

## Auckland City Centre Resident's Group

### Americas Cup AC36: Submission

Submission from Auckland City Centre Residents' Group (CCRG) on:

**Resource Consent Application BUN60313877**, Panuku Development, Auckland.

Address for Service:

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#### Background

The Auckland City Centre Residents' Group (CCRG) was established some twelve years ago, along with Heart of the City, to provide a voice for those residential and business properties who pay the targeted rate that funds major street upgrades and improvements in the city centre.

As members of the Auckland City Centre Advisory Board we have recently endorsed the allocation of \$20m to the upgrades of Lower Albert Street, \$10m to Lower Queen Street, \$17m to Britomart streetscapes and \$23m to Quay Street upgrades as a means of creating strong connections between the city and the waterfront.

#### Context

In 2017 Team New Zealand (Team NZ) won the America's Cup for the third time – a fantastic achievement that we are all very proud of especially as the helmsman, Peter Burling, was the youngest to ever win that coveted cup.

From their own website we also note -

- New Zealand is a world leader in the design and building of yachts, masts, sails and gear allied to a global world-wide reputation for re-fitting super yachts
- New Zealand is at the forefront of technology surrounding the America's Cup - the highly innovative wing sails, foils and several other key components have been designed and built in New Zealand
- The Viaduct Basin, developed for the 2000 America's Cup in Auckland, has become the hub of city dining and night time entertainment - a lasting legacy of the event.

Based on these achievements, we support Team NZ's contention that Auckland should have a permanent base for marine events that reflects our history, our diversity, our aspirations and our waterfront vision.

#### The Problem

New Zealand wants to celebrate with Team NZ and host the best America's Cup defence.

However, the Viaduct Basin that provided such a wonderful venue for previous defences has been built on – buildings that were approved by Auckland Council and its' predecessor, Auckland City Council. Also, the Team NZ base located on land owned by council, was demolished to make way for a 3,500m<sup>2</sup> Gateway Plaza.

There is now not enough space left for the America's Cup bases on the preferred Viaduct/Halsey location, including a permanent one for Team New Zealand.

Because of this, Auckland Council's development arm, Panuku, has submitted applications for resource consents that propose substantial extensions of Halsey and Hobson wharves into the harbour, as well as the relocation of the fishing/car ferry industries, in order to replace the space previously developed specifically for hosting maritime events such as the Americas Cup.

The people of Auckland have made it very clear that they do not want any more extensions into their harbour, and, the New Zealand government hold the same view. CCRG support that position.

### **The Planning Background.**

In 2011 Auckland Councils sought and received public submissions on their award-winning Waterfront Plan 2012. This document, along with others such as the City Centre Masterplan 2012, form the blueprint for delivery of the projects and place-based improvements that give effect to the aspirational Auckland Plan 2012. Much of these Plans was adopted into the statutory Unitary Plan.

The vision for the Waterfront Plan states -

"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".

Page 14 of the Waterfront Plan outlines the aspects that people said would achieve that vision and make them proud of their Waterfront –

1. Making the waterfront more people friendly
2. Increasing public access and providing more public spaces, focusing on cycle ways and walkways
3. Improving public transport services and connections (including ferries and trams)
4. Making the waterfront more attractive and appealing to visitors
5. Celebrating its identity and character
6. Retaining the working waterfront
7. The quality of development of the Wynyard Quarter made so far.

From the above, five goals were agreed that will achieve the vision and promote a balance of sustainability, resilience and productivity –

1. A **blue-green** waterfront
2. A **public** waterfront
3. A **smart working** waterfront
4. A **connected** waterfront
5. A **liveable** waterfront

Of necessity, all proposed developments in the waterfront area must deliver on the above so our comments will be directed toward those aims.

NOTE: We are aware that Council has proposed changes to the Waterfront Plan but, as there has been no public consultation on that yet, we are assuming the 2012 document is what all parties are working with and referencing to.

### The Current Situation

The Auckland Waterfront currently supports a large freight Port, a Roll-On/Roll-Off facility for vehicle imports, cruise ships, ferry terminals and associated jetties, apartments, restaurants, hotel, parking buildings, office buildings, the Maritime Museum, heritage boats, super yachts, hire yachts, a bus depot, playgrounds, streets, pedestrian ways, the Viaduct Events Centre, fishing boats, car ferry, fuel depots, Silo Park, marine service industries, boat ramps, and Westhaven marina.

To support these activities, **3,000+** carparks and another **3,000+** for imported vehicles, occupy large areas of strategic waterfront space and these figures exclude parking/office buildings.

### The Resource Consents BUN60313877

BUN60313877 - This application (the "AC36 Application") relates to the syndicate base infrastructure, event infrastructure and associated activities for the 36th America's Cup regatta. It proposes major 75m extensions of both Halsey and Hobson Wharves to accommodate 15m high boats sheds for the cup competitors and a permanent base for Team NZ.

### Our Submission

In line with the Waterfront Plan, we expect major developments within that realm will make reference to a 'whole of waterfront' approach. How this is done is less relevant than the visibility that it has been done, together with a deliberate policy reference to deliver on the agreed goals for the Waterfront.

We have not been able to see that connection in this resource consent application. Rather we believe that extending 75m into our harbour and providing for 15m high boat sheds that cover almost 2,500m<sup>2</sup> for a period of at least ten years is oppositional to the Waterfront Plan goals, and fails to take into account the 'whole of waterfront' planning that is required. Ad hoc proposals that have not been subject to extensive public discussion and information sharing, are simply not going to produce the world class waterfront that Auckland deserves.

The current proposals are environmentally unsustainable so **not blue-green**, the facilities proposed are **not public**, it is **not smart working** to put semi-permanent structures on waterfront land for an event that has an unknown outcome, it **prevents connection** to, and with, the seascape thus **reducing liveability** for residents and visitors alike.

At this point we have not seen any evidence to show that extension into the harbour are either necessary or justified, given that the existing reclaimed land and wharves we currently have still provides parking for 6,000+ vehicles – surely we can do better than this. It is not extensions that are required, it is strategic thinking, and, like the rest of Auckland, waterfront development needs to take account of the major shift from private vehicles/private parking to public transport, public spaces, cycling and pedestrian facilities.

Based on these observations, we are not able to support the proposals contained in resource consent BUN60313877 and request that they be declined.

### **Our Proposal**

We support Team New Zealand's contention that Auckland should have a permanent base for marine events such as the America's Cup and the Volvo Ocean Race. We also support their contention that the Viaduct Basin/Halsey wharf area is an excellent location. A permanent clean, clear site at these locations would provide some of the best waterfront seascapes and public open space in the world – a major step to achieving our goal of a world class waterfront.

A space like this would be available for numerous events on a pop-up basis – Americas Cup, the Volvo race, tall ship races, boat shows, summer concerts, winter movies, food trucks, seating, shade and planters, small pools/waterfalls for kids in summer, steps into the harbour, swimming spaces in the harbour, sheltered spaces for winter, etc. etc.

What is preventing that from happening is not lack of wharf space but the buildings that have been erected on those spaces – we have already paid for that space and for that purpose.

We would encourage all parties to find a solution for AM36 in the Wynyard/Westhaven area. The legacy infrastructure from this, both physical and social, should be the removal of toxic waste from the former tank farm that will facilitate the development of the much planned for Headland Park.

This would be a wonderful public space to watch the America's Cup boats during the 2021 competition and allow for more permanent facilities over a longer time period.

Similarly, we would encourage all parties to work together on the development of a permanent, clean space in the Viaduct Basin/Halsey Wharf area for the hosting of maritime events such as the America's Cup.

It is our view that Team NZ has earned that respect, and the Residents and people of Auckland deserve nothing less.

We wish to be heard in support of this submission.

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Chair

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