



# Key Stakeholder Update

19 December 2017

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## City Centre and Waterfront

George Weeks

YOUNG FASHION  
BIKINI NIGHT

HOW AMERICANS GET  
CHEAP SURGERY IN AUCKLAND

OUR WINTER  
FASHION SPECIAL

Metro

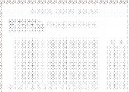
METRO MAGAZINE APRIL 2009

*“It’s become so common to be proud of Auckland that we forget how recent the feeling is. But even 10 years ago the prevailing feeling was cynicism.”*

**Simon Wilson – Metro Magazine**

**SEX, DRUGS March 2016 AB**

INSIDE AUCKLAND'S CAPRI CLINIC  
*(A Doctor's Story)*



METRO'S CANDIDATE FOR MAYOR OF  
ALL AUCKLAND

THE CITY'S SHAME  
URBAN DESIGN

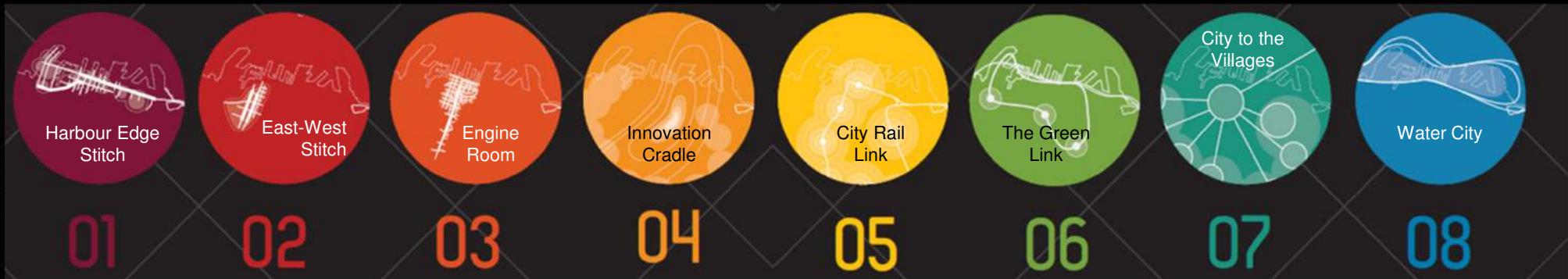


*“The vision and direction provided by [the] City Centre Masterplan has been integral to our masterplanning”*

**Scott Pritchard**  
**CEO at Precinct Properties**



# CCMP: Eight Key Moves



AUCKLAND DESIGN OFFICE



@AKLDesignChamp

2012 EXCELLENCE ON THE WATERFRONT AWARD BY THE WATERFRONT CENTRE (USA)

2014 ROSA BARBA INTERNATIONAL LANDSCAPE PRIZE AT THE INTERNATIONAL BIENNIAL LANDSCAPE ARCHITECTURE (BARCELONA)

## Public investment → private investment

- \$125m public investment →
- \$230m private investment completed
- \$560m more under construction

2014 BEST WATERFRONT PROJECT AWARD AT THE INTERNATIONAL SOCIETY OF CITY AND REGIONAL PLANNING (ISOCARP) CONGRESS (POLAND)

Public  
Development  
Australia

AUCKLAND AND NEW ZEALAND  
to Auckland Council

# City Centre Pace of transformation

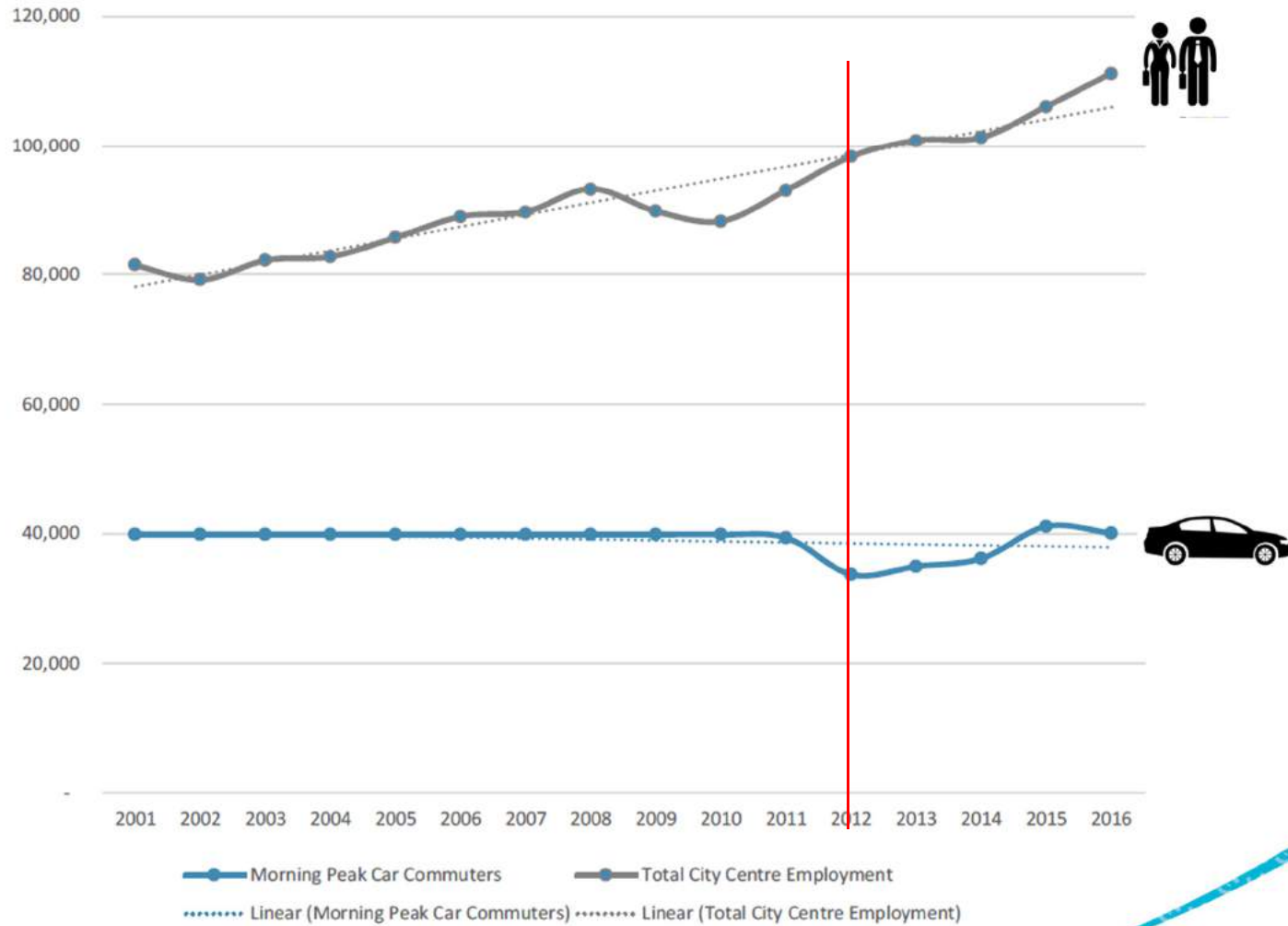
- 2012 population = 27,000
- 2017 population = 45,000
- Previous prediction for 45,000 pop: 2032

## Resident Population vs. Morning Peak Private Vehicle Commuters

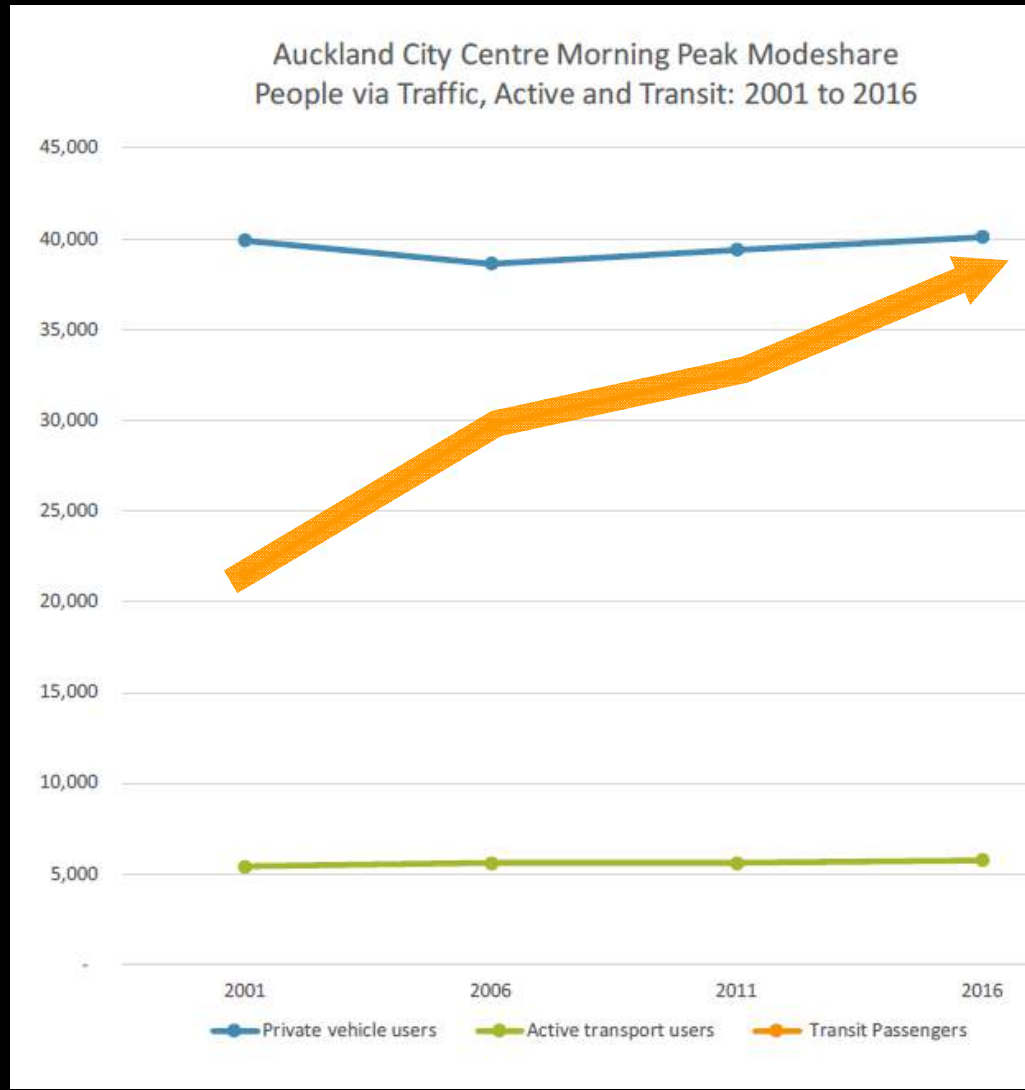
Auckland City Centre 2001 to 2016

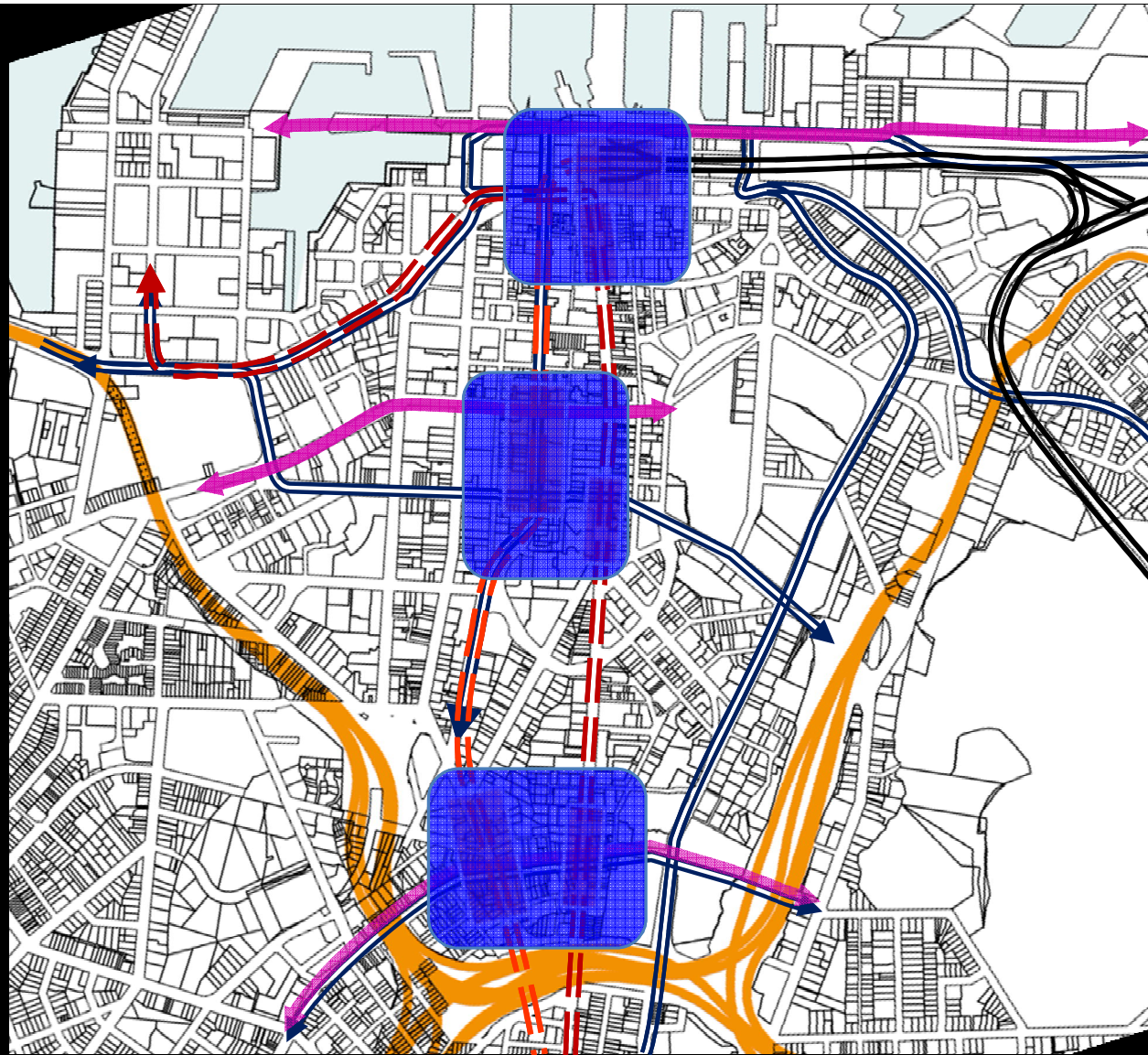


Total employment vs. morning peak private vehicle commuters  
Auckland City Centre 2001 to 2016









## Public transport + public realm

- CRL, Bus, Mass Transit; complete by 2026
- 2017 peak PT capacity: 35,000/hr
- 2026 peak PT capacity: 60,000/hr





► INCREASE IN  
WALKING

PEDESTRIANS ON QUEEN STREET  
HAVE **DOUBLED** SINCE 2012\*

**+34%** INCREASE IN PEDESTRIANS ACROSS  
THE CITY CENTRE\*\*

\*Heart of the City pedestrian counters

\*\*Public Life Survey 2010 vs 2015

# Walkability & Wealth

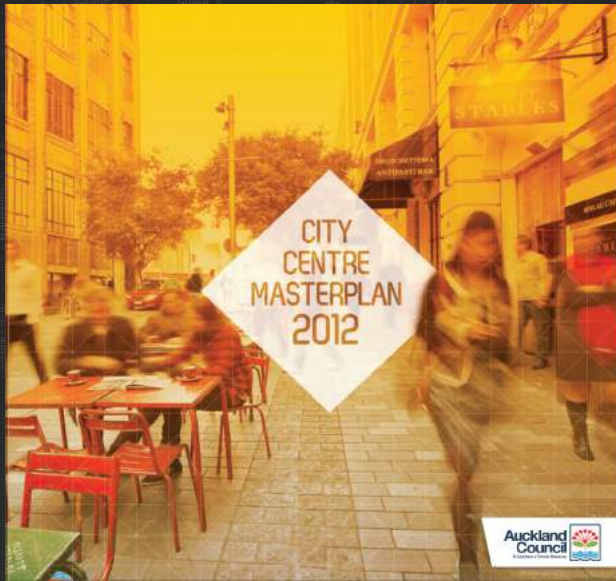
300k – 500k walking trips per day in city centre



# City Rail Link

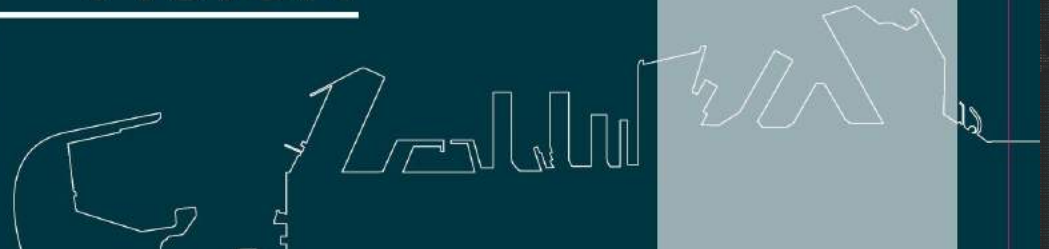


# 2012



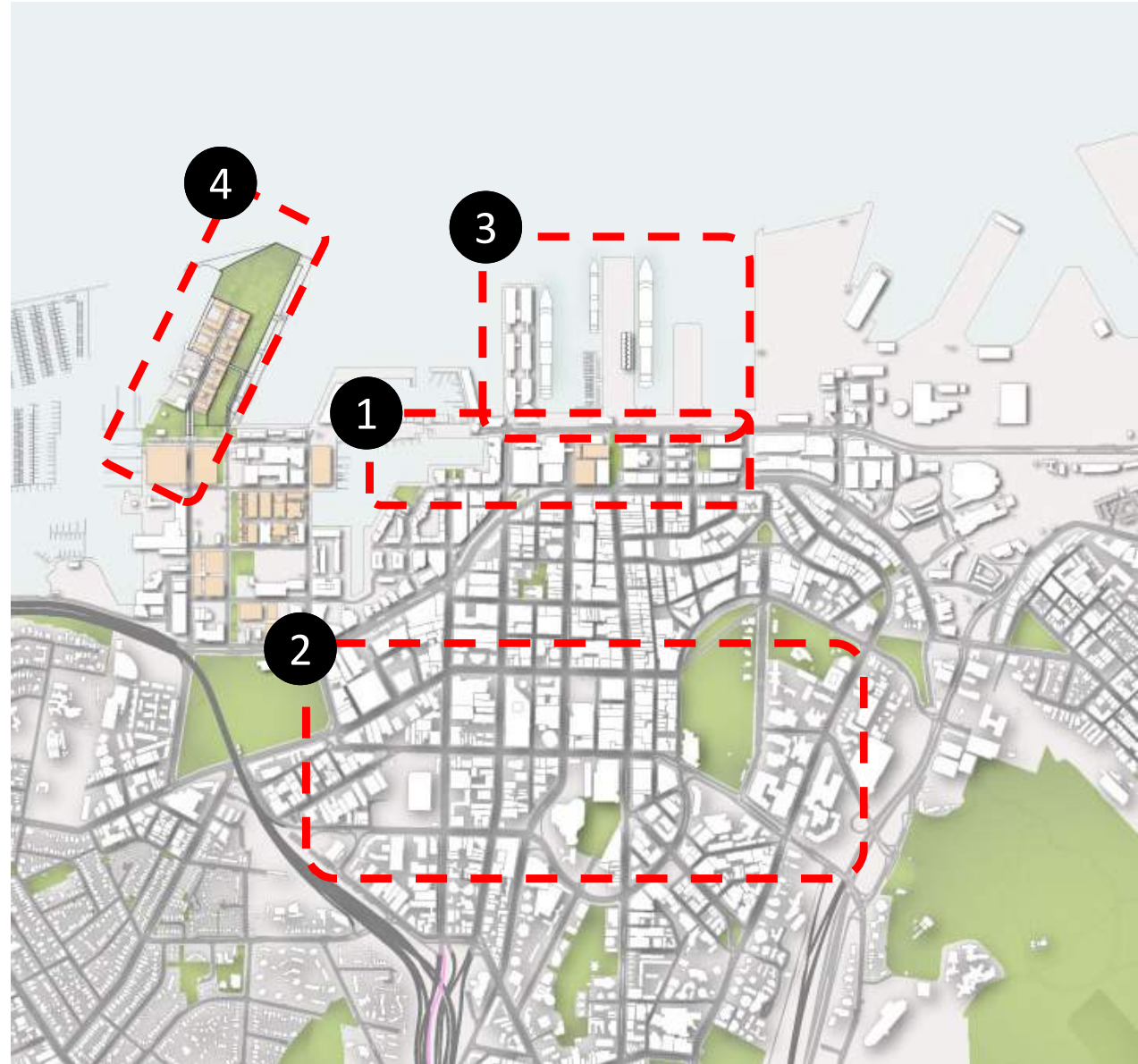
## THE WATERFRONT VISION

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.



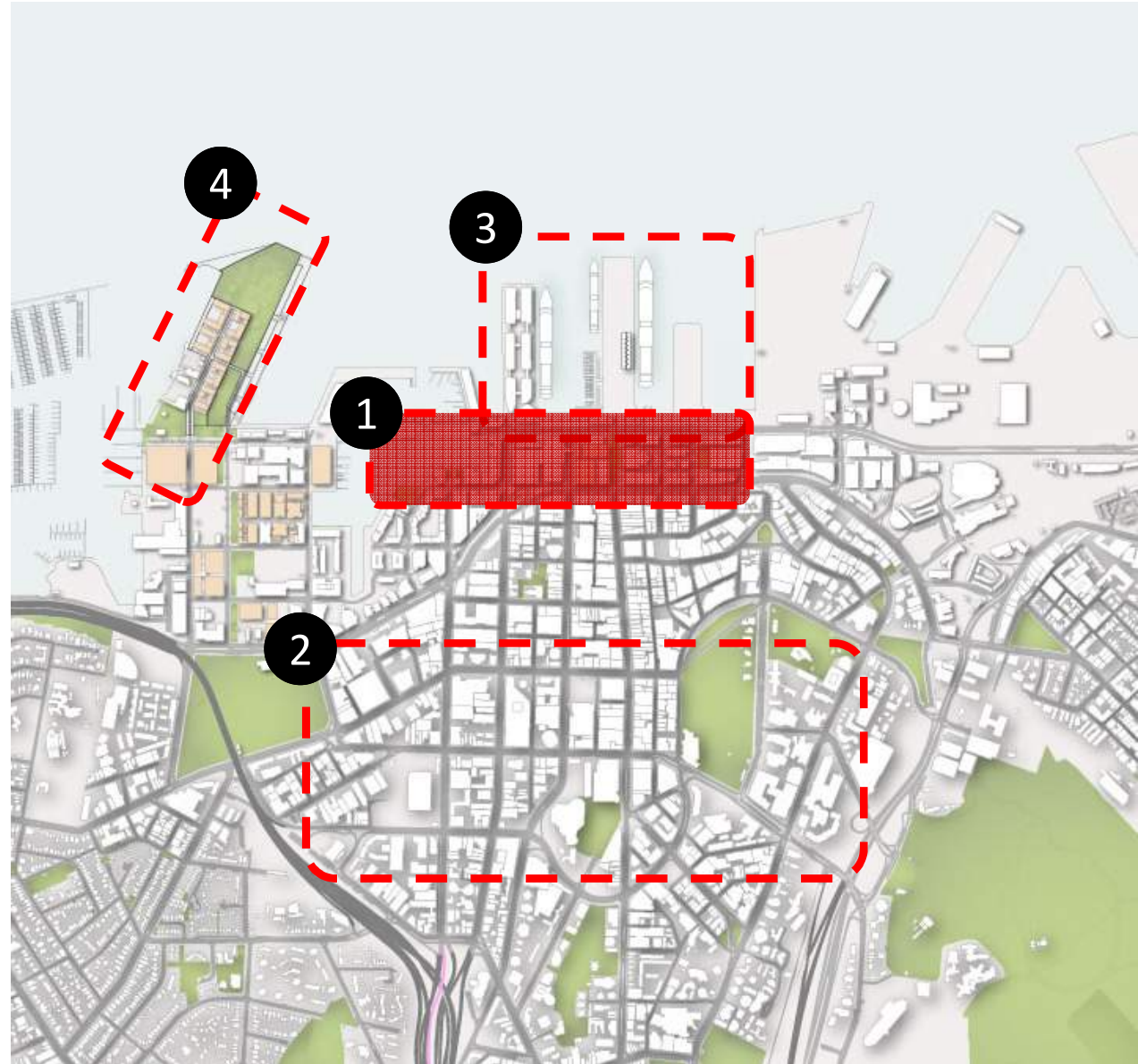
## Focus areas

1. Downtown & waterfront
2. Midtown
3. Central Wharves
4. Wynyard Quarter



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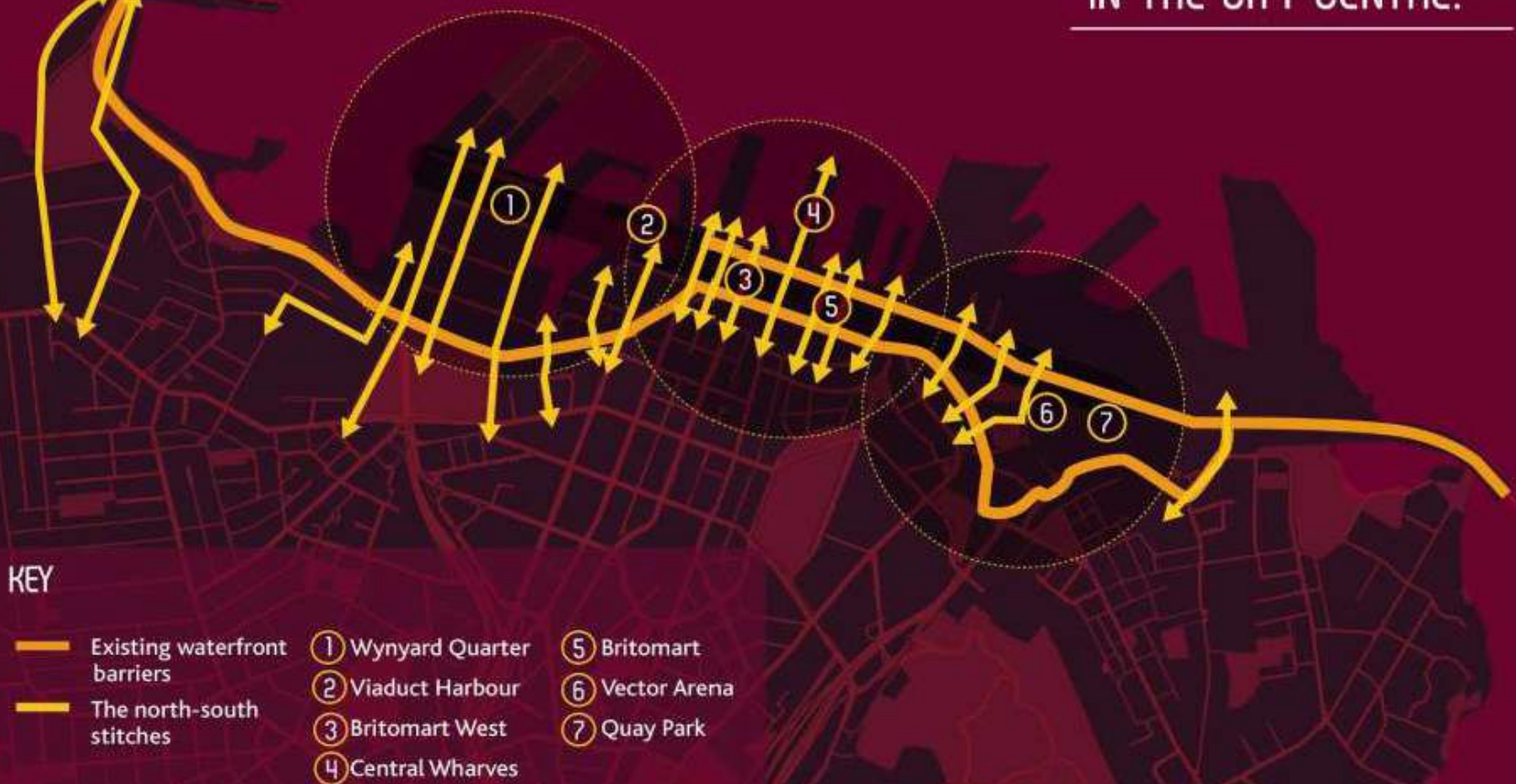
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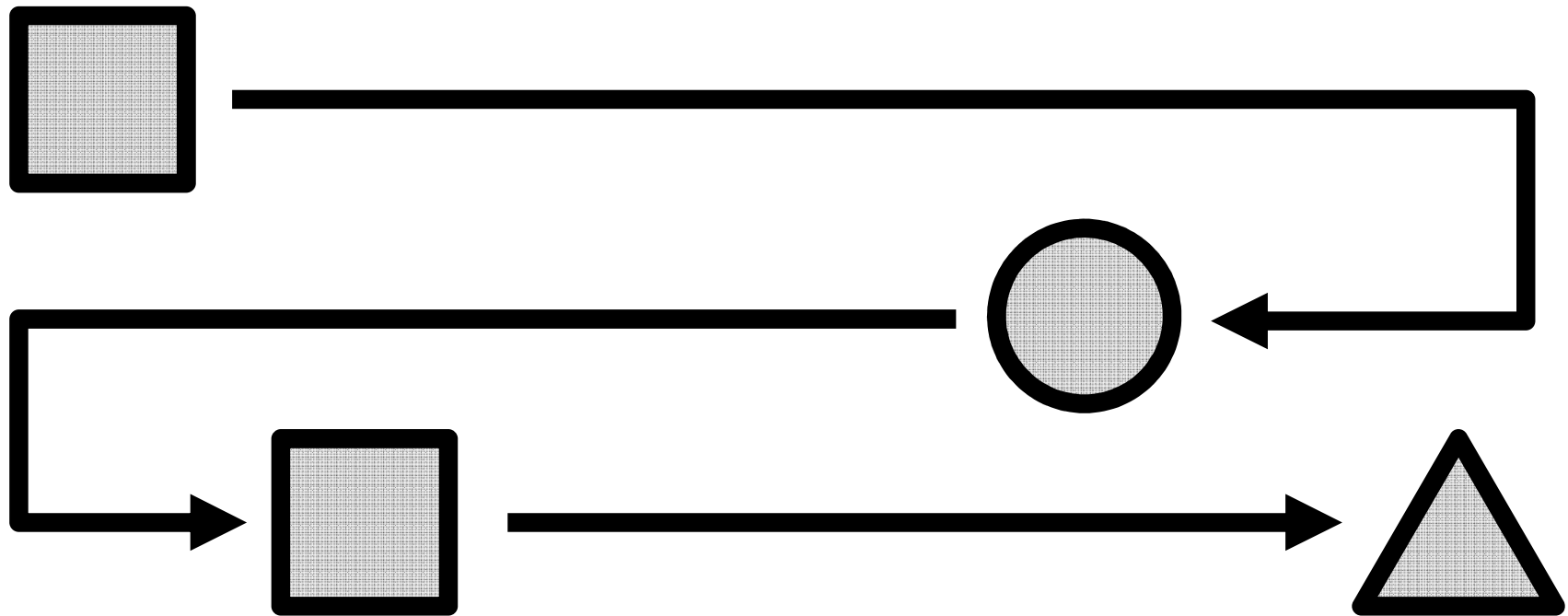


# Move 1: Harbour Edge Stitch

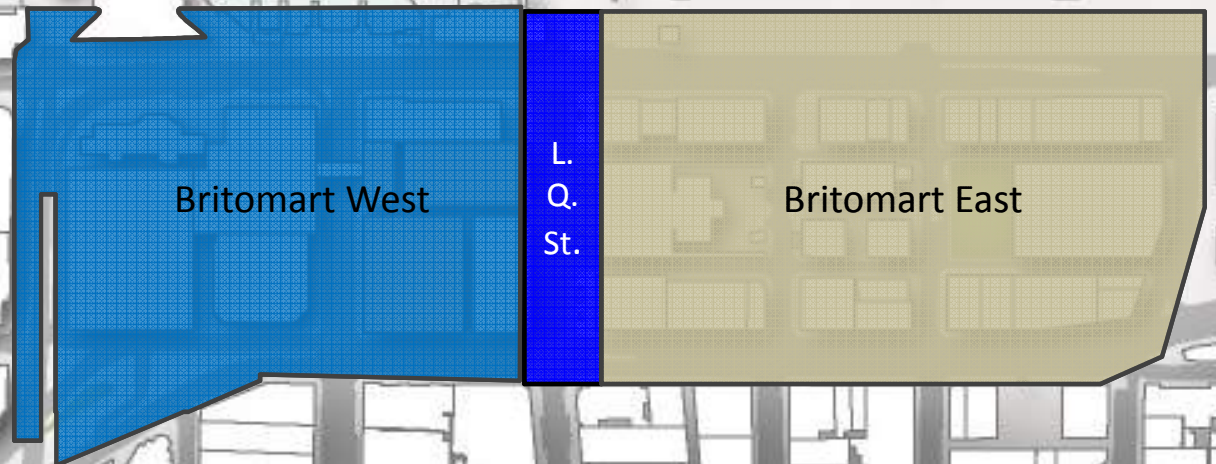
NEW WATERFRONT  
DEVELOPMENT IS  
ENABLING US TO  
RE-ENGAGE WITH  
THE WATER'S EDGE  
IN THE CITY CENTRE.



# Sequencing Matters



# Project areas

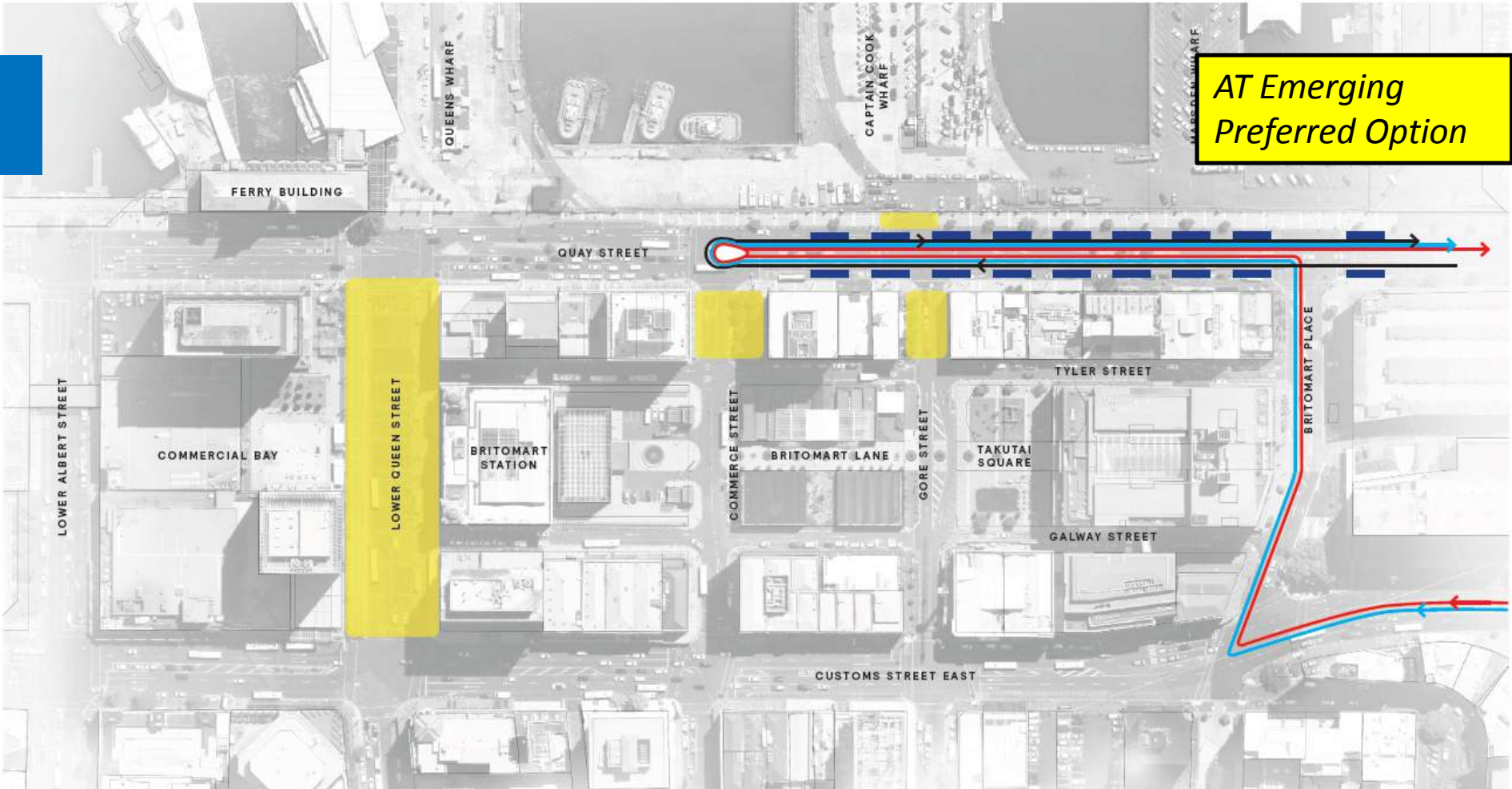


Britomart West

L.  
Q.  
St.

Britomart East

AT Emerging Preferred Option



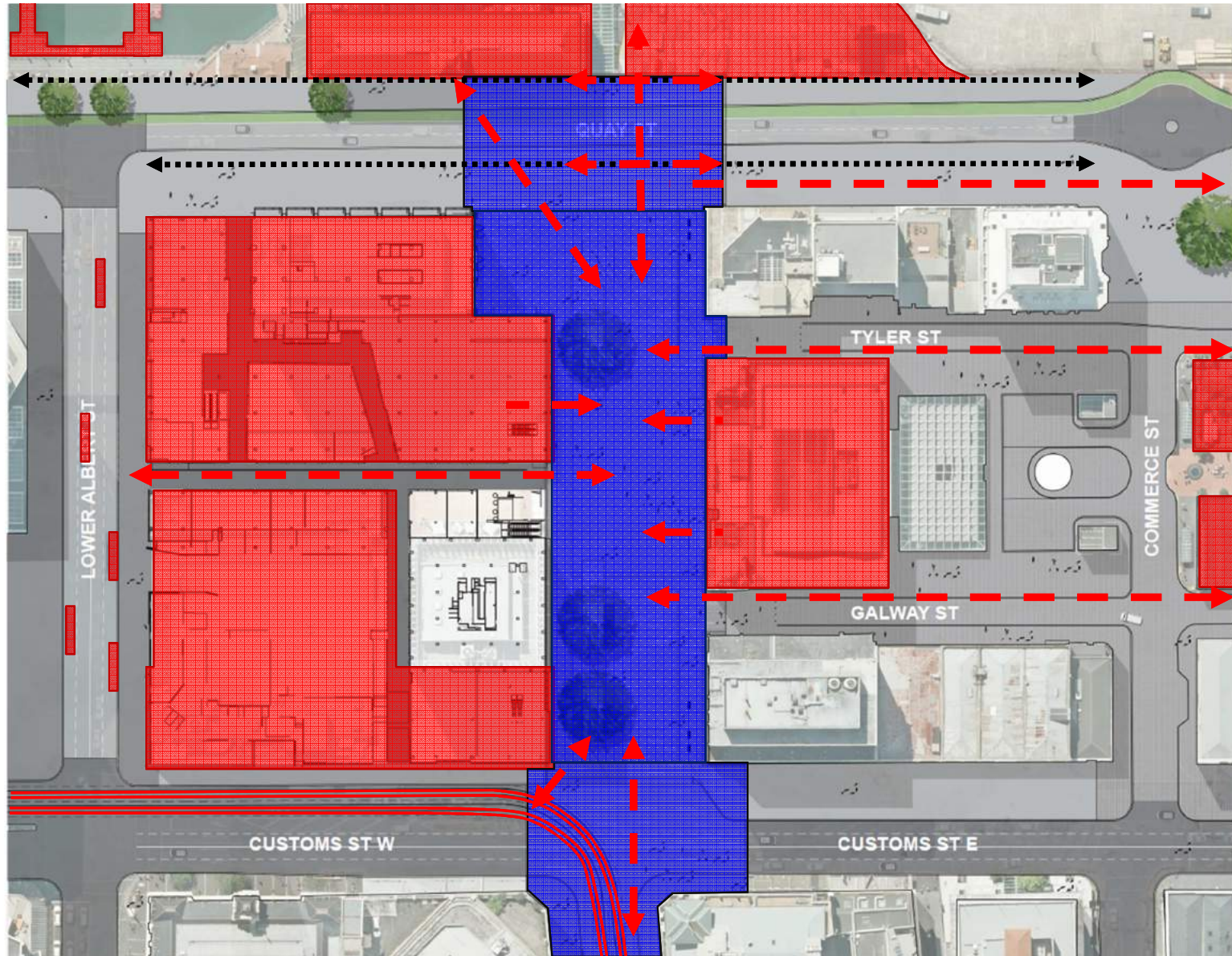
OPTION 2 - PARALLEL STOPS QUAY STREET

- Bus stop
- Roundabout
- Pedestrian Zone (closed to vehicle access)
- Mt Eden bus route
- Tamaki bus route
- Ellerslie/Panmure bus route

# Lower Queen St

## Connects:

- Queen Street
- Britomart
- Queens Wharf
- Quay Street
- Ferries
- Buses
- LRT
- Commercial Bay

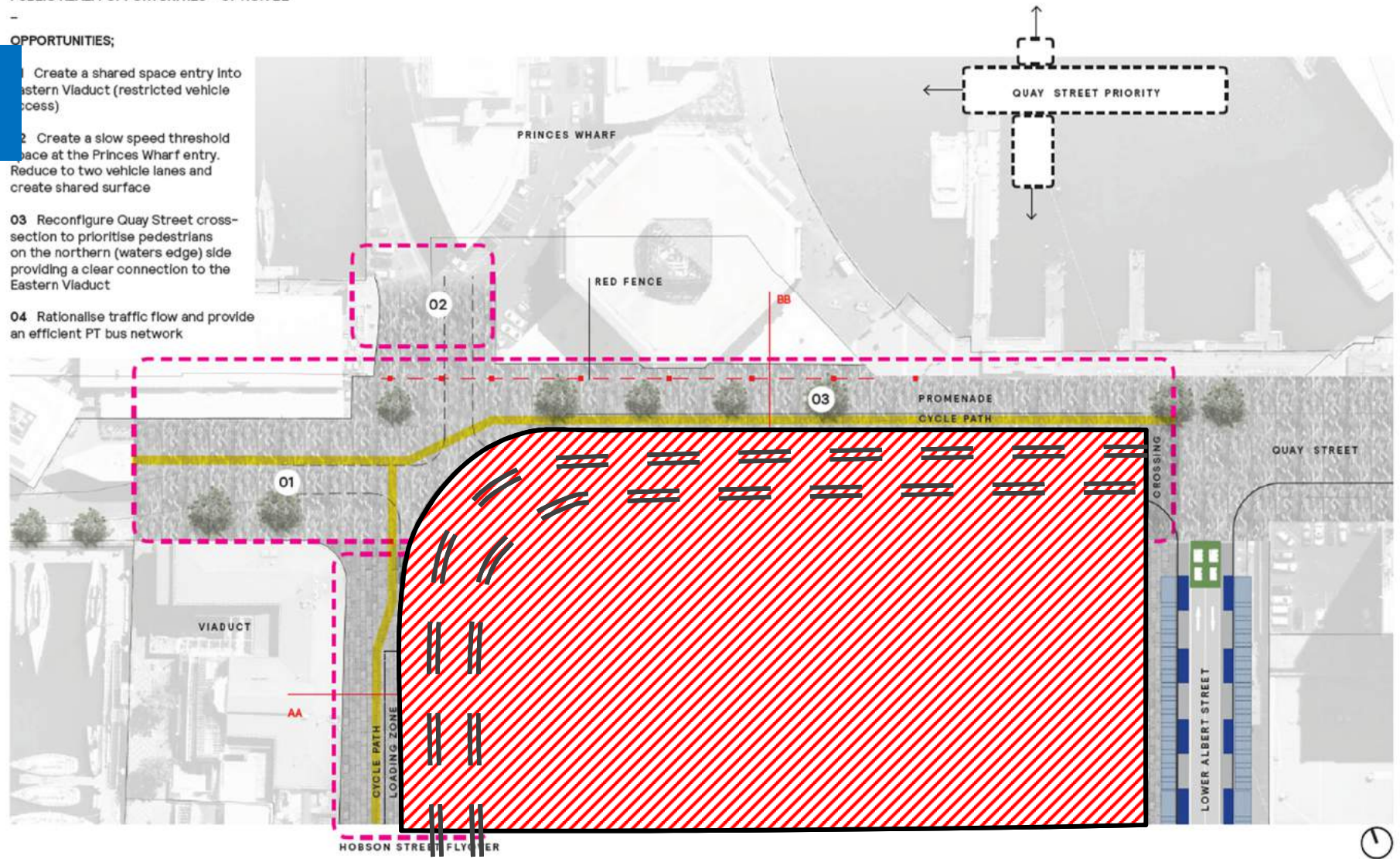


PUBLIC REALM OPPORTUNITIES - OPTION B2

OPPORTUNITIES;

- 01 Create a shared space entry into Eastern Viaduct (restricted vehicle access)
- 02 Create a slow speed threshold space at the Princes Wharf entry. Reduce to two vehicle lanes and create shared surface
- 03 Reconfigure Quay Street cross-section to prioritise pedestrians on the northern (waters edge) side providing a clear connection to the Eastern Viaduct
- 04 Rationalise traffic flow and provide an efficient PT bus network

B2



DOWNTOWN SPACES  
10 YEAR PLAN

WORKING DRAFT

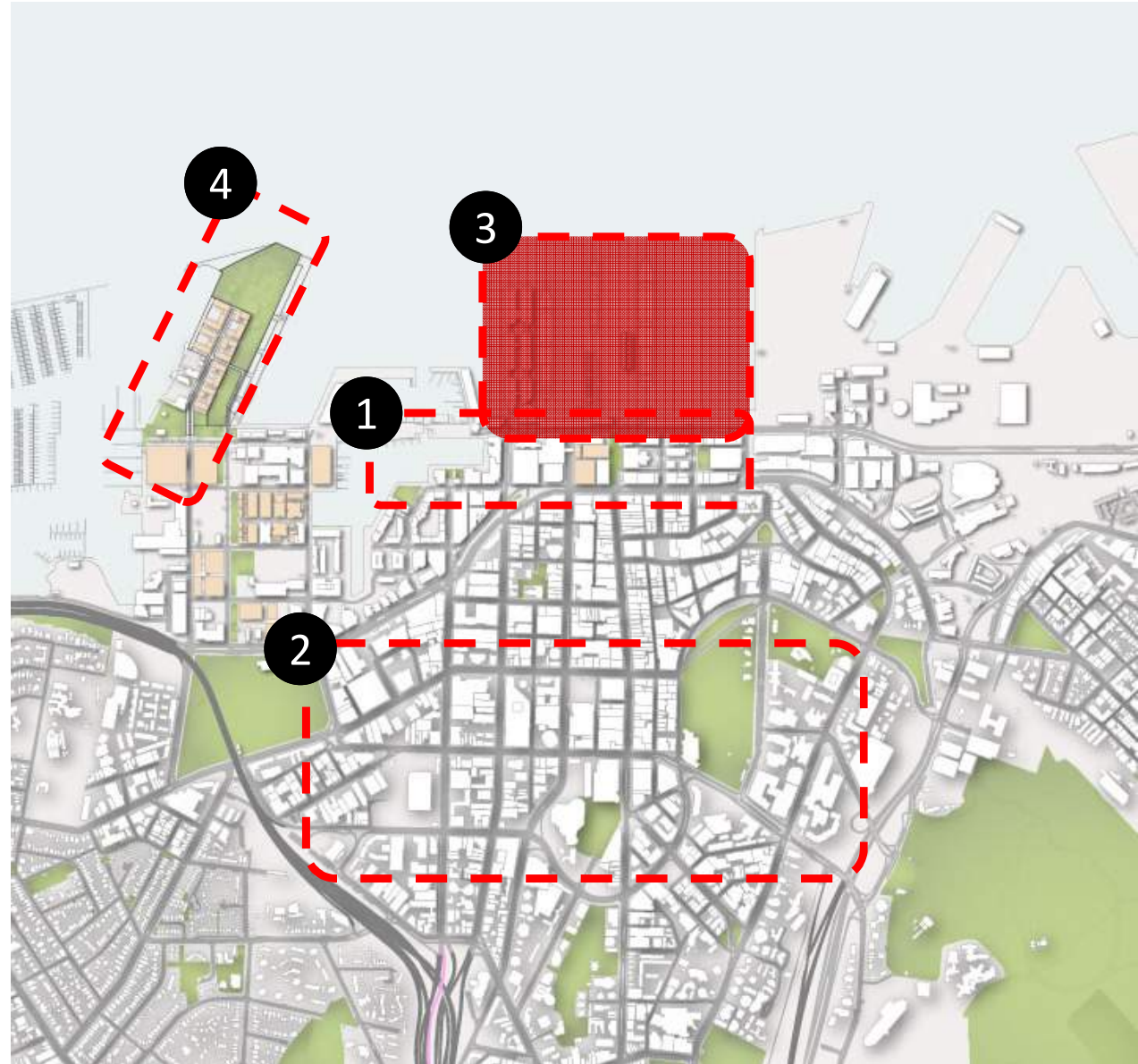




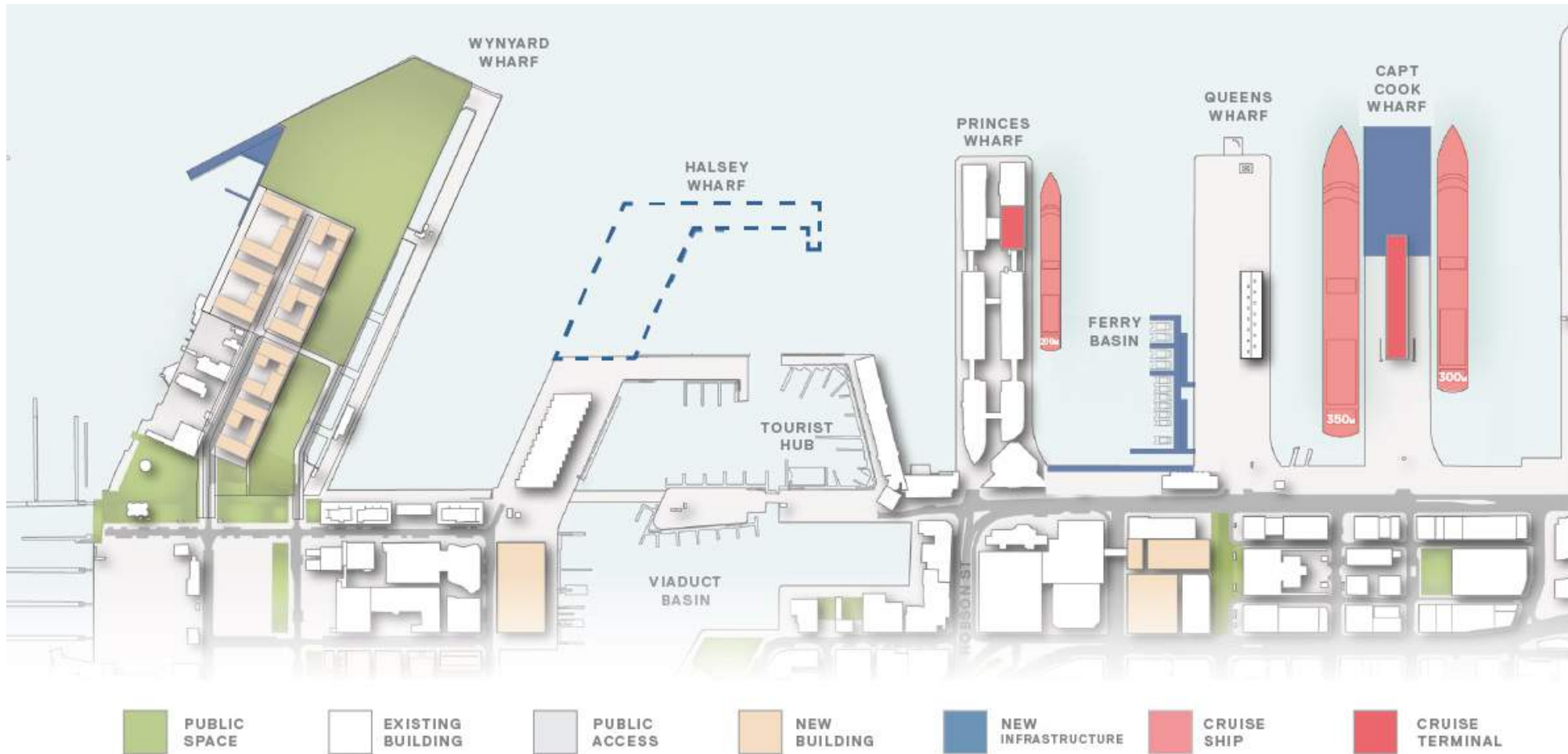


## Focus areas

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2. Midtown
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4. Wynyard Quarter

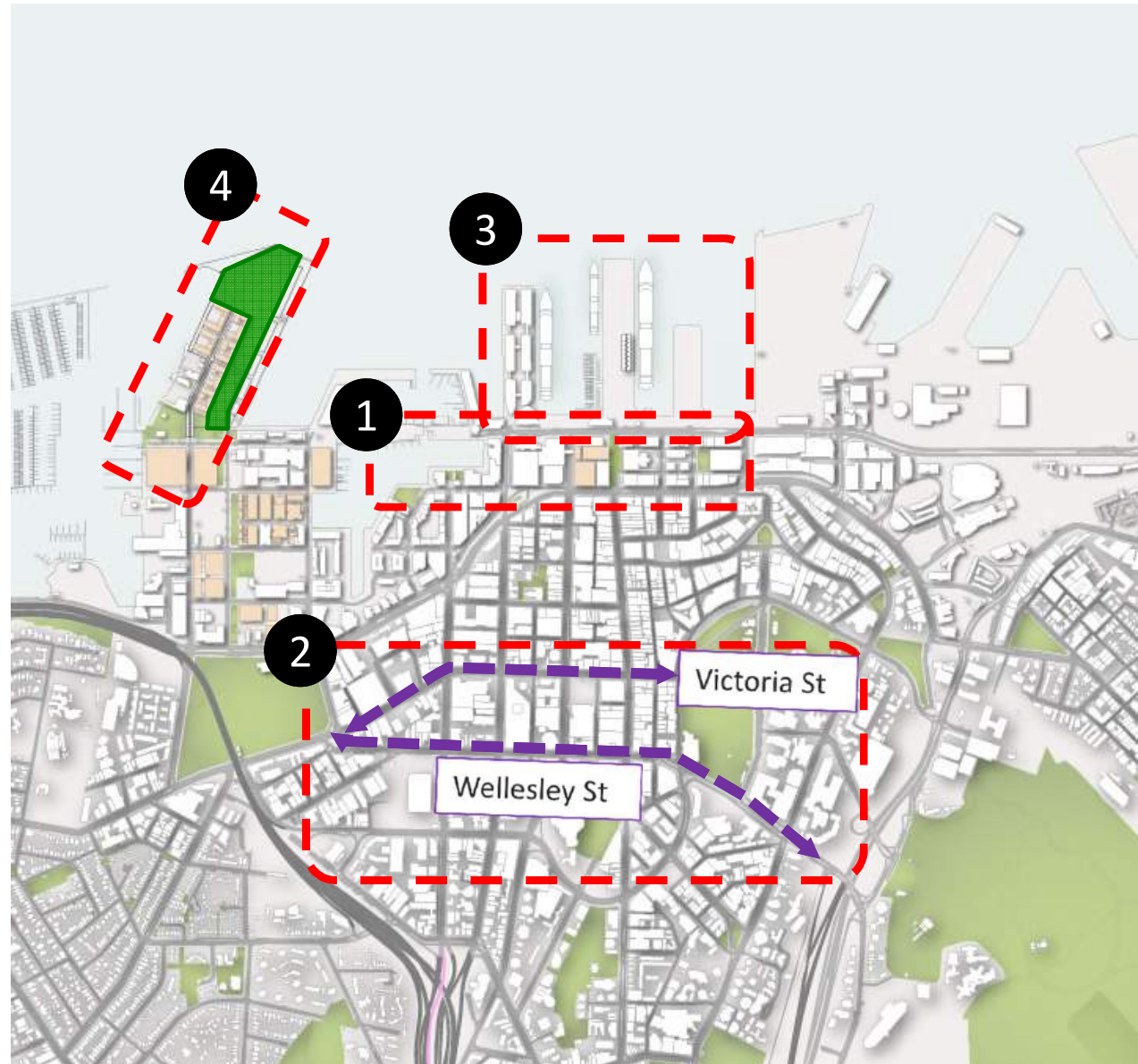


# Central wharves – long term preferred direction



## Focus areas

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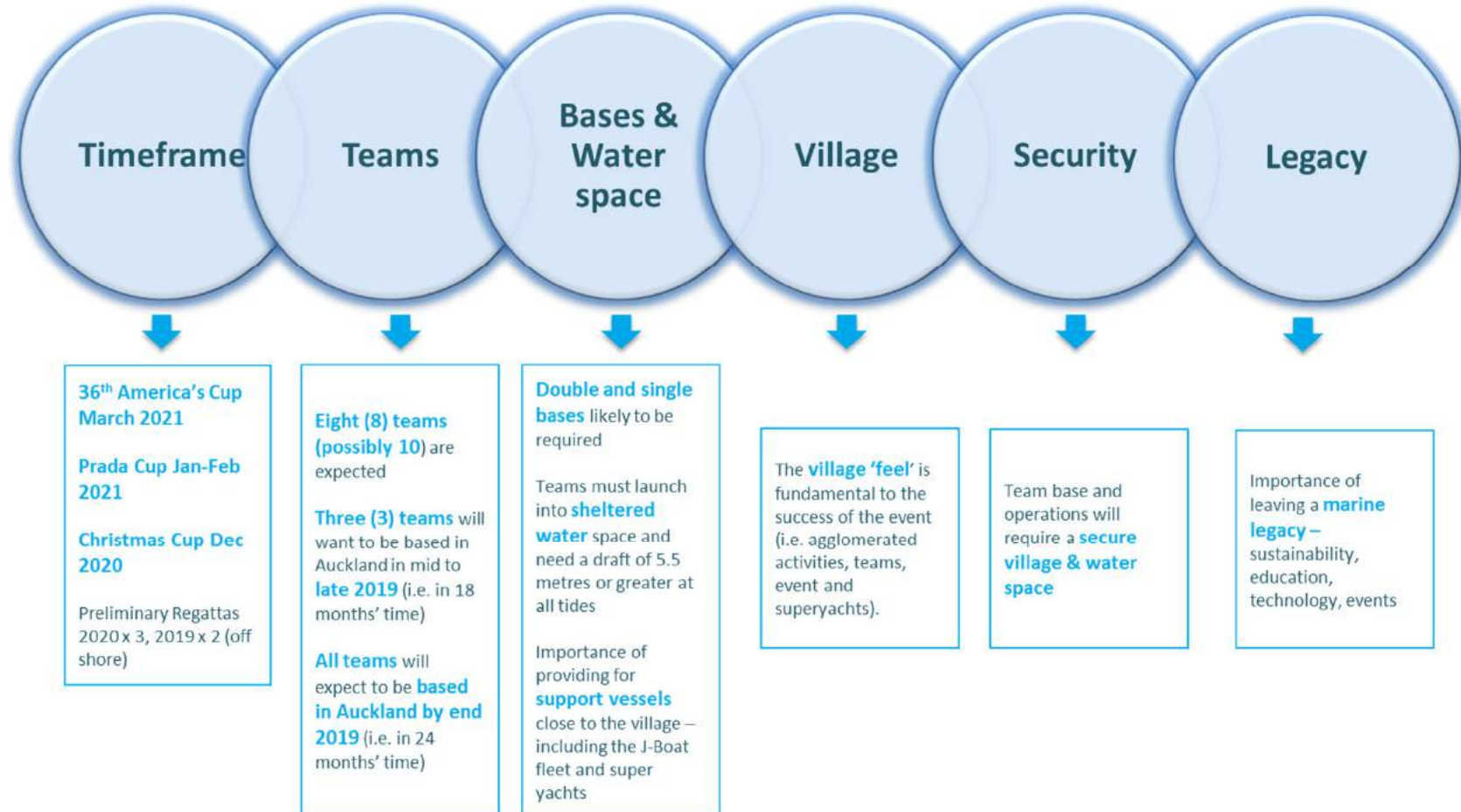


**America's Cup 36  
Auckland, New Zealand**

**Stakeholder Session  
19 December 2017**

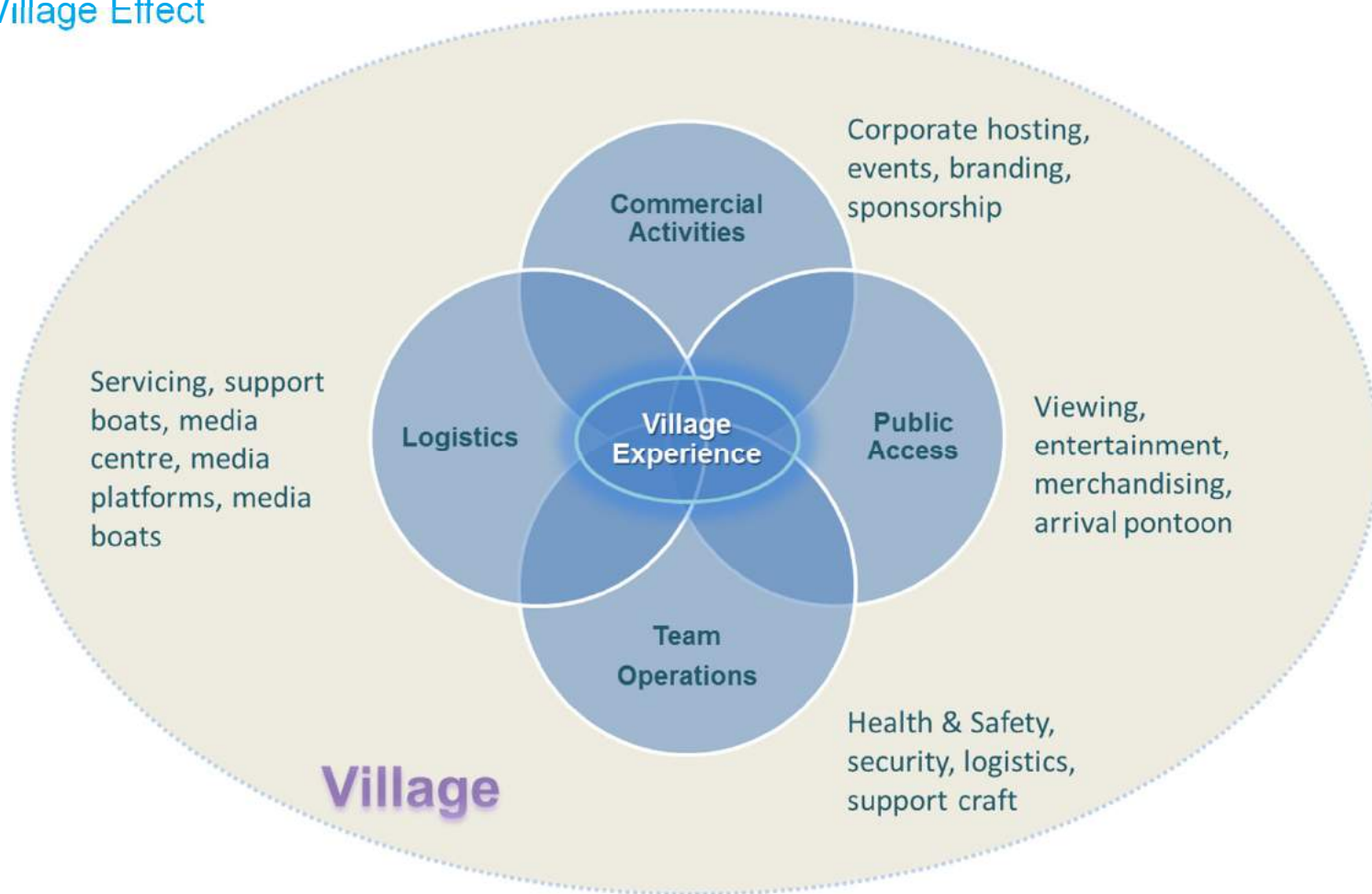
**Rod Marler**

# Key Assumptions



# Lessons Learned

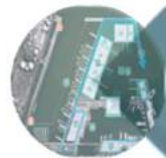
## Village Effect



# Evaluation Criteria

Decision Making Criteria Parameters

## CRITERIA CATEGORIES



### Delivery

can the bases be delivered in the timeframe required?



### Event

the extent to which the bases provide the best outcome for servicing the needs of AC36 event



### Legacy

the extent to which any investment delivers a sustainable benefit beyond the event itself



### Business as usual

the impact on others prior to, during and post event



# Governing Body Meeting: 23 November 2017



## Wynyard Point Summary

- Option responded to goal of no incursion into the Harbour
- Base locations on western side of Wynyard Wharf subject to unsuitable wave conditions
- Site 18 not preferred as a development site for marine refit. Development proposal for the site being considered .
- Complex challenges to resolve on proximity to hazardous substance
- Cost of xx for infrastructure and event overlay
- Additional costs likely for negotiating with Wynyard Point marine and land based tenants



## Wynyard Basin Summary

- **Preferred Option for Auckland Council**
- Accepted as a workable option for ERNZ
- Still some challenges and risks to resolve through design to consent
- Cost of xx for infrastructure and event overlay
- Additional costs likely for negotiating with Wynyard Point Marine tenants

## Additional Wynyard Point Option (post 23 November)



### Wynyard Point Variant Summary Challenges

- Increases the risk of
  - Delivery timeframes, due to the complexities of existing lease requirements and the further work required to assess the contamination issues on land
  - Cost, due to the likely need to cease or move adjoining hazardous substances operators
- Cannot contribute in the longer term as legacy for future Americas Cup events (post 2022), as this land is earmarked for a Headland Park
- Does not provide enough land and water space for eight team bases (as required)

# Recommended Option



## Wynyard Basin Delivery

- Construction time of (approx 14-16 months). Note that construction occurring across multiple sites impacts on complexity and potentially timing.
- ⊗ Stakeholder opposition to a wharf extension into Waitemata Harbour.
- ⊗ Displaces existing tenant on Wynyard Wharf. Relocation requires their agreement. Timeframe unknown.
- Requires dredging with limited options for disposal.



## Wynyard Basin Event

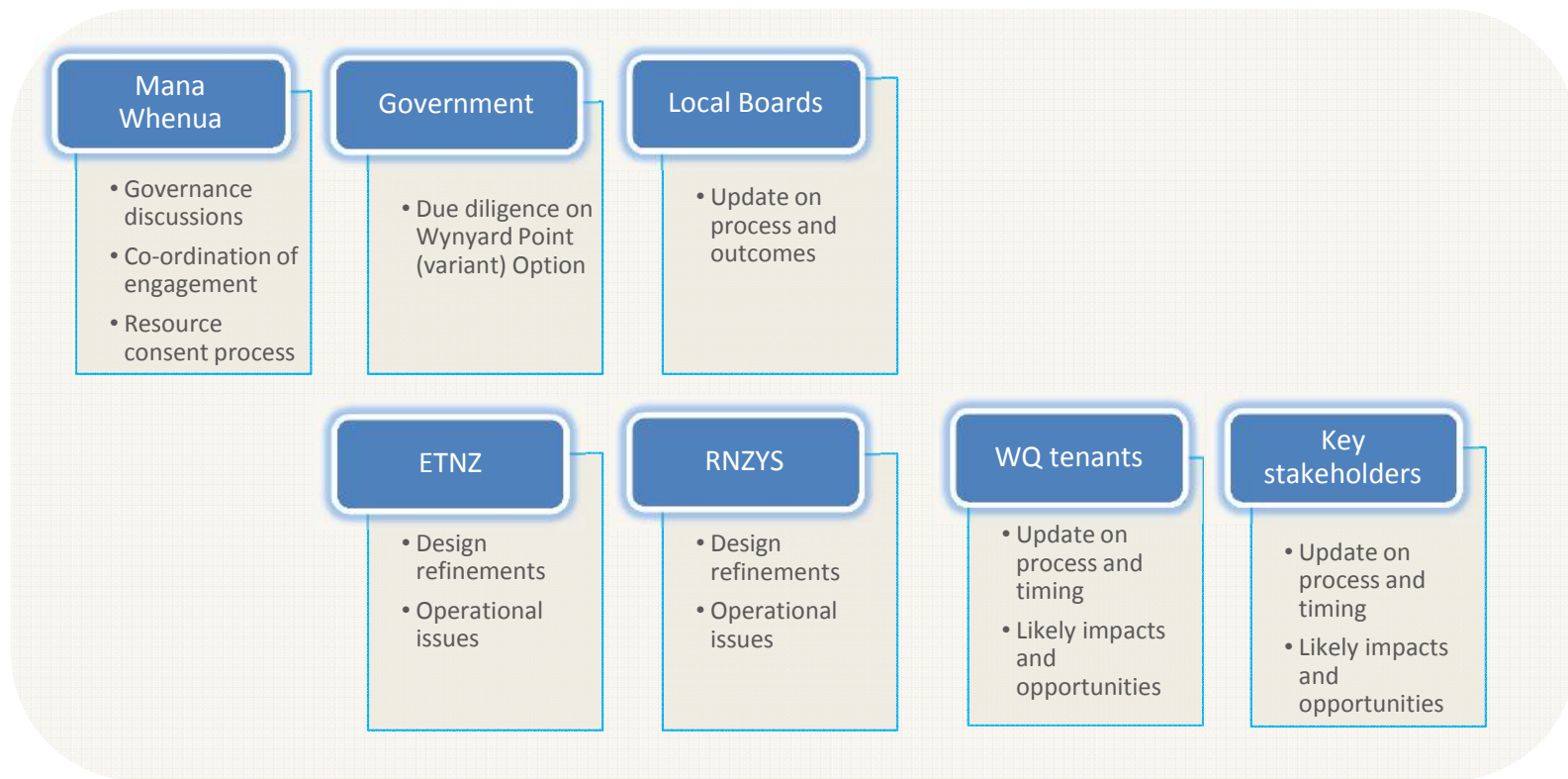
- Good opportunity for public engagement with teams activity.
- Location in close proximity to existing services and facilities in Wynyard.
- Clustered model delivers some village benefits (operations, logistics and security).
- Can provide for 8 J class yachts and 9 super yachts in Wynyard Basin (approx.)
- ⊗ Tide and wind range mitigations currently under investigation for the Wynyard Basin.



## Wynyard Basin Legacy

- Wharf structure in this location consistent with the intent of the Waterfront Plan 2012.
- Increased public access to and on the water.
- New sheltered water space to provide for the growth of the recreational, tourist and commercial marine (including fishing) sector and events in the Wynyard Basin.
- Relocating Sealink can accelerate Wynyard Wharf redevelopment .

# Stakeholder Engagement (November-December)



# Team Base Location and Infrastructure

ETNZ win  
(27 Jun 2017)

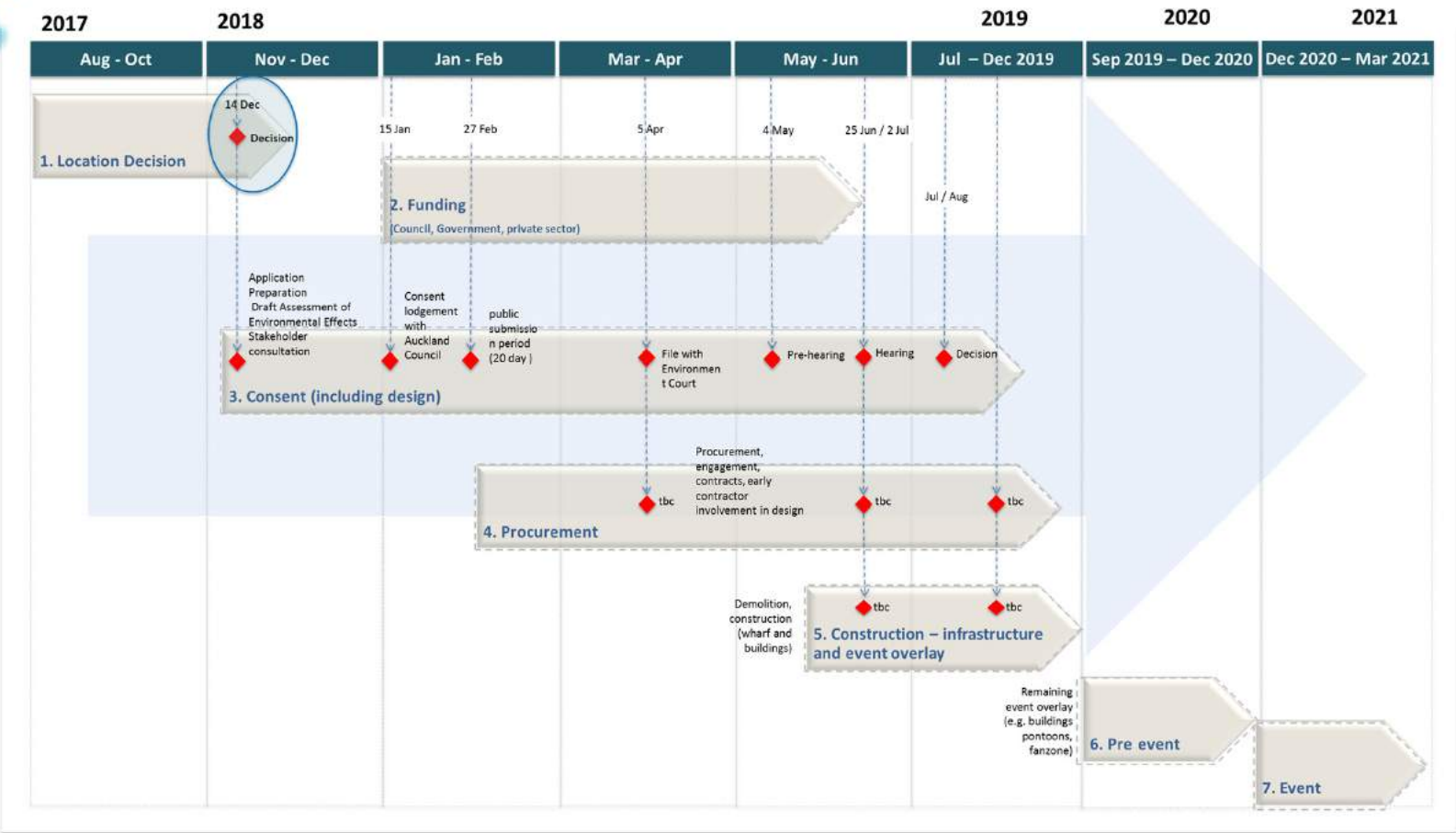


Table	Topic
1	Americas Cup
2	Seawall improvements along Quay Street
3	The Queens Wharf Mooring Dolphin
4	Downtown public open spaces and Quay St Public Realm Improvements
5	Britomart East bus interchange