



AUCKLAND WATERFRONT  
VISION **2040**

HARBOUR BRIDGE

WESTHAVEN MARINA

WYNYARD POINT

WESTERN RECLAMATION

VIADUCT HARBOUR

FANSHAWE STREET

VICTORIA PARK





PRINCES WHARF

QUEENS WHARF

CAPTAIN COOK WHARF

PORT

QUAY STREET

QUEEN STREET

## Auckland Regional Council Chairman Michael Lee

Auckland's waterfront is where Auckland began. It is our gateway for trade, to the world, an area steeped in maritime history, and a stepping off point between the city, the islands of the Hauraki Gulf, and the Pacific Ocean beyond. It is the place many of our ancestors first set foot in New Zealand.

Over the past 150 years, the waterfront has undergone dynamic and almost continuous change. What we know is certain is that it will continue to be an ever-changing part of the city. The challenge we face is ensuring that this change is designed and managed in a way that our children and grandchildren can be proud of.

The waterfront is one of the Auckland region's much loved treasures, and is of vital economic importance to the city, the region and to New Zealand. We are committed to building a region-wide consensus to ensure that our waterfront is developed in a way that is at least as good as or better than what has been done internationally.

The Auckland waterfront vision is an important first step towards the development of a world-class waterfront, and is our commitment to all Aucklanders that we will continue to work towards having a waterfront that celebrates the region's unique character and place in the Pacific.

The Auckland waterfront vision also signals our intention to continue to work in partnership with Auckland City Council, Ports of Auckland, key businesses and landowners in the area, and the people of Auckland as the waterfront area continues to progress, and as more detailed plans are developed.

I thank everyone who has taken the time to contribute to the Auckland waterfront vision, and for sharing with us your thoughts on how we can grasp this unique opportunity to develop a waterfront that is worthy of this great maritime city.



## Mayor of Auckland City Dick Hubbard

We live in one of the most beautiful cities in the world and our waterfront is one of our greatest assets. But its potential is yet to be fully realised. This vision sets a course for unlocking all that the Waitemata waterfront has to offer.

Aucklanders have a love affair with the sea. The extent of that passion has been evident through feedback given to us when developing the vision. We have listened to what people say they want for the future of this part of the city. This vision document reflects that.

But we know that getting the right kind of waterfront depends on more than just having a vision. To achieve success, we will need to be decisive, show leadership and take bold action.

We will stay true to the principles of the vision. We will continue to listen to stakeholders

and the public to ensure the vision protects the waterfront and guides its long-term development for future Aucklanders.

A key quality of the vision is that it is sustainable. It provides for a diverse waterfront that allows people to have different experiences in different types of urban and open spaces. It will maximise public access to the water, and maintain the area's character while balancing local businesses' needs for commercial return.

When we successfully achieve this, the waterfront will be Auckland's international face, reflecting a world-class, competitive, vibrant city that sits with pride at the gateway to our beautiful harbour, the Hauraki Gulf and its islands.



# CONTENTS

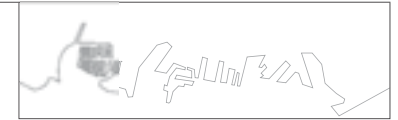




■ The vision	4
■ Developing a vision	6
■ Principles	8
■ The waterfront over time	10
■ Auckland's marine gateway	11
■ Map of the waterfront	12
■ Precincts	14
- Westhaven	16
- Western Reclamation and Viaduct Harbour	18
- The central wharves	22
- The port	24
■ Implementation	26
■ Key actions	28



# THE VISION



**Auckland's CBD waterfront, stretching from the Harbour Bridge in the west to Teal Park in the east, is one of Auckland's greatest assets. Major city roads including Fanshawe and Quay streets shape the landward boundary of the waterfront area. Recognising the integration and inter-relationships between the waterfront and adjacent areas has been an important part of developing the waterfront vision.**

The waterfront plays a major role in the region's economy. The port and the marine and fishing industries have shaped the economic success of Auckland and they will continue to be vital to the region's economy in the future. The waterfront is also the region's gateway to the Waitemata Harbour, the Hauraki Gulf and its islands beyond.

To realise the potential of the waterfront, an integrated approach to the future development of the waterfront was needed. To achieve this, a partnership was formed between the Auckland Regional Council and Auckland City, who have worked closely with Ports of Auckland Ltd.

This vision provides a framework to guide the future development of the waterfront. It was published after consultation with a wide range of stakeholders in the area and with residents and ratepayers of Auckland.

The vision for the waterfront is of 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 sea.







# DEVELOPING A VISION



## A 'whole of waterfront' approach

The aim of this vision is to develop an overarching framework for the whole of the CBD waterfront area, stretching from the Harbour Bridge in the west through to Teal Park in the east. The vision has a long-term planning horizon out to 2040, reflecting the need to consider the staging and timing of future changes.

By taking a big picture approach, the vision sets the high-level, strategic direction for the waterfront area. This framework sits above the detailed planning for specific areas.

Following the adoption of the vision, more detailed planning work focusing on specific precincts or parts of the waterfront will be undertaken. Detailed planning will align and fit in with the principles of the vision.

### Public input

Throughout the process of developing the vision, both councils have been committed to involving key businesses, industry representatives and the wider community.

The draft vision, 'Linking people, city and sea', was released for public consultation in February 2005. The consultation focused on getting feedback on key elements and themes of the vision. It also included a questionnaire on various parts of the draft vision. Consultation included public meetings, open days at the Viaduct Harbour, meetings with stakeholder groups, a mail-out to 2500 residents and distribution of the publication to 140,000 households in Auckland city.



Approximately 850 people gave feedback on the draft vision, with a number of groups providing more comprehensive and detailed feedback.

### What you told us

Feedback on the draft vision included:

- A strong desire for more and better public access
- An interest in the quality of open space and type of landscape
- A strong interest in the environment, including improving the water quality of the harbour
- A desire for better public transport, pedestrian and cycling facilities, improved parking and local roads to improve access
- Support for a range of activities throughout the wider waterfront area
- Support for specific facilities such as the Viaduct Harbour and Westhaven Marina
- An implicit interest in clear criteria for urban design and development
- Support for the marine industry and a working waterfront.

In August and September 2005, a second round of consultation focused on giving people the opportunity to provide more detailed feedback on the future of the wider waterfront area.

More than 200 people participated in three interactive workshops, which included in-depth discussions about the mix of activities throughout the waterfront and the presentation of ideas on maps of the area.

Key issues discussed at the workshops included:

- The creation of the waterfront as a destination with tourist "magnets"
- The amount and location of public open space
- How the transport network will work
- Where the bulk liquid facilities at the end of Wynyard Point should go
- The mix of activities
- How the development of the waterfront will be funded and managed
- The extent of the marine industry on the Western Reclamation
- The importance of opening the water's edge to the public and how we can achieve this
- The importance of high-quality urban design.

### Other plans and processes

**The idea of an overarching framework for the waterfront area is not new. Over the years, various parties have done a substantial amount of research on different aspects and areas of the wider waterfront area.**

The existing planning direction set out in regional and local planning documents, along with previous joint projects and processes have been essential for developing the waterfront vision and strategy.

The key documents include:

- Statement of desired outcomes for the Auckland waterfront, Auckland Regional Council, 2005
- Development with Vision and Auckland's CBD Into the future strategy, Auckland City Council, 2004
- The 11-point plan for Auckland's CBD waterfront, Auckland City Council, 2003
- Auckland Waterfront Advisory Group, 2002
- Harbour edge project, Auckland City Council, 1989
- Port development plan for Auckland, Ports of Auckland Ltd, 1989
- Regional strategies including Regional Growth Strategy, Regional Land Transport Strategy, Regional Economic Development Strategy, Auckland Regional Council
- Auckland City District Plan, Auckland City Council
- Auckland Regional Plan: Coastal, Auckland Regional Council.

# PRINCIPLES

These principles include the key elements of the waterfront that need to be kept and improved. The principles give a long-term guiding framework that will direct how the area is managed, developed and protected in the future.



## Public access and enjoyment - "It is easy to get to open space on the water's edge"

- Improving public access, public open space and people's enjoyment of the waterfront and Waitemata Harbour is a priority.
- Avoid privatisation of public spaces.
- Create safe urban spaces by applying crime prevention through environmental design.
- Design public spaces to maximise sunshine and views to the water.
- Recognise the need to restrict public access around the custom-bonded working parts of the port.
- Create a range of public open spaces that provide a variety of experiences.
- Make it easy for people to get into and out of the area.



## Heritage and local character - "Local heritage and character is respected and celebrated"

- Create a distinctive maritime "sense of place" through design that celebrates and strengthens local Auckland and Pacific character and heritage.
- Protect Maori heritage and values and ensure design includes outcomes relevant to Tamaki Makaurau – Tamaki herenga waka (Tamaki – the resting place of many waka).
- Respect places and buildings with heritage and cultural values.
- Value the working waterfront as a key part of the area's character.



## Views - "The views from the waterfront are breathtaking"

- Identify and protect public visual links and views into and outside the waterfront area, including outstanding public viewing points.



## Transport and linkages - "It is easy and safe to get to the waterfront and I can choose how I get there"

- Strengthen links between the waterfront and adjoining areas.
- Improve pedestrian and cycling connections and opportunities.
- Ensure passenger transport services and supporting infrastructure, including water-based services, are fully integrated into future development.
- Design streets to provide a safe and pleasant environment for pedestrians, residents and workers.
- Ensure future development is within the capacity of the existing road network.
- Keep a grid-based street pattern to improve connectivity and accessibility.
- Ensure any new connection linking Te Wero island and the Western Reclamation is not used by private vehicles and does not compromise boat movements into and out of the Viaduct Harbour.
- Strengthen connections between Victoria Park and the Western Reclamation.
- Ensure consideration of issues and options related to the future harbour crossing do not compromise achieving the vision.



## Environment - "The waterfront is a clean and healthy place"

- Incorporate leading-edge environmental technologies and sustainable design.
- Minimise adverse environmental effects through improved stormwater and wastewater management and design techniques that support energy, water and materials efficiency.
- Assess site contamination (including remediation and management options) to protect environmental and public health.





**Mix of uses and activities** - "There is a mix of things to do at the waterfront, making it a great place to live, work and play"

- Achieve a rich mix of activity and vitality by providing living, work and entertainment opportunities.
- Encourage "people places" including public attractions, entertainment and leisure activities that promote the waterfront area as a destination for Aucklanders, visitors and tourists.
- Cater for residential uses and manage reverse sensitivity issues bearing in mind the rights of existing uses.
- Encourage retail activity that is appropriate and relevant to the urban nature of the waterfront area.
- Adopt leading practice in urban design.
- Ensure building height and bulk are of a scale that avoids excessive shading of public spaces and wind tunnel effects.
- Encourage events and water-based activities that attract people to the waterfront.
- Provide a range of public activities and attractions throughout the waterfront area.
- Consider a future iconic building in the waterfront area.
- Cater for business activities and opportunities that support Auckland's long-term economic development.
- Ensure that waterfront development complements the CBD.



**Working waterfront** - "Auckland's working waterfront plays a key economic role and it also reflects our maritime history"

- Recognise the significance of the bulk liquid industry to the regional economy by ensuring the following criteria are addressed before any redevelopment of Wynyard Point for alternative uses:
  - mixed use development cannot occur until a process, timetable and viable alternative site/s for relocation are finalised
  - the transition process must be seamless and well managed, avoiding any adverse effects or disruption to regional economic activity
  - issues associated with alternative sites and options must be addressed before any closure of Wynyard Point facilities.
- Ensure there is adequate provision for the interests and needs of the marine and fishing industry.
- Enhance the unique synergy and character of an active, working waterfront by supporting the continued co-location of marine, fishing and recreational boating activity in the area.
- Ensure future adjacent land uses do not compromise marine and fishing activities.



**Port** - "The port is a vital economic driver for the region"

- Ensure the continued success of New Zealand's premier port operation by recognising the pre-eminence of port activity within port boundaries.
- Recognise the 24-hour, 7-day nature of the commercial port.
- Provide compatible adjacent activities that understand the 24-hour nature of port operations.
- Achieve improved road and rail access for freight movements.
- Manage traffic and environmental effects associated with port activity.
- Provide for future port growth within the regulatory framework.
- Recognise that further reclamation is anticipated to accommodate the consolidation and shift (eastward) of port-related activity over time.
- Consider using port land released over time for mixed-use development, recognising that public access to the water is an important feature of any development.



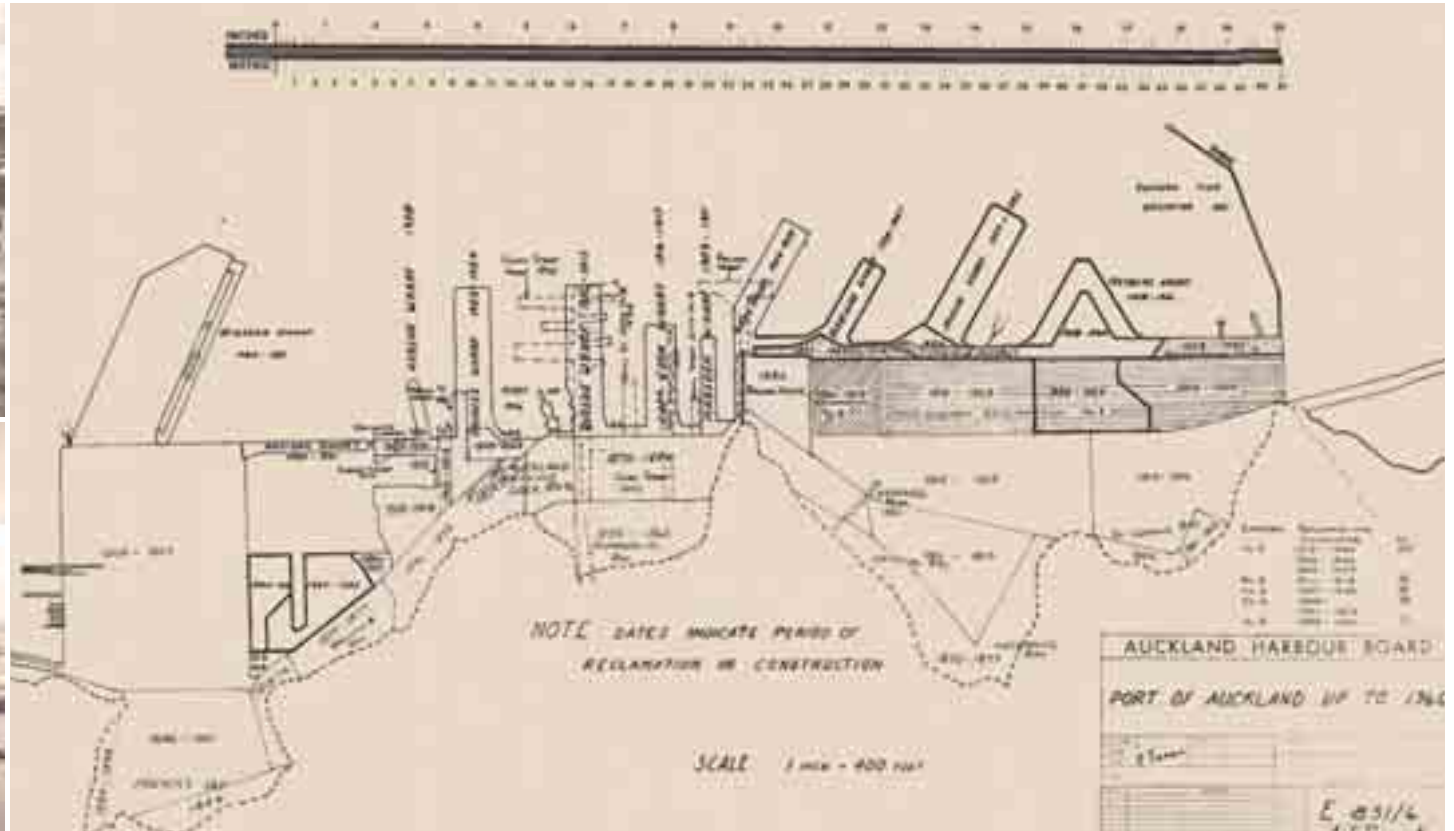
**Marinas and recreation** - "Marinas on Auckland's waterfront are world-class and provide an ideal facility for boaties"

- Ensure the continued successful operation of Westhaven Marina and enhance its international reputation.
- Enhance public enjoyment of the marina through improved pedestrian access and public orientated uses.
- Encourage recreational opportunities including retaining the public boat ramp and ensuring continued boat club activities.
- Promote the Viaduct Harbour as an internationally recognised marina and as a hub for maritime activity and recreation.

# THE WATERFRONT OVER TIME

Auckland's position on the sheltered Waitemata Harbour made it a natural first port of call for Maori, European explorers, early settlers and immigrants arriving in New Zealand.

Although the shoreline has changed as the city has grown over the years, the waterfront's place as the link between the city, sea and the world beyond continues to define Auckland.



# AUCKLAND'S MARINE GATEWAY

## CBD – Into the future

**Auckland City's CBD Into the future strategy is set over 10 years and provides the broader context for the waterfront vision. This strategy is about reshaping and revitalising Auckland's CBD as the prosperous and vital heart of New Zealand's leading city and region. It is about ensuring Auckland can remain internationally competitive as well as celebrating and enhancing the things that set Auckland apart from other global cities, including its superb natural setting on the edge of the beautiful Waitemata Harbour, rich Maori and colonial heritage, youthful and cosmopolitan population, and great lifestyle options.**

Auckland's CBD Into the future provides a framework for planning in the CBD and sets out the following outcomes:

- Recognised as one of the world's premier business locations
- A high quality urban environment
- The most popular destination for Aucklanders and visitors to the region
- A world-class centre for education, research and development
- A place that feels like the heart and expresses the soul of Auckland.

## Adjacent precincts

The waterfront links to a number of different CBD precincts and established suburbs from Freemans and St Marys bays in the west to Parnell in the east.

To the south west, the waterfront links to the CBD through the Victoria Quarter. This area is the historic industrial hub of Auckland city. Today it is a mix of older character areas and urban residential and industrial development, particularly creative businesses. Victoria Park is a significant public open space used for organised sports and other recreation and events.

The Britomart precinct at the northern end of Queen Street will be a low-rise heritage based area containing a rich mix of activities. Britomart is also an important transport interchange for buses and trains and is close to the ferry wharves.

To the eastern end of the waterfront the 12,000 seat Vector Arena paves the way for visits by some of the biggest names in sport and show business.

## The waterfront

**An integral part of Auckland, the waterfront contributes to the character of the CBD and the wider region's economy, culture and environment.**

The waterfront is a gateway to some of Auckland's most prized natural features - the Waitemata Harbour, the Hauraki Gulf and its islands and the world beyond.

The waterfront is a gateway to the city. It is a transport hub for ferries, buses and rail and is the first port of call for cruise ships. The port also channels goods through the waterfront to the rest of the country.

Future redevelopment of the waterfront offers significant opportunities to contribute further to the vitality and character of Auckland. It is an opportunity to create a world-class waterfront that will continue to help position Auckland as an internationally competitive region.

Auckland's CBD waterfront is already home to many regionally significant industries including marine and fishing. These industries are major economic drivers for the city and the region, and there is a need to build on the overall working waterfront character to ensure such industries can thrive in the future. International research has highlighted how investing in waterfront improvements can improve quality of life and economic competitiveness.

The waterfront has a vital role in achieving local and regional outcomes that recognise, retain and enhance the mix of working waterfront, fishing and marine industries, residential and commercial activity, and hospitality and public open spaces – all which acknowledge and celebrate Auckland's place in the Pacific.

# WATERFRONT



Indicative timing for changes in use

- ① Short term 2005 - 2015
- ② Medium term 2015 - 2030
- ③ Long term 2030 - 2040+

# VISION 2040

**Key components**

- Adjacent Precincts
- Commercial activity
- Core Marine
- Entertainment
- Existing Mixed Use
- Existing Public Space
- Potential Fishing / Retail & Commercial Hub
- Marina
- Proposed Marine Events Precinct
- Requires Further Investigation of future options
- Retain America's Cup facilities & infrastructure over short term
- Requires Further Investigation of Areas & Options for potential marine industry activity
- Potential Mixed Use
- Potential Public Space
- Westhaven Marine Building Platforms
- Existing Waterfront Access
- Potential Waterfront Access
- Ferries
- Future Ferries
- Core Port Area
- Current Port Area
- Planned Extension to Container Terminal
- Port Activity
- Original Shoreline
- Connections and Linkages





# WATERFRONT PRECINCTS

The vision has identified four precincts in the waterfront area that, combined, contribute to the overall character of the area. Each precinct has distinctive characteristics, a different face, and a mix of specific uses and activities.

This section explores each precinct in the context of the wider waterfront and the specific issues and characteristics of each area.

These characteristics will need to be considered through the more detailed precinct planning and regulatory processes that will follow adoption of the joint vision.



## Westhaven Marina

The site of the southern hemisphere's largest and most well-equipped marina. The marina is located close to the CBD and marine supplies. It will continue to be a world-class facility while enhancing the whole of the waterfront experience for visitors.



## Western Reclamation and Viaduct Harbour

Historically, the Western Reclamation has been an area for port-related industry and marine and warehousing activities.

The end of the Western Reclamation has become known as "the tank farm" because of the number of bulk liquid storage tanks – containing chemicals, marine fuels, vegetables and edible oils – which are found there.

The Viaduct Harbour is a dynamic mix of recreation and residential developments, and is a hub of regional entertainment and events.





**The central wharves – Princes, Queens, Captain Cook**

These wharves are considered water-based extensions of Queen Street and the CBD.

They are home to a range of activities including commercial port activity, ships, ferries, residential and commercial.

They are also close to the Britomart Transport Centre, Auckland's passenger transport hub.



**The port**

Focused on the eastern end of the waterfront, the port is integral to the Auckland region's economic development and growth as the hub for international exports and imports.

As the port consolidates its operations eastwards, the land made available will be explored for alternative uses. Public access will be an important part of any development.



# WESTHAVEN MARINA



**In the future, Westhaven Marina will be recognised as the southern hemisphere's most successful marine facility.**

The ongoing successful operation of Westhaven as an international standard marina is the main activity in the precinct. The marina provides a key part of the waterfront's marine focus and character. The size of the marina, combined with its close proximity to the CBD, the adjacent marine servicing industry, and water-based marine events and exhibitions, provide a unique environment and many opportunities for the future.

**Public access and open space**

Westhaven has the potential to become a more popular destination for Aucklanders and visitors to enjoy our "City of Sails" lifestyle and marine and sailing culture.

Improving and extending walkways around the marina will help create attractive, safe access to the water's edge. Improving public access and enjoyment around the marina is a priority, although this needs to be balanced with the special needs of boaties (e.g. security and boat access).

The grassed area to the west of the Harbour Bridge, owned by Ports of Auckland Ltd and Transit New Zealand, has the potential to be a new public park forming the western gateway to the waterfront.

**Recreational and boat clubs**

The boat and yacht clubs are an integral part of the Westhaven precinct and offer recreational opportunities to young Aucklanders through "learn to sail" school programmes. The small beach area in the marina precinct provides important water space for kayaks and sailing boats, with easy access to the water. The public boat ramp is another important community facility that needs protecting, providing one of the only public boat launch facilities on the CBD waterfront.

**Building platforms**

Building platforms have been identified in the Westhaven concept plan (as agreed to in Auckland City's District Plan). These should be developed with compatible activities, including marina and marine-related businesses and uses geared to the public such as cafes. Residential uses are not considered appropriate for this location. Precinct planning needs to consider improving the relationship between buildings and the water and protecting views.

**Checklist for the future**

- Auckland City will continue to retain ownership of the Westhaven Marina land (possibly in partnership with other public agencies).
- Stakeholders and boat clubs at the marina will be involved in development planning.
- Business planning will ensure the marina maintains its position as a competitive international facility.

