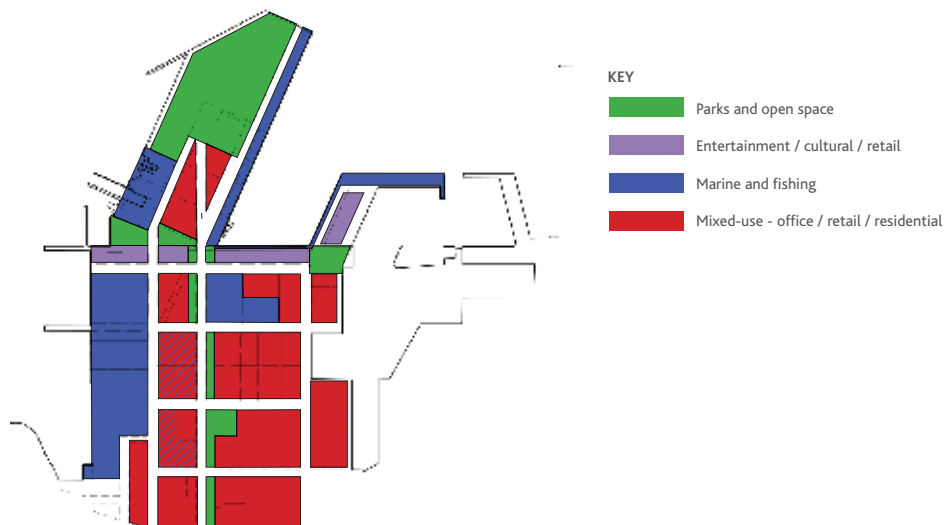
Wynyard Quarter is surrounded by water on three sides and Fanshawe Street, a major motorway connection and part of the Northern Busway, on the fourth side. As a consequence there are significant transport challenges. The Wynyard Quarter Transport Plan is discussed on page 65.

The plans for the Wynyard Quarter are consistent with the priorities of the Waitemata Local Board Plan including protecting and promoting heritage and character, the need for quality and creativity in new development, connected healthy and safe transport options, strong vibrant and engaged communities and a high-quality network of parks and community facilities.

THE OPERATIVE DISTRICT PLAN

Following significant public and community input through the statutory planning process, the Operative District Plan sets out objectives, policies and methods for the redevelopment of Wynyard Quarter. These address a comprehensive set of issues including built form, buildings, character, social and economic outcomes, public open space, pedestrian access, street quality and safety, risk and public safety, reverse sensitivity and amenity, remediation, transport and natural environment. A requirement for an Integrated Development Plan has been introduced to ensure that development is designed in a comprehensive and coordinated manner to achieve the above objectives.

Indicative land-use



The quantum of development provided for is set out (in terms of maximum permitted floor area and height) as well as a number of additional activity restrictions and controls. Heights range from 18 to 31m (four to nine stories). To create a more interesting skyline whilst protecting views, taller buildings (up to 52m) are provided for on a limited number of sites.

On the land owned by Waterfront Auckland, 238 hectares is permitted for commercial and residential development. On the land south of Pakenham Street, largely owned by Viaduct Harbour Holdings Ltd, 80 hectares is permitted for commercial and residential development.

The protection and enhancement of identified character buildings and the retention of a unique character within Wynyard Quarter that reflects its maritime use and location is an objective of the plan. There are a number of character buildings in the Wynyard Quarter. The plan encourages the retention and reuse of identified character buildings.

Design guidelines are being prepared to ensure that all development is of high-quality.

The indicative land-use plan for Wynyard Quarter is illustrated. All future open space and roads are designated. The Operative District Plan can be found on the Auckland Council website www.aucklandcouncil.govt.nz. It is the document that will regulate and guide the development of the Wynyard Quarter until the new unitary plan is adopted by the Auckland Council, which could take several years. Waterfront Auckland and other landowners need to work within these parameters.





VIADUCT HARBOUR

Watch a short film about the first migratory voyage to Aotearoa some 1,000 years ago at the Voyager Maritime Museum, have an ice cream while wandering around the harbour, sip a glass of wine or a cold beer in one of the many waterside restaurants and bars, take a harbour cruise, celebrate an occasion, enjoy the water views as you journey between home and work – this is the Viaduct Harbour.





19 Waterfront transit

A modern, low-impact, frequent, high-volume transit service in the longer term, which supports the regional passenger transport network. A first phase will be extension of the current tram service over the Wynyard Crossing to the Voyager Museum, largely as a visitor attraction. It will be future-proofed for modern light rail vehicles, should this be the selected mode.



20 Urban boulevard

To support a reduction in traffic flow on Quay Street, the east-west connection of Fanshawe and Customs streets and Beach Road would form an urban boulevard combining public transport, cross-town vehicular traffic and a good-quality pedestrian environment along and across the street.



22 Harbour Edge Stitch

Detailed in the City Centre Masterplan this includes a range of initiatives to connect the waterfront and city centre, including:

- Transformation of Quay Street as a people-focused harbour edge space and strong east-west axis connecting Wynyard Quarter, Viaduct Harbour and Princes and Queens wharves with the core of the city centre around Queen Street and Britomart Station and the emerging precincts to the west (Lower Hobson) and around Quay Park. A high-quality pedestrian-friendly space that also carries slow-moving vehicular traffic, supporting the passenger transport, cruise and open space functions.
- Redevelopment opportunities west of Queen Street adjacent to Viaduct Harbour including the possible removal of the Lower Hobson Street ramp and redevelopment of the Downtown Car Park to improve amenity, pedestrian connectivity and provide commercial opportunities.
- Laneways improvements. To create character-filled laneways providing quick, direct connections and offering the opportunity to explore.



23 Halsey Street wharf extension

An extension of the existing Halsey Street Wharf to accommodate Auckland's growing fleet of fishing boats and superyachts and create a third Viaduct Basin.



24 Voyager NZ Maritime Museum entrance

Remodelling of the existing museum entrance including activation of the Quay Street facade to create a more attractive and distinctive gateway to the Viaduct and Te Wero Island.



21 Greening of Waitemata Plaza

A landscaping upgrade to convert the existing hard-pave surface of the plaza into a green space with grass and shade trees to soften the feel, increase the attractiveness and usability of the plaza for passive recreation.



VIADUCT HARBOUR

Located at the heart of the waterfront, Viaduct Harbour is a prestigious residential, commercial and entertainment precinct. Superb restaurants, bars, tourist facilities, hotels and apartments surround the marina, and regular events and attractions add to the precinct's vibrant atmosphere. It is a very popular night-time destination.

The Viaduct Harbour was redeveloped in the 1990s to support the America's Cup defence. Hobson Wharf forms the north-eastern edge of the Viaduct, where the Voyager Maritime Museum is located and the water space to the east is often used to host classic boats.

Approximately 1,300 people live in around 900 apartments between Princes Wharf and Lighter Quay (2006). There are many hundreds of office workers in the high-quality commercial buildings overlooking the water and lining Viaduct Harbour Avenue.

Viaduct Harbour hosts many major events including the past America's Cup defences, Louis Vuitton regattas, the Volvo Ocean Race stopover in March 2012, the Auckland International Boat Show and New Zealand Fashion Week.

The marina in the Viaduct Harbour caters to commercial vessels, pleasure craft and superyachts with 150 marina berths ranging in size up to 60m.

While largely completed and highly successful, there are opportunities to enhance the Viaduct experience for both residents and visitors. These opportunities

include connecting the Viaduct better with the city centre and with Wynyard Quarter to the west and the Central Wharves and Britomart to the east, creating an improved gateway and supporting growth of the fishing and marine industries.



Viaduct Harbour



Waitemata Harbour, Auckland



CENTRAL WHARVES

Take the ferry home or across the harbour to spend a day at Devonport, Waiheke or Half Moon Bay, join a fishing trip, disembark from your cruise to enjoy the waterfront attractions and entertainment, enjoy the sun sitting on the sculptural and generous seating at the tip of Queens Wharf, head on up Queen Street or into the lanes of Britomart to explore the shops and bars – this is the Central Wharf area.





25 Queens Wharf

Upgrading of Shed 10 and wharf facilities to accommodate cruise ships, enhanced public access and major events. Longer term an open-air, saltwater pool and poolside amenities could be developed at the end of Queens Wharf. International examples include the popular Andrew Boy Charlton pool set on the shores of Woolloomooloo Bay near the Royal Botanic Gardens in Sydney, and the Copenhagen City Baths, both of which offer breathtaking harbour views and provide a dynamic environment for swimming, relaxation and socialising.



26 Passenger Ferry Terminal Improvements

Upgrading of the central terminal and berth facilities to accommodate the growing commuter ferry network. Ensuring the efficient operation of this ferry terminal hub located in close proximity to the Britomart train and bus station is essential. Upgrade of the terminal will also support the activation of Queens Wharf.



27 Harbour Edge Stitch and Admiralty Steps

Transformation of Quay Street as a people-focused harbour edge space and strong east-west axis. A high-quality pedestrian friendly space that also carries slow-moving vehicular traffic supporting the passenger transport, cruise and open space functions. East of Queens Wharf, on the northern edge of the breastworks between Queens and Captain Cook wharves, the Admiralty Steps are a historical landing site for official visitors to the city. Opening the breastworks and steps to the public would significantly improve access to the water along Quay Street.



28 Laneways

This initiative takes a fine-grained approach to increasing north-south connectivity between the city centre and the waterfront. The aim is for people to flow between the complementary commercial, retail, entertainment and recreational offerings of the waterfront and the city centre easily and safely, through enjoyable and inviting spaces that exploit the harbour views, heritage and green spaces, and provide the canvas for public life.



CENTRAL WHARVES

The central wharves – Princes, Queens, Captain Cook and Marsden – started life as finger wharves of the mercantile port. Princes Wharf and Queens Wharf are accessible to the public, while the remainder are part of the operating port. Queens Wharf, which extends 400m from Quay Street, is the oldest of the wharves and the origin of Queen Street. The wharf and Queen Street create a strong north-south axis.

The central wharves and their water spaces host a variety of activities ranging from berths for cruise ships and the regional ferry terminal to port operations and a mix of residential, hotel, commercial and hospitality uses on Princes Wharf.

In April 2010, Queens Wharf was purchased by the Government and the former Auckland Regional Council for a cruise facility, for major events and for an impressive public open space reflecting the culture and heritage of Auckland and New Zealand. Further development of Queens Wharf will see the refurbishment of Shed 10 to restore a Class 1 registered heritage building and its adaptation as Auckland's primary cruise terminal. The refurbishment will also provide a unique multipurpose 'dry hire' events venue adding to the ability of Queens Wharf to host major events.

The docking of cruise ships is anticipated for no more than 73–100 days per year, around two-thirds of the time between October and March, the cruise season. In addition to accommodating cruise ships, the facilities and the wharf will be developed to be a place where the public can enjoy access to the waterfront – either through passive activity (walking, fishing) or through organised events, and provide a venue for major events and functions. There will be increased public use of the western side of the wharf, including the possible construction of a saltwater pool at the tip.

South of Quay Street, Britomart has become a successful mixed-use activity precinct that houses high-quality specialty retail tenants and an active street dining atmosphere, and is a showcase for the city's built heritage. It is a focus for tourist visitors, office workers and city centre residents alike and will become an important linkage between Queen Street and the waterfront district. In this area there are opportunities to improve the street amenity, pedestrian safety and accessibility, integration of the wharves with lower Queen Street and Britomart, and provide new recreational and commercial opportunities.





QUAY PARK QUARTER

Enjoy your favourite band or international act at Vector Arena, begin your university life in one of the many student hostels, grab your dinner or food shopping on the way home, watch the cranes moving around at the port through the Red Fence, picnic under the gum tree at Judges Bay, set off on your bike ride along Tamaki Drive – this is the Quay Park Quarter.



29

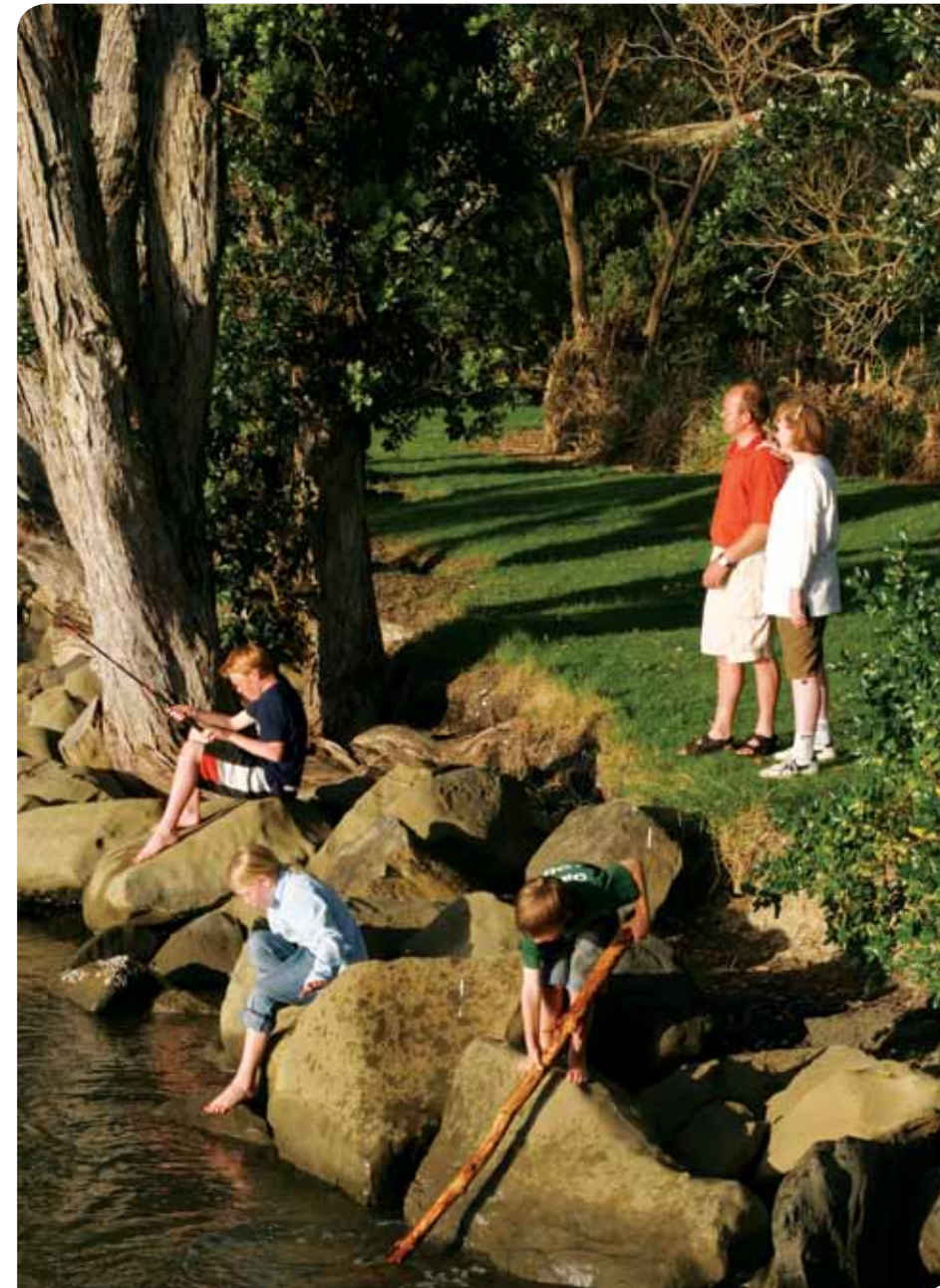
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Plan shows the consented northern extent of the Fergusson Wharf.



29 TEAL Park

Extension of the historic Point Resolution to the water to create a promontory park, developing TEAL Park into a natural rocky headland (improving amenity and increasing aquatic habitat), incorporating a walkway green space, recreational areas and fishing platforms on the port's eastern edge, to increase access to the water for residents of Quay Park, The Strand, Parnell and for visitors. A pedestrian and cycle land bridge from Fred Ambler Park on Gladstone Road, over the rail yard and across Tamaki Drive to TEAL Park is a further opportunity that could be considered in the longer term. It would provide viewing opportunities of the working port and connect the historic Point Resolution and Parnell Baths, new Judges Bay beach, Dove-Myer Robinson Park, on to TEAL Park and the water. This project would require reclamation and would be subject to extensive public and stakeholder consultation (recognising the many historic and current users along the eastern port edge), detailed design and consenting.



30 Quay Park urban redevelopment

Guided by the City Centre Masterplan, there are significant redevelopment opportunities in this quarter integrated with the eastern waterfront.



QUAY PARK QUARTER

The Quay Park Quarter is broadly bounded by the Port and Quay Street, The Strand, Beach Road and Tangihua Street. The two zones, the port and Quay Park, are interrelated in many respects. They share common access through Quay Street, which is also the physical buffer between the zones, protected views to the water and back to the city centre, and transport challenges.

Quay Park is the precinct in which the old Auckland Railway Station building and Vector Arena reside. Most of the land is controlled by Ngati Whatua o Orakei although Ports of Auckland owns land on the northern edge and KiwiRail owns the rail reserve and shunting yard. Being adjacent to the city centre, the precinct represents an important gateway to the city centre from Parnell and the eastern bays.

At the eastern end of the port, the park and sea ramp were the site of beach landings by early Tasman Empire Airways Ltd (TEAL) float planes. TEAL Park and Solent Street take their names from the early aviation industry established here. The Ports of Auckland building (Sunderland Street) was formerly the engineering building for TEAL and was converted to offices in 1974.

The Māori name for Mechanics Bay, Te Toangaroa, translated as the dragging of waka a long distance, refers to the long haul required to drag waka to the beach at Beach Road and float them, if the tide was missed at Mechanics Bay.

The marine rescue centre, home to coastguard, police, rescue helicopters and surf lifesaving is located on the eastern edge of the port at Mechanics Bay. The needs of the Mechanics Bay Users Group and maintaining this efficient community services operation will be an important consideration in any future plans for the area, including the development of TEAL Park. Recognition of the history and protection of historic structures and elements will also be important.

Sensitively upgraded, Judges Bay is now a great recreation and meeting point nestled between the Parnell Baths and Parnell Rose Gardens/Sir Dove-Myer Robinson Park. Conceptual ideas for a new footbridge connecting across Tamaki Drive to Parnell Baths and the adjoining headland of Point Resolution/Taurarau – which provides onward connection to the lower end of St. Stephens Avenue, Judges Bay and Dove-Myer Robinson Park – have been developed. The replacement bridge will be future proofed to enable rail electrification.

Much of the Quay Park Quarter has been redeveloped in the past decade with a relatively small-scale, high-density mix of business, retail and residential activities, along with the completion of the Vector Arena in early 2007. Some retail facilities such as a supermarket have developed to support the inner-city residential population. There is a strong presence of medical facilities and the area is home to many students and other inner-city residents.

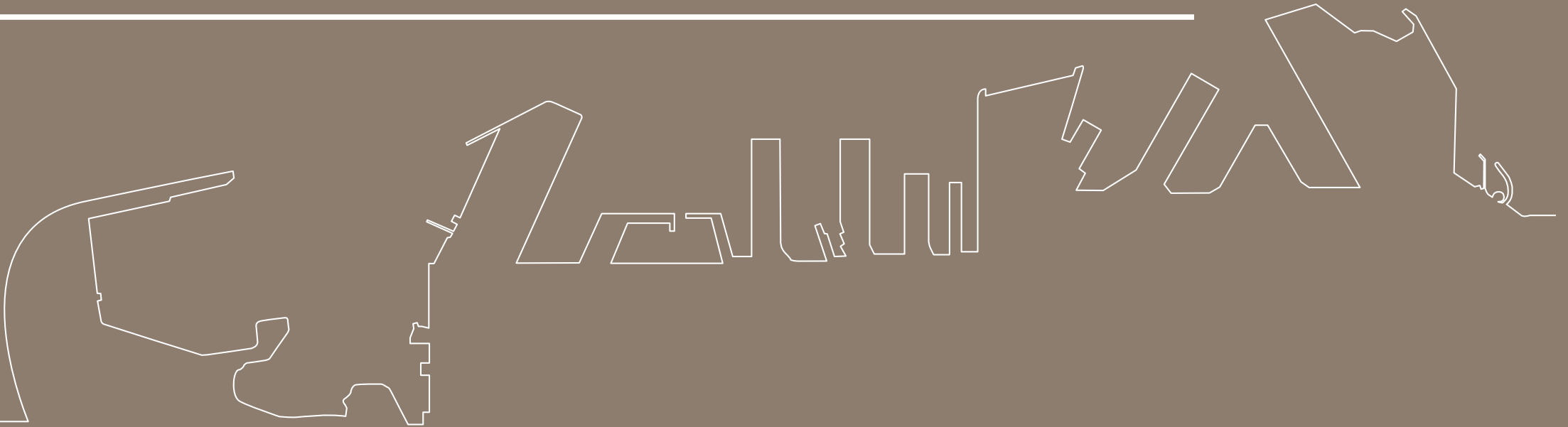
The area is dominated by transport infrastructure challenges. The motorway terminates at Grafton Road and the state highway link to the port goes via Stanley Street and The Strand. These roads and Quay Street currently carry high volume and heavy traffic. Two rail routes, including the main trunk line, also dissect the site area. As a result the street environment is not pedestrian or cycle friendly.

There are opportunities in this area to unlock the economic development potential by improving public access and extending the green parks network, to integrate the port more with the city centre and improve environmental quality, amenity and transport outcomes in an integrated way.

Auckland Transport, New Zealand Transport Agency and stakeholders including Waterfront Auckland, Ngati Whatua o Orakei, KiwiRail and Ports of Auckland Ltd, will examine the transport and land-use issues in the eastern waterfront area and the options to ensure efficient access to the port for freight, unlocking the development potential of Quay Park and supporting the City Centre Masterplan aspirations for the area. Improving the pedestrian and cycling connection along the waterfront from the city centre to Tamaki Drive and connections between TEAL Park and Dove-Myer Robinson Park are also priorities.



IMPLEMENTATION, ACTIONS, FUNDING AND MONITORING



Waterfront Auckland has the mandate to plan and develop the waterfront on behalf of Auckland Council and has already made significant progress.

Implementation of the Waterfront Plan will involve the coordinated actions and the investment of many parties. Collaboration will be essential, and Waterfront Auckland will work closely with landowners, key stakeholders, the private sector and other council organisations to plan, fund and deliver projects.

Auckland Council and Auckland Transport, in particular, will play a significant role in implementing the Waterfront Plan by funding and leading the delivery of a number of projects (generally outside of Waterfront Auckland's Area of Ownership) including the Harbour Edge Stitch, Quay Park regeneration, ferry terminal improvements and investments to improve water quality.

A number of the Waterfront Plan projects will be key economic drivers for the city. The government is a part owner of Queens Wharf and has high aspirations for New Zealand's economic growth. Queens Wharf will play an important role in the future of the cruise industry in Auckland (with significant opportunities around provisioning, extended passenger stay and improved visitor

experience). The flow-on effect of this will be overall growth in Gross Domestic Product from tourism in Auckland. Also important are the marine industry (with linkages to Hobsonville and Whangarei boatbuilding industries) and the Wynyard Quarter with opportunities for new, innovative start-up businesses in ICT and digital media.

There are a significant number of capital projects in the Waterfront Plan and delivery will need to be phased. A balanced and measured approach with a focus on creativity and innovation has been taken to determine priorities, cognisant of market supply and demand.

A range of funding models are being considered, from fully privately-funded projects such as the ASB office development by Kiwi Income Properties Ltd, to split-funded or partnership projects such as the development of the heritage Vos and Brijs site, to fully publicly funded projects such as the walkways, cycleways and parks. In creating high-quality public spaces, the aim is to leverage significant private investment in the waterfront.

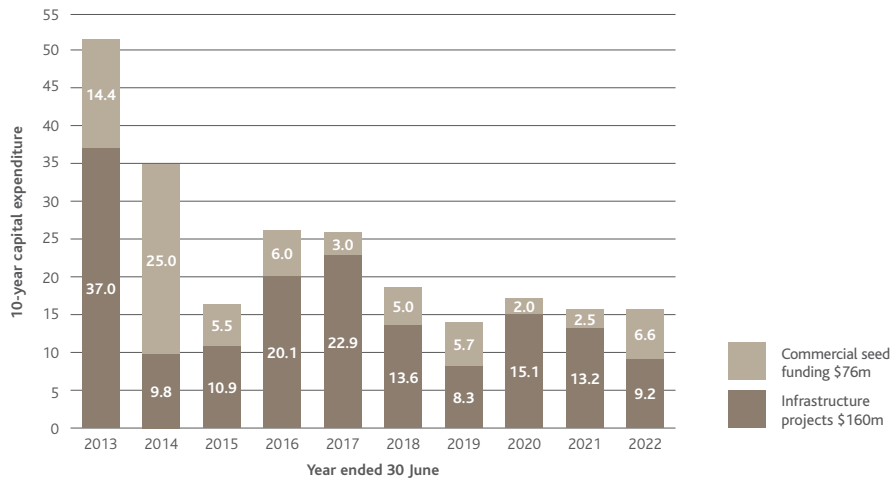
Waterfront Auckland will be an initiator and promoter of catalyst development projects and will focus on those areas where new initiatives will improve the market and leverage off opportunities. There are opportunities, particularly at Wynyard Quarter, to generate significant private funding with projects such as the superyacht refit facilities on the western edge.

Waterfront Auckland will also support simple, quick, low-cost initiatives that can progressively improve the attractiveness, activation and functioning of the waterfront.

The focus in the first years of the Waterfront Plan is on opportunities that support employment retention, growth and economic prosperity. This means investing in key Auckland infrastructure that will enable the private sector to fully capitalise on opportunities in key sectors such as ICT, digital media, cruise (tourism), marine (including composite technology) and electronics.

Investment in the Wynyard Quarter to date is in the order of \$96 million. Total investment over the next 10 years of **\$236 million Auckland Council funded capital expenditure** is committed to the Waterfront Plan. This includes **\$160 million on public projects** (such as parks and public spaces) and **\$76 million on private/commercial projects** (including marina development and the innovation precinct).

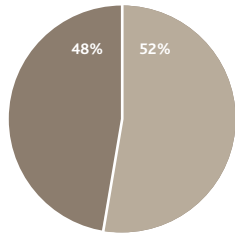
Total public investment – Auckland Council – \$236m*



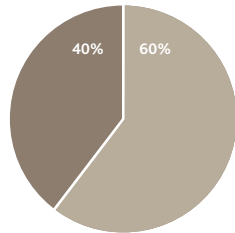
*Uninflated, aligned with 2012–2022 Long-Term Plan

Planned development spend

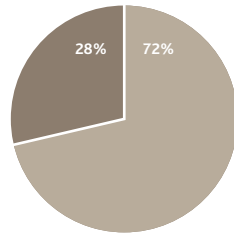
Current – \$260m**



2017 – \$773m**



2022 – \$1.43bn**



	Development Spending (\$ million)	Current	2017	2022
	Private Investment: Auckland Waterfront Development Agency Area of Ownership	137	466	1,025
	Council Investment: Auckland Waterfront Development Agency Area of Ownership	123	307	404

****Note**

- All figures cumulative and CPI adjusted.
- Private - includes all (potential) Wynyard Quarter investment, ASB North Wharf, Auckland Theatre Company and Sanford's Site 1A development.
- Public - all Council LTP 2012–22 expenditure as well as \$123m 'framework agreement' projects completed prior to 1 July 2011.

The expected additional economic benefit over 10 years is circa \$800 million. The investment concept is illustrated, showing the considerable private investment anticipated and the transformational nature of the public sector projects.

There is a strong interdependency between investment in public infrastructure, private sector participation and the uplift in Gross Domestic Product projected for this period.

The LTP provides for \$160 million of (public) funding to Waterfront Auckland. Together with an expected \$1.5 billion in private investment, the waterfront will continue to be revitalised, particularly the Wynyard Quarter. Improvements will be carried out as follows:

1. Wynyard Quarter headland, marine, Jellicoe and Central Precinct
2. Wynyard Point heritage yacht basin
3. Queens Wharf public space and cruise facility
4. Integrated public transport solution linking the Wynyard Quarter to Britomart
5. Waitemata Plaza upgrade.

The Project Timeframes diagram on Page 28 illustrates the current timeframes for projects and identifies which projects are funded and which will be led or funded by other parties. Funding for the Daldy Linear Park was committed by the former councils. This project is a critical next step to seeking private investment in commercial, residential, marine and hotel development in the central precinct of Wynyard Quarter. Funding for projects such as the upgrade of the Harbour Bridge Park and TEAL Park will be sought in future funding rounds.

		LTP 2012-2022	Lead agency (if not Waterfront Auckland)
1	Waterfront-wide walkway and cycleway		
2	Upgraded Harbour Bridge Park		
3	Westhaven Marine Village	2,000,000	
4	Marina land and waterspace development	22,200,000	
5	St Mary's Bay open space		
6	Improved water quality		Watercare Services
7	Westhaven Drive road improvements		Auckland Transport
8	Wynyard Quarter urban regeneration	123,466,000	
9	Headland Park		
10	Signature public building		
11	Wynyard yacht basin	22,700,000	
12	Vos and Brijs heritage slipway	883,000	
13	Wynyard Wharf ferry terminal		Auckland Transport
14	Team New Zealand base	2,500,000	
15	Fishing industry waterspace		
16	Superyacht refit facility	6,996,000	
17	Daldy Linear Park	21,880,000	
18	Innovation Precinct	12,508,000	
19	Waterfront transit	8,000,000	
20	Urban boulevard (Fanshawe Street)		Auckland Transport
21	Greening of Waitemata Plaza	1,455,000	
22	Harbour Edge Stitch		Auckland Council
23	Halsey Street Wharf extension		
24	Voyager NZ Maritime Museum entrance		
25	Queens Wharf public space and cruise facility	11,216,000	
26	Passenger ferry terminal improvements		Auckland Transport
27	Harbour Edge Stitch (Quay Street and Admiralty Steps)		Auckland Council
28	Laneways		
29	TEAL Park		
30	Quay Park Quarter urban regeneration		Auckland Council
		235,804,000	

Notes:

- 4 Includes \$1.9m Westhaven Marina asset renewals.
- 8 Wynyard Quarter public spaces and plazas, street and sea wall upgrades, wharf refurbishment, western waterspace and predevelopment of commercial sites such as ATC and proposed hotel site. Includes \$13.4m for public space contamination remediation.
- 17 Includes upgrade of Halsey Street to be completed as part of the project.
- 25 Total project cost for Queens Wharf public space and cruise facility is \$12.125m. A portion of the design costs have been allocated to 2011/2012.

Not only are there many stakeholders (involved in planning, design, funding and delivery), there are also critical dependencies, where certain projects are reliant on other investments or initiatives. The City Rail Link in particular will impact on the timing of the Harbour Edge and other waterfront projects.

Auckland Council is preparing the new Unitary Plan under the Resource Management Act (to replace the district plans of the former councils). This will be an opportunity to provide the statutory framework for many of the new aspirations in this document and to enable and guide the land-use change and redevelopment. The Unitary Plan is expected to be lodged in mid-2013 and will be the subject of its own consultation processes. Waterfront Auckland will work with Auckland Council to ensure that the Unitary Plan provides clear support for the implementation of the Waterfront Plan and for the use of innovative approaches and new tools to support the delivery of the waterfront vision. The Unitary Plan will be the principal implementation tool outside the Waterfront Auckland Area of Ownership.

Within this area and as landowner (on behalf of the community) Waterfront Auckland has greater ability to control the quality, delivery and timing of projects and to ensure that private partners meet public outcomes. Waterfront Auckland has the ability to parcel land in different sizes to meet market expectations – large-scale

projects are possible here (where in other parts of the city centre land amalgamation will be necessary). There will be a need to differentiate the quality development partners. Work is progressing on the preparation of a commercially viable development strategy that will deliver the vision for the Wynyard Quarter. The residential strategy, community infrastructure strategy and urban design guidelines will be part of this.

Achieving a true and viable mix of uses will require deliberate planning, strategy and marketing.

Implementation approaches and tools are being investigated and could potentially include:

- Special leases and covenants to attract desired activities and to retain maritime uses
- Transitional uses such as short-term interim leases that do not negate the underlying preferred use but enable early activation
- Financial incentives such as rent holidays, deferment or beneficial loans
- Infrastructure incentives such as high-speed data and free wi-fi across the precinct
- Lot size diversity to attract a wider range of development partners.

Community engagement

Preparation of this Waterfront Plan has involved extensive community consultation and has built on previous waterfront planning processes. Achieving ongoing engagement in the delivery of the Waterfront Plan is critical. Waterfront Auckland will:

- Communicate progress and change at the waterfront through the website, quarterly newsletters and the media
- Consult on development proposals
- Hold regular forums with key stakeholders
- Develop enhanced communication processes with iwi, the Waitemata Local Board and key stakeholders
- Undertake post-occupancy/development research, consumer and post-event studies
- Meet reporting and accountability requirements of Auckland Council.

The community engagement programme will be reviewed as the number of businesses and residents in the Wynyard Quarter increase.

Implementation actions

This table lists the key actions to implement the Waterfront Plan, in addition to the physical and capital projects identified in the plan (and listed in the table on page 110). These actions include partnerships, advocacy, research, strategy development and communications, all critical to achieving the waterfront plan visions and goals.

Waterfront goal/Auckland Plan strategic direction	Action	Key stakeholders	Timing
Blue-Green / SD8, SD12	Develop and implement a strategy and plan for risk, resilience and adaptation in relation to sea level rise, climate change (including increased storm events) and natural hazards.	Auckland Council	1–3 years
Blue-Green / SD7	Continually review remediation techniques (as part of development projects) to ensure that best-practice approaches are being taken.	Auckland Council	Ongoing
Blue-Green / SD7, SD8, SD12	Investigate a waterfront 'eco-precinct', which could include the establishment of geographically specific sustainability aspirations and targets, precinct-wide infrastructure planning, the delivery of flagship buildings, demonstration initiatives and partnerships.	Auckland Council, waterfront businesses and landowners	1–3 years
Blue-Green / SD7	Maintain and improve water quality of the Waitemata Harbour through ongoing investment in stormwater initiatives, low-impact and water-sensitive design approaches and aquatic habitat restoration where applicable.	Watercare Services, Auckland Council, iwi	Ongoing
Blue-Green, Public / SD7, SD12	Enable greater access to the water where short and medium-term interventions (including water quality monitoring) would ensure safe water contact.	Watercare Services, Auckland Council	1–3 years
Blue-Green / SD7	Green the urban area and support biodiversity by upgrading, creating and linking new and existing parks and green corridors, using native plants, and vegetating foreshore areas, where appropriate.	Auckland Council, iwi	Ongoing
Blue-Green / SD7, SD8, SD12	Investigate decentralised or localised integrated energy, water and waste systems for the Wynyard Quarter to support council's environmental sustainability targets and resilience objectives.	Auckland Council, utility providers	1–3 years
Blue-Green / SD7	Review and update the Wynyard Quarter Sustainable Development Framework to set targets for new development.		1–3 years
Blue-Green	Promote sustainable design and building practices by design guidance and development partnerships.	Development Sector	Ongoing
Blue-Green, Connected / SD1, SD7, SD10, SD13	Advocate for, develop and implement sustainable transport options (e.g. waterfront walkway and cycleway, enhanced bus and ferry services).	Transport Management Association, Auckland Transport, private transport operators	Ongoing
Connected / SD13	Support the Wynyard Quarter Transport Management Association to become a proactive and effective organisation working to improve accessibility for employees (and visitors) to achieve the 70/30 modal split.	Auckland Transport, Wynyard Quarter businesses	1–3 years
Connected / SD13	Work with transport agencies to develop integrated transport solutions for the waterfront including passenger transport services to serve the Wynyard Quarter linking to Britomart, development of the ferry infrastructure, a parking strategy.	Auckland Transport, New Zealand Transport Agency, Auckland Council	1–3 years, ongoing


Waterfront goal/Auckland Plan strategic direction	Action	Key stakeholders	Timing
Connected / SD13	Monitor transport 70/30 modal split for Wynyard Quarter and work with Transport Management Association to develop transitional targets and initiatives.	Auckland Transport, Wynyard Quarter businesses	1–3 years
Connected / SD13, SD6, SD10,	Support investigations into options for more efficient road and rail connections to the port for freight that will also support the development of the Quay Park area.	New Zealand Transport Agency, Auckland Transport, Auckland Council, Ports of Auckland, Ngati Whatua	1–3 years
Connected / SD6, SD12, SD13	Support the early development of ICT infrastructure on the waterfront.	ICT companies	
Connected / SD13, SD10	Support the additional Waitemata Harbour crossing tunnel option and work with New Zealand Transport Agency on issues around integration, permeability and access at the waterfront.	New Zealand Transport Agency	1–3 years
Smart Working / SD6	Maintain effective communication with marine, fishing and cruise industries and other waterfront businesses to understand their changing functional and operational needs and to work with them to resolve any issues.	Industry organisations	Ongoing
Smart Working, Public, Blue-Green / SD6, SD7	Complete and implement the Westhaven Masterplan.	Marina berthholders, marine and recreational boating sectors, neighbours	Ongoing
Smart Working / SD6	Monitor cruise activity and develop a long-term cruise strategy with the cruise industry.	Cruise industry, Ports of Auckland	1–10 years
Smart Working / SD6	Engage with local businesses on proposed events (as required by consents) to ensure their ongoing operation.	Local businesses, Auckland Tourism Events and Economic Development	Ongoing
Smart Working, Blue-Green / SD6, SD7, SD8	Work with POAL to develop collaborative, innovative actions to improve waterfront sustainability, 'greening the grey', and integration of port activities within the wider waterfront.	Ports of Auckland	1–3 years
Smart Working, Liveable Implementation / SD10	Lease sites to developer partners who share the Wynyard Quarter vision for a high-quality mixed-use development.	Development sector	Ongoing
Smart Working, Blue-Green / SD12	Investigate opportunities for future-proofed, efficient and resilient utility infrastructure for the Wynyard Quarter and wider waterfront.	Auckland Council, Utility operators	1–3 years
Smart Working / SD6	Lead the development of an innovation precinct at Wynyard Central (part of the Wynyard Quarter), focusing on developing technologies in the ICT and creative sectors.	ICT and creative sectors, Ministry of Business, Innovation and Employment, Auckland Tourism Events and Economic Development	1–3 years
Liveable, Blue-Green, Public / SD10	Develop effective urban design guidelines for future development at Wynyard Quarter, with particular emphasis on promoting sustainable design (e.g. energy use, waste management, internal thermal environment, natural light), adaptive reuse, street level interface, waterfront character, microclimate analysis, native planting, diversity of household types, built-in building adaptability. NB. Many other elements of urban design are controlled by the District Plan including building height and land-uses.	Auckland Council	1–3 years
Blue-Green, Public / SD10, SD6	Work with Viaduct Harbour Holdings Limited (the other major landowner in the Wynyard Quarter) to ensure high-quality integrated development that meets the vision and goals of the Waterfront Plan.	Viaduct Harbour Holdings Limited	
Public, Liveable, Blue-Green / SD10	Continue to utilise a range of tools to ensure high-quality urban design and architecture (such as external peer review).		Ongoing
Public, Liveable / SD10, SD6	Undertake placemaking and activation to preserve and promote unique waterfront activities and character.		Ongoing



Waterfront goal/Auckland Plan strategic direction	Action	Key stakeholders	Timing
Public / SD3, SD2	Provide input to and support for the development of a waterfront heritage trail, to be led by the Waitemata Local Board, to ensure integration with other waterfront initiatives including events, art and signage.	Waitemata Local Board, iwi, Heritage Places Trust, Auckland Council	1–3 years
Public / SD10, SD2, SD3, SD6	Investigate options and consult with the community on the potential for an exemplar public building on Headland Park/Wynyard Point, including building function, location and design.	Auckland Council, Waitemata Local Board	5–10 years+
Public, Blue-Green / SD10, SD3, SD7	Consult with the public and stakeholders on the design concepts for the Headland Park, when this phase of development commences.	Auckland Council, Waitemata Local Board	5–10 years +
Public / SD2, SD3, SD4	Investigate tools and initiatives to further integrate culture and heritage into planning, design and development on the waterfront.	Auckland Council, iwi, Historic Places Trust, ethnic groups	1–3 years
Public / SD 2, SD3, SD6, SD10	Ensure ongoing engagement with Māori at both strategic and project level on specific projects including economic and social opportunities, environmental/ecological outcomes and biodiversity.	Independent Māori Statutory Liaison Board, iwi, Auckland Council	Ongoing
Public, Smart Working / SD1, SD4, SD5, SD6	Continue to develop new events and initiatives that activate and energise the waterfront, that attract a diverse range of visitors, support waterfront activities and character, and provide economic returns whilst ensuring limited disruption of waterfront businesses.	Auckland Tourism Events and Economic Development, Regional Facilities Auckland, local business, iwi	Ongoing
Public, Liveable / SD3	Provide public art in association with a city centre public art strategy.	Auckland Council	Ongoing
Liveable / SD1, SD11	Develop a residential strategy to create a resilient community (to ensure critical mass and provide choices in accommodation in terms of housing sizes, typologies, price points and tenures).	Auckland Council, Local Board	1–3 years
Liveable / SD1, SD11	Investigate affordable worker housing as part of the residential strategy and tools and incentives to encourage developers to include key worker housing within their portfolio.	Auckland Council	1–3 years
Liveable, Smart Working / SD10, SD12	Develop a community strategy to ensure the timely delivery of an appropriate range of local services and facilities for residents, workers and visitors, including convenience retail, that support activity throughout the day, evenings and weekends.	Auckland Council, Local Board, Community Services providers	1–3 years
Liveable / SD10, SD12	Support initiatives of other agencies and the private sector that contribute to developing a resilient community in the waterfront (e.g. development of community facilities, infrastructure and events).	Auckland Council, private sector, Community Services providers	Ongoing
Liveable / SD1	Enable participation and leadership of the community as it grows, and encourage sustainable behaviours.		Ongoing
Implementation	Investigate alternative funding and implementation mechanisms and drivers to attract private investment.	Auckland Council	1–3 years
Implementation	Identify and implement innovative transitional initiatives that support early activation and create developer and investor interest. Use alternative planning and development tools to support short-term uses of land and buildings.	Auckland Council	Ongoing
Implementation	Prepare feasibility studies and business cases for all Waterfront Plan projects and new initiatives.		Ongoing



Monitoring

Regular monitoring will be undertaken to ensure that redevelopment of the waterfront is progressing towards the waterfront vision and goals. Some specific indicators have been adopted for the Waterfront Plan as they reflect the specific waterfront goals as well as the function of Waterfront Auckland. Other indicators have been adopted from the City Centre Masterplan and Auckland Plan to ensure that the waterfront, in particular the Wynyard Quarter and Central Wharves, are a strong expression of the aspirations and strategic vision of the Auckland Plan. In addition to monitoring progress on plan implementation, Waterfront Auckland will be looking to develop an appropriate performance monitoring system for new development as well as regular sustainability reporting.

The proposed indicators are listed below and will be further developed to confirm data sources and turn indicators into measurable targets.

Waterfront goals	No.	Proposed indicators	Data source	Contribution to Auckland Plan strategic directions
 A Blue-Green Waterfront A resilient place where integrated systems and innovative approaches are taken to enhance the marine and natural ecosystems, conserve natural resources, minimise environmental impacts, reduce waste, build responsibly and respond to climate change.	1	Waitemata Harbour water quality at city centre waterfront improves.	Waterfront Auckland water quality monitoring	SD7, TS2
	2	Increase in Waterfront Auckland use of low-impact design devices for stormwater treatment and native planting to support water quality, amenity and biodiversity.	Waterfront Auckland (quantitative & qualitative)	SD7, TS2
	3	Air quality in the city improves.	City Centre Masterplan	SD7, TS2
	4	Greenhouse gas emissions reduced.	City Centre Masterplan	SD8, TS2
	5	Increase in native trees and planting around and within the waterfront.	City Centre Masterplan	SD7, SD8, TS2, TS4
	6	Increase in the number of green buildings on the waterfront (New Zealand Green Building Council Min 5 star).	City Centre Masterplan	SD7, TS2

Waterfront goals	No.	Proposed indicators	Data source	Contribution to Auckland Plan strategic directions
 A Public Waterfront A place for all Aucklanders and visitors to Auckland, a destination that is recognised for its outstanding design and architecture, natural environmental quality, public spaces, recreational opportunities, facilities and events; a place where we protect and express our cultural heritage and history and celebrate our great achievements as a city and nation.	7	Increase in percentage of Aucklanders who recognise the waterfront (Wynyard Quarter to Queens Wharf) as a vibrant waterfront destination.	Waterfront Auckland – biennial survey	SD1
	8	Public open space on the waterfront increases, expanding the city centre's network of public open space.	Waterfront Auckland – Geographical Information System (m ²)	SD1, SD5, SD7, SD10, SD12
	9	Increase in number and size of play spaces at the waterfront.	Waterfront Auckland – Geographical Information System (m ²), CCMP	SD5, SD12
	10	Increase in public artworks and recognition of heritage (natural, built, cultural and maritime) on the waterfront (e.g. interpretation, preservation).	Waterfront Auckland – (quantitative & qualitative)	SD3, SD2, SD3
	11	Increase in public satisfaction with the quality of public spaces at the waterfront (plazas, parks etc.).	Waterfront Auckland – biennial survey	SD10
	12	Increase in satisfaction with the number and variety of events on waterfront.	Waterfront Auckland – biennial survey	SD1, SD6, SD5
	13	Increase in percentage of Aucklanders who visit the waterfront at least once a month.	Waterfront Auckland – biennial survey	SD1, SD6
	14	Attraction of an increasingly diverse range of visitors to the waterfront (age, ethnicity, socioeconomic).	Waterfront Auckland – biennial survey	SD1
 A Smart Working Waterfront Attracts high-value innovative, creative and green businesses and investment to achieve a significant lift in productivity, a place for authentic and gritty waterfront activities, the marine and fishing industries, water transport and port activities.	15	Increase in number of new businesses in the Wynyard Quarter.	Statistics NZ Demo Data Business Unit Counts	SD6
	16	Increase in the number of workers in the marine and fishing industries in Wynyard Quarter.	Statistics NZ Demo Data Employment Counts	SD6
	17	Increase in floor space for the marine industry in Wynyard Quarter (as per the district plan).	Waterfront Auckland – Geographical Information System (m ²)	SD6
	18	Increase in number of cruise ship visits (or turnaround visits).	Ports of Auckland data	SD6, SD13
	19	Increase in number of workers in high-value employment in waterfront (innovation precinct).	Stats NZ Demo Data Employment Counts	SD6
	20	Satisfaction with marina services is maintained or increases.	Waterfront Auckland – Westhaven marina annual survey	SD6, SD12, SD5

Waterfront goals	No.	Proposed indicators	Data source	Contribution to Auckland Plan strategic directions
 A Connected Waterfront A place that is highly accessible, easy to get to and to move around in, where people feel connected to the wider city and beyond by improved pedestrian and cycling linkages, fast, frequent and low-impact passenger transport, state-of-the-art telecommunications and through supportive community and business networks.	21	Increase in the length of continuous promenade along the waterfront edge.	Waterfront Auckland – Geographical Information System (m ²)	SD1, SD5, SD10, SD13
	22	Increase in the number of people walking between the waterfront and the city centre across Wynyard Crossing.	Waterfront Auckland (Transport Management Association annual monitoring)	SD13, SD1
	23	Increase in identified cycleway along waterfront.	Waterfront Auckland	SD13, SD10
	24	Increase in the number of ferry routes from the city centre waterfront.	Auckland Transport	SD13
	25	Increase in frequency of daily bus services serving the Wynyard Quarter.	Auckland Transport	SD13
	26	Increase in the number of workers at Wynyard Quarter using sustainable transport modes (walking, cycling, passenger transport) i.e. continuing modal shift away from private single occupancy vehicles.	Waterfront Auckland (Transport Management Association monitoring)	SD13
 A Liveable Waterfront The location of leading sustainable urban transformation and renewal in Auckland; the most liveable New Zealand central city urban community; a vibrant mix of residents, workers, visitors and activities. A welcoming and resilient neighbourhood that is safe, diverse and attractive, with plentiful open space and access to local services and facilities.	27	Increase in the number of residents at Wynyard Quarter.	Statistics NZ census	SD11, 10
	28	Increase in the number of community facilities to support the residential and worker populations.	Waterfront Auckland (qualitative)	SD12, SD1
	29	Increase in the number of three-bedroom+ units at the waterfront.	Statistics NZ census (City Centre Masterplan measure)	SD11, SD1
	30	Increase in the choices in accommodation at the waterfront in terms of housing sizes, typologies, price points and tenures.	Waterfront Auckland	SD1, SD11
	31	Increase in the proportion of waterfront residents who feel a sense of community at the waterfront.	City Centre Masterplan	SD1
	32	Increase in local residents' perceptions of sense of safety in waterfront after dark.	City Centre Masterplan	SD1

GLOSSARY

accessibility	The ease of approaching, entering, using or understanding a place. Good accessibility requires connected transport networks, well-designed streets and buildings, movement choices and safe routes.	Gross Domestic Product	The total value of all goods and services produced domestically by a nation during a year.
amenity	The overall character of an area and specifically the things that make it pleasant for people. Calm streets, attractive buildings and landscaping can all improve amenity.	legibility	How well a place can be understood, read or deciphered in terms of a person knowing where to go, how to act, how to find what they are looking for.
blue highways	Water transport routes.	linear park	A green public space/park that is linear in shape and connects other green spaces e.g. Daldy Linear Park will run along the length of Daldy Street on the eastern side linking Victoria Park and the future Headland Park.
built form	The shape of developments, including buildings, streets and other structures, not only individually, but as a collective. How buildings relate in terms of height, mass, scale, architectural design and character determines the extent to which they will define the public realm.	mixed-use development	A mixture of activities such as residential, commercial, retail and entertainment that occupy space within the same building or within the same city block or area (for example, an apartment building with shops, offices and cafés on lower floors, or a town centre with these activities).
connectivity	The degree to which networks – streets, railways, pedestrian and cycling routes, services and infrastructure – interconnect. Good connections enable high levels of accessibility within a neighbourhood, city or region.	modal split	How the total number of journeys in an area or to a destination is split between different means of transport, such as train, bus, car, walking and cycling.
Council-Controlled Organisations	Stand-alone organisations owned and funded by Auckland Council that are responsible for the delivery of a significant service or activity on behalf of the council.	non-statutory	Not required by law.
eco-economy	An economy focused on 'green growth', such as innovative technology, products and services that improve environmental, social and economic sustainability.	placemaking	The process of planning, designing and building places in an integrated way so that they are successful, attractive for people and enduring.
fine-grained approach	Getting down to a local level of planning and design detail. Fine urban grain refers to a pattern of street blocks and building sites that is small and frequent, thereby creating a dynamic and animated urban environment for the pedestrian.	polishing ponds	Water treatment device.
		reverse sensitivity	A planning term which describes the impacts of newer uses on prior activities occurring in mixed-use areas. It has been defined in case law as "the effects of the existence of sensitive activities on other activities in their vicinity, particularly when they lead to restraints in the carrying on of those other activities".

superyacht Large luxury yachts typically over 24 metres.

sustainable, sustainability Capable of being maintained at a stable level without exhausting natural resources or causing severe ecological damage.

Sustainability typically encompasses the concept of stewardship, improvement across the four wellbeings, and the responsible management of resource use. 'Sustainable development' was used by the Brundtland Commission to mean development that meets the needs of the present without compromising the ability of future generations to meet their own needs. More recently there is an additional focus on restoring a previously damaged ecosystem and on improvement generally.

swales Low-impact design stormwater device (typically a planted area) that collects stormwater runoff from roads, footpaths and impervious areas and prevents flooding by allowing the water to seep into the ground.

travel demand management Travel demand management (TDM) is a collection of measures used to make best use of the transport network and reduce the demand for travel, particularly by single occupancy vehicles. TDM measures also seek to modify travel behaviour and mode choice decisions so as to reduce the negative impacts of car use. Measures include road network management tools, land-use policies, behaviour change tools, economic pricing measures and new technology. TDM measures can have a wide range of benefits relating to transport efficiency, economic growth, relief of severe traffic congestion, journey time reliability, travel choices, environmental sustainability, public health and improved road safety.

tri-generation and cogeneration facilities Cogeneration is the utilisation of the normally wasted heat energy produced by a power plant or industrial process, especially to generate electricity or heat. Tri-generation is a process where an industrial facility uses its waste energy to produce heat or electricity and cooling.

water space An area of the Common Marine and Coastal Area typically adjacent to land or wharves over which permits are held to facilitate marine activity (such as for the mooring and manoeuvring of fishing boats and superyachts).

Waterfront Auckland Area of Ownership The area over which Waterfront Auckland has direct control and management rights over land, infrastructure and facilities, on behalf of Auckland Council. Waterfront Auckland will lead and deliver projects in this area.

Waterfront Auckland Area of Influence A mandated area stretching from the Harbour Bridge Park in the west to TEAL Park in the east and as far inland as the original shoreline of 1840 over which Waterfront Auckland has some influence (in terms of developing this Waterfront Plan). Waterfront Auckland will collaborate on projects in this area.

wayfinding Tools which orient users of an area to ensure the ability to navigate through that area. Tools include signs, graphic communications, spatial markers, streetscape elements, building design and the street network.

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