

WESTERN RECLAMATION & VIADUCT HARBOUR



The Western Reclamation and Viaduct Harbour will be a key component in any future redevelopment of the Auckland waterfront due to their size and location. Since the redevelopment of the Viaduct Harbour in the late 1990s and early 2000s, it has attracted a wide range of people and has proven to be an ideal venue for hosting events such as the America's Cup and international boat shows.

Public access and public space

There is already dedicated public access along the water's edge around most of the perimeter within the Viaduct Harbour. Opening up the edges around the rest of the waterfront to the public and creating a variety of new public spaces are top priorities for any future development. It is important public spaces are not compromised by poor design that intentionally or unintentionally privatises these spaces due to unwarranted encroachment, unclear access and boundary demarcation.

The importance and close proximity of Victoria Park is recognised and the potential for a new connection between the park and the waterfront will be explored in precinct planning.

East-west connection – Te Wero bridge

In the past, the historic Viaduct lifting bridge provided continuous access from Quay Street through to the rest of the Western Reclamation. Re-establishing this connection and improving direct access from the CBD is important because it would continue the axis that runs from east to west along the waterfront. An iconic bridge would provide an opportunity for a unique design that signals the gateway to Auckland's waterfront.

It is important any new connection is designed and operated to allow boats to move in and out of the Viaduct Harbour. The bridge will need to open and shut quickly and smoothly with little disruption to boat access to the inner harbour and traffic flows. To support the objective of improving linkages and accessibility, only pedestrians, cyclists and passenger transport will use this connection.

Transport

There are significant transport issues affecting the precinct. In 2005, the intersections between the Western Reclamation and Fanshawe Street are already close to or over capacity. Fanshawe Street is an important arterial link from the CBD to the Harbour Bridge and Northern Busway. Another important transport link is from the Viaduct Harbour to the east along Quay Street. Continued growth in the wider CBD, along with any new development in the Western Reclamation and Viaduct Harbour area, are likely to generate the need for road upgrades. This has significant cost implications.

Passenger transport will need to be fully integrated into any future development to provide easy, convenient alternatives to private vehicle use. Providing opportunities for pedestrians and cyclists should also be a focus.



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Future harbour crossing

There is uncertainty about long-term plans for a future harbour crossing and its effect on development in the waterfront area. It is important that any consideration of issues and options relating to an additional crossing does not compromise achieving the vision of the waterfront as a world-class destination.

The “tank farm” – bulk liquid industry

This industry comprises a range of bulk liquids and products including vegetable oils, solvents and chemicals, heavy marine fuel oil, diesel, molasses and bitumen.

The industry is very significant for Auckland’s regional economy, generating an estimated \$1 billion in regional economic activity¹. However, alternative uses for Wynyard Point and the tank farm are anticipated in the long term. This will require identifying viable alternative sites and options for the industry, preferably in the Auckland region. A comprehensive transition process will be necessary to avoid major disruption to the regional economy.

Marine and fishing industries

The waterfront area is the shop-front and showcase for Auckland’s marine industry. The New Zealand marine industry generates an estimated \$1.26 billion in annual turnover, with \$525 million in export earnings². The industry is projecting major growth in export earnings over the next 10 years.

The marine and fishing industries have specific business location requirements including access to deep water and berthing, and wharf and slipway facilities.

¹ Donnelly & Associates Ltd, 2004, Wynyard Wharf Bulk Liquid Economic Study

² Market Economics, 2003, New Zealand Marine Industry Survey – Current Situation and Future Prospects

The important role the marine cluster plays in the waterfront is recognised and supported. The industries provide a vital service for the local marinas, marine industries and water-based events such as yacht races. They epitomise the character and tradition of the working waterfront and provide a public attraction in their own right.

Ensuring the marine and fishing industries retain the critical mass necessary to maintain a viable marine cluster, and managing reverse sensitivity aspects, are essential considerations for precinct planning of this area.

Wynyard Point

The northern tip of the Western Reclamation, known as Wynyard Point, is a special place for Aucklanders. It has the potential to become a significant public open space that builds on the strong interface between land and water.

The panoramas at the tip of the point provide excellent opportunities for an iconic building or symbol. This place could celebrate the unique spirit of Auckland, recognising our voyaging heritage with Maori, European and Pacific cultural elements.

Marine events

Developing a place in the Viaduct Harbour to hold marine events will build on the area’s current ability to host public activities and events. This will make the precinct an attractive, interesting events destination as well as providing for adjacent marine activity. It is anticipated that marine events will attract a wide range of people to the area and through to the Western Reclamation. The marine events precinct will be considered in detail through the precinct planning process.

Over the short to medium term, incompatible development or a decrease in area will not compromise the ability to host a future America’s Cup. A land-banking option that retains the existing America’s Cup facilities and infrastructure will be explored.

Mixed use

Future development in the Western Reclamation precinct should reflect its urban context and location in the CBD strategic growth area. The staging and timing of development in this area is important given the rate of development uptake and likely demand for mixed residential and commercial development in the CBD.

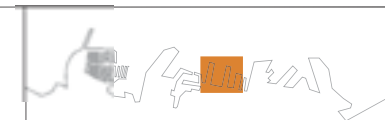
Urban design should be of the highest quality, reflecting the outstanding natural setting of the area and its maritime heritage and marine character. Fishing boats and wharves add to the working character which should be celebrated. This area should be recognised as Auckland’s best example of high-quality, mixed-use, urban development.

Checklist for the future

- Undertake a detailed assessment and consultation with stakeholders in the area, including landowners, lessees, residents and business in preparation of the detailed precinct plans for the area.
- Auckland City will notify a plan change outlining a vision for the rezoning of the Western Reclamation in May 2006.
- Transit New Zealand will be involved in the ongoing development of the area, particularly any future harbour crossing, and as a collaborative partner to develop transport solutions.
- Seek public input and organise a design competition to realise the public aspirations for the bridge from Te Wero island to the Western Reclamation.



THE CENTRAL WHARVES



The central wharves – Princes, Queens, and Captain Cook – form “fingers” from the city’s edge into the harbour. There is a mix of uses and activities on these wharves including commercial ships, port activity, ferries, and, on Princes Wharf, a mix of residential, hotel, retail and entertainment activity. Future development of these wharves will celebrate and reflect their maritime history.

Transport – ferries and harbour links

This precinct is Auckland’s focal point for water transport around the harbour and the Hauraki Gulf. Over time the role of water-based modes of transport including ferries, water taxis and new harbour links are likely to increase. Options to accommodate future growth around the central wharves that are within easy walking distance from the CBD will need exploring.

Improving pedestrian access and ensuring easy access to bus and train services at the adjacent Britomart Transport Centre are important considerations. A new pedestrian walkway is being developed to provide better connections between the Vector Arena and Britomart Transport Centre.

Princes Wharf

Princes Wharf provides a mix of residential, entertainment and hotel activities. It is also the overseas passenger terminal for cruise ships. The continuing use of the wharf for cruise liners, visiting naval vessels and sailing ships helps make Auckland an attractive visitor destination.

Improving public access and protecting the public viewing platform at the end of the wharf are essential to the success of the area. Better signage will also help people visiting the wharves.

Queens Wharf

Queens Wharf will continue to be used for port operations over the short to medium term, in particular for non-container based cargo. However, alternative uses will be explored over the medium to long term when the wharf is no longer required for core port functions.

Ideas include providing public access, public spaces, a continual link between Queen Street and the waterfront, reconfiguring the wharf structure to create a new town basin, an iconic building, extending ferries and water taxis, entertainment and a mix of activities.

Captain Cook Wharf

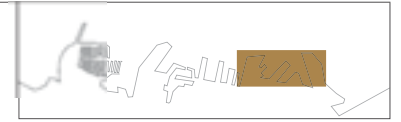
Captain Cook Wharf will continue to be part of the working waterfront and used for port operations for the foreseeable future. There may be a shift over the long term to non custom-bonded activities (such as tugboats) which would give the public access to the area.

Checklist for the future

- Change in the use of Captain Cook and Queens wharves is a medium to long-term consideration until port operations consolidate eastwards.
- Expand ferries and water-based transport and prioritise services and facilities close to Britomart.



THE PORT



Auckland has grown and developed as a "port city". The port generates a third of New Zealand's gross domestic wealth and more than a third of jobs in the Auckland region are provided by businesses that trade in some way through the port.

Port

Port operations and related activities are the pre-eminent use in the precinct. Changes in international shipping, the continuing growth of containerisation, new technology and changing logistics chains, including the use of inland ports, are global trends affecting New Zealand port operations.

The strategic shift of port activities and consolidation to the eastern precinct has facilitated opening up other parts of the waterfront, in particular around the Western Reclamation, for improved public access and a mix of uses. It is likely the future growth of the port and the need to accommodate activities from elsewhere in the waterfront will require further reclamation in the precinct over time.

Any further reclamation should be within the regulatory frameworks. The expansion of the Fergusson container terminal began in 2004 and, when completed, will provide the eastern limit of the port.

Transport and linkages

The efficient movement of freight within, into and out of the Auckland region is an important issue. This includes identifying and improving strategic freight routes to facilitate freight movement in a way that minimises adverse effects. Strengthening the rail exchange and completing the Grafton Gully motorway exchange form part of this work.

Environment

Continuing to manage the environmental effects of port activity, including dredging, pollution and noise are key considerations. Adopting leading-edge environmental techniques and practices is encouraged.

Public access and enjoyment

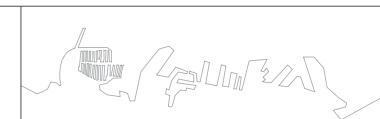
Once completed, the Fergusson terminal boardwalk will provide new public viewing opportunities and access for the public along the eastern end of the port. Teal Park is an important green space, providing the eastern gateway to the waterfront from Tamaki Drive.

Checklist for the future

- The port continues to be a key economic driver for the region.
- Manage traffic and environmental effects of port activity.



IMPLEMENTATION



Regulatory responsibilities

Auckland City has regulatory responsibility for controlling uses and activities on the land. The regulatory framework for how it does this is contained in the District Plan (central area and isthmus sections).

The Auckland Regional Council (ARC) has regulatory responsibility for controlling uses and activities in the coastal marine area, including wharves built over the water. The regulatory framework for how it does this is contained in the Regional Plan: Coastal. The ARC is also responsible for controlling maritime and navigational safety in the harbour, and employs a harbourmaster to manage this responsibility.

Land ownership

Ports of Auckland Ltd, America's Cup Village Ltd, Viaduct Harbour Holdings Ltd and Auckland City are all landowners in the waterfront area. Ports of Auckland Ltd is the largest landowner in the area.

Coordinating regional objectives

In July 2004, two new regional entities – Auckland Regional Holdings and Auckland Regional Transport Authority – were established to help the ARC achieve its regional transport and stormwater outcomes. In August 2005, Auckland Regional Holdings successfully completed its bid for 100 per cent ownership of Ports of Auckland Ltd.

A number of ideas and options were raised during consultation about institutional arrangements for the waterfront area. The detail and implications of various options are still to be worked through. The ARC will formally consider options once this analysis is complete.

Cost and funding

There are significant costs associated with waterfront redevelopment proposals. These costs need to be considered in the context of Auckland's size and population and what is affordable and achievable over time. At this stage, the contributions of the relevant parties have not been determined. This work will continue during the precinct planning process to achieve an appropriate balance between public and private investment.





KEY ACTIONS

- **ARC** Auckland Regional Council
- **AC** Auckland City
- **NSCC** North Shore City Council

- **ACVL** America's Cup Village Ltd
- **POAL** Ports of Auckland Ltd
- **VHHL** Viaduct Harbour Holdings Ltd

Key Actions

	Councils	Other key parties	Timeframe
Memorandum of understanding			
Parties sign a memorandum of understanding to act in good faith to give effect to the waterfront vision through future planning processes.	ARC, AC		Early 2006
Transport			
Consider issues and options for a future harbour crossing (investigation study).	ARC, AC, NSCC	Transit New Zealand (lead), Auckland Regional Transport Authority (ARTA)	2005 to 2040+
Implement the Harbour Bridge to City project.		Transit New Zealand	2005 to 2012
Funding			
Develop a viable long term funding model, with contributions from public and private sectors, based on robust financial modelling and principles of equity, fairness and affordability.	AC	POAL, VHHL, ACVL	Early 2006
Institutional framework			
Assess the options and implications of the waterfront's institutional framework.		Auckland Regional Holdings (ARH)	Early 2006
Formally consider the options and implications of the framework.	ARC		2006
Precinct & regulatory /planning processes Westhaven			
Finalise Westhaven precinct plan.	AC (LEAD), ARC	Westhaven berth holders yacht & boat clubs, St Marys Bay Association	2006 to 2007
Western Reclamation – Viaduct Harbour			
Finalise Western Reclamation precinct plan.	AC (LEAD), ARC	POAL, VHHL, ACVL & ARH (landowners), ARTA, Iwi, leasehold and industry representatives, professional bodies, community groups, Auckland public	31 May 2006

Key Actions	Councils	Other key parties	Timeframe
Western Reclamation – Viaduct Harbour continued			
Undertake detailed assessment and modelling of traffic effects and transport requirements as part of Western Reclamation plan change.	AC, ARC	ARTA, Transit New Zealand, POAL, VHHL	Early 2006
Marine events precinct			
Investigate a short term (2005 to 2011) land-banking option, with an appropriate review period, for using all or part of America's Cup Village Ltd's property. The aim is to help deliver a marine events precinct that builds on and protects existing America's Cup facilities and infrastructure.	ARC	ARH, ACVL	Completed by Early 2006
Prepare a business case for a marine events precinct that details the economic return to the region and the wider public investment in developing, attracting and hosting marine events necessary to deliver this return.	AC		Completed by early 2006
Bulk liquids			
Develop a process and timetable that establishes viable alternative sites and options for the bulk liquid industry, and meets the criteria and principles in the vision. Address regulatory requirements in a proactive and integrated way.	ARC (LEAD), AC	POAL, Bulk liquid industry reference group	2005 to 2025
Marine industry			
Undertake detailed analysis of the marine industry's spatial requirements as part of the Western Reclamation plan change.	AC (LEAD), ARC	POAL, VHHL, Marine industry reference group	Early 2006
Prepare and notify District Plan changes.	AC		31 May 2006
Review precinct plan to ensure alignment with the Regional Plan: Coastal.	ARC		2006
The central wharves & port			
Complete updated port development plan based on the original port development plan (1989). Consider timing issues and port requirements relating to Queens Wharf.		POAL	2006
Complete wharves precinct plan following the updated port development plan.	ARC, AC	POAL	2007







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Photos courtesy Auckland Regional Council, Auckland City, Ports of Auckland Ltd

