

# Port precinct *Future*

## Development

### Framework Plan

April 2024 | Revision C





# EXECUTIVE *Summary*

The **Port Precinct Framework Plan** provides:

- + A **high-level proposition** around **long-term** possibilities for the **full site** - 85 hectares of land, wharf and waterspace from Hobson Wharf Extension in the west to Fergusson Wharf in the east.
- + **Indicative thinking** about where a **mix of uses** may best fit over the **long term**, from predominantly residential, to commercial and destination functions.
- + **More detail** around the potential opportunity for the **first stage** of development which is the **Central Wharves** – Queens, Captain Cook and Marsden wharves, the Hobson Wharf Extension and the Admiralty Steps Boulevard.

The proposal for Stage 1 is based on the expectation that Captain Cook and Marsden Wharves may be released for public use within 5 years.

The scope includes other central wharves released from port use over previous years, to enable development options for all to be considered together.

The potential redevelopment of the port precinct represents a huge opportunity to further *enhance Tāmaki Makaurau*, to seamlessly connect the city centre to its waterfront and to create a new *destination*.

One that attracts Aucklanders and visitors, further *opens the waterfront to the public*, and supports a growing central city population.

The Framework Plan is a short document setting out a potential high-level vision for the future of the whole site, with greater detail around the probable first stage of development.

It provides an indicative direction for the site, to guide subsequent planning and engagement.

This Framework Plan lays out a joint council group approach including:

- + a proposition around opportunities for the full site managed by Port of Auckland Ltd (POAL)
- + the major issues and challenges to think about including responding to climate change, increasing public access and complimenting the wider city centre experience, the future of cruise and supporting infrastructure
- + likely staging including the opportunities for a first stage, and the future of the central wharves including Queens Wharf.

**The Framework Plan is one tool to help Auckland Council consider what might be possible if port activities were relocated or operating on a reduced footprint.**

As Auckland Council's urban regeneration agency, *Eke Panuku* has led this work, drawing from experience across several locations in the Auckland waterfront such as Wynyard Quarter, Viaduct Harbour and the Central Wharves.



## FRAMEWORK PLAN

As discussed throughout the document and shown on **page 34**, the Framework Plan describes an opportunity to create a stunning location for people to enjoy and love.

A **regenerative** development that improves the mauri of **Te Waitematā**, strengthens our identity, and makes Aucklanders proud.

## CENTRAL WHARVES

The likely first stage of development, outlined on **page 40**, provides an opportunity to open up the central wharves and their water space to **public access**, including places for people to **touch the water** and **swim**.

## STAGE 1 OPPORTUNITIES

Stage 1 development would **unlock** some key challenges and opportunities that Auckland has been grappling with for many years, such as creating a more suitable base for cruise ships, separating cruise from ferry activities, allowing Queens Wharf to better fulfil its role as a **public wharf**, activating the Admiralty Promenade breastworks, and delivering a Papa Kōkiri.

**The Framework Plan will form the platform for the next step – a masterplan for the stage 1 opportunity.**

**The masterplan would be developed in partnership with mana whenua and based on extensive engagement with local boards, key stakeholders and the public.**





“I want us to deliver to **Auckland** by 2039 the *most beautiful* and *loved* publicly owned waterfront of any **harbour city** in the **world**, and *this is a first step.*”

Mayor Wayne Brown







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REVISION	DATE	DESCRIPTION
C	2024-04-22	GOVERNING BODY
B	2023-12-01	MAYORS OFFICE
A	2023-11-22	EKE PANUKU BOARD



THINKING INTERGENERATIONALLY:

*Imagine...*

...a place for *people* and *nature*

A stunning location for people from all walks of life to enjoy and love

A place that creates space for water - within its open spaces, parks and wetlands on the harbour's edge

A maritime development with a focus on improving water quality and the mauri of Te Waitematā





...a **destination** precinct like no other

A range of cultural, environmental and entertainment experiences

A place that strengthens our identity, makes Aucklanders proud, and visitors wowed

A destination that provides for high profile event and entertainment spaces and incorporates a world class cruise facility

...a new **community** on the city centre **waterfront**

A well-connected inner-city community with all the facilities to support a range of ages and stages

A place with high quality residential and commercial development, that's vibrant during the day and night

A development built to an appropriate scale, connecting seamlessly to the city and Parnell





# *Our Approach*





# SCOPE

The potential redevelopment of the port precinct represents a huge opportunity to further enhance Tāmaki Makaurau and its waterfront.

We are in the early stages of a journey to imagine a future for this prominent site. This Framework Plan lays out a joint council group approach including:

- + a proposition around opportunities for the full site managed by Port of Auckland Ltd (POAL)
- + the major issues and challenges to think about including responding to climate change, increasing public access and complimenting the wider city centre experience, the future of cruise and supporting infrastructure
- + likely staging including the opportunities for a first stage.

The Framework Plan is one tool to help Auckland Council consider what might be possible if port activities were relocated or operating on a reduced footprint.

## Out of scope of this work:

- + Assessment of any future locations for the port, feasibility of port relocation, or the port operating model.
- + Assessment of the feasibility of reducing the port’s operational footprint through withdrawal of their activities.

Both of these are being investigated separately.

## WHAT IS A FRAMEWORK PLAN?

A Framework Plan is a short document setting out the vision, key outcomes, principles, mix of uses and development staging to guide subsequent planning and engagement. It includes a high-level schematic showing a potential framework or skeleton of the key elements:

- + the location of precincts and uses
- + key axes or spines
- + taking the form of high-level, indicative diagrams rather than detailed line-work.

The Framework Plan does not show a detailed roading plan, or development parcels, or individual buildings and associated heights or functions.

**The Framework Plan lays out a potential high-level vision for the future of the whole site, with greater detail around the probable first stage of development. It provides an indicative direction for the site, rather than a definitive plan.**

**Stage 1:** Eke Panuku understands that the likely first stage of port withdrawal could see Captain Cook Wharf and Marsden Wharf released for public use within the next five years (approx).

The Stage 1 opportunity is to focus on the central wharves (Hobson, Queens, Captain Cook and Marsden wharves) and form an updated view of their role and function.

The council group is also considering the potential release and use of Bledisloe Wharf within the next 15 years (approx).

## WHAT COMES AFTER A FRAMEWORK PLAN?

The Framework Plan forms a high level ‘proposition’ for the potential future development and use of the port precinct.

**It will be the basis for developing a more detailed masterplan. Based on this staged approach, the masterplan will be specifically focussed on the central wharves (Stage 1).**

Whilst the Framework Plan has been developed largely within the council group, the masterplan process will be set up to provide for full engagement, with our mana whenua partners, local boards, key stakeholders and the public.

# EKE PANUKU ROLE

## LEADING A COUNCIL GROUP APPROACH

Eke Panuku, Auckland Council’s urban regeneration agency, plays a vital role in developing and translating council’s vision of urban regeneration in several locations including the Auckland waterfront. Within the waterfront, Eke Panuku has led regeneration in Wynyard Quarter, Viaduct Harbour and the Central Wharves.

## Eke Panuku Levers

Using our four ‘levers’ we implement our mahi in regeneration areas across Tāmaki Makaurau:

- + **lead agency** lever: creating the vision and preparing the integrated masterplan for each location, coordinating stakeholder and community input and driving implementation.
- + **public good investment** lever: improving the amenity of places to attract new residents, visitors, businesses, investors and developers.
- + **commercial** lever: achieving urban regeneration outcomes, unlocking opportunities for others and providing revenue.
- + **place-making** lever: involving communities in the urban regeneration of their neighbourhoods.

Working alongside Auckland Council, Tātaki Auckland Unlimited, Auckland Transport, and Port of Auckland Ltd (POAL), this Framework Plan has drawn from the collective expertise we have in shaping our city - in both process and practice.

**Through this mahi, Eke Panuku will draw on lessons learnt from our priority locations.**

Eke Panuku will draw from work underway on the next stage of transformation of Wynyard Quarter. In particular, Te Ara Tukutuku Plan has been written and co-designed with Iwi Mana Whenua o Tāmaki Makaurau.

This intergenerational mahi is guiding transformation of the former tank farm at Wynyard Point into a place where people experience the value of manaakitanga, cherish the moana, watch fleets of waka and boats, feel the grass under their feet and enjoy the spaces and mara hupara (playground) with whānau. Extending this approach and practice to the opportunity of the port precinct is an exciting proposition for Auckland’s waterfront.





# 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.”

The strategic framework for city building and regeneration in Tāmaki is guided by a number of key Auckland Council documents. These include the Auckland Plan, the City Centre Masterplan and the Waterfront Plan, which were developed in 2012 and updated in 2022.

These have been based on a huge amount of mahi and kōrero with Aucklanders. The underlying aim of all of these strategic documents is to create an integrated well-functioning city centre.

Collectively these documents set out the vision, goals, directions and projects that Aucklanders want to see delivered across their city centre waterfront. Through extensive consultation, Aucklanders have articulated a number of desired outcomes for the city centre waterfront, such as:

- + The need for public access to and along the waterfront
- + Protection of the working waterfront character, including the existing marine and fishing industries
- + Improved accessibility and safety
- + More open spaces and activities

## This Framework Plan draws on the vision and goals for waterfront development to date.

The subsequent masterplan process will develop a shared vision for the site in partnership with mana whenua, stakeholders and the public.



# WATERFRONT GOALS

The waterfront goals were created through the Waterfront Plan 2012.

*Ki Tātahi*

## 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.

*Tuāhōanga ahu mahi*

## 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.

*Tauranga tāngata*

## 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.

## In 2015 there was further work with mana whenua to enrich and update the waterfront goals from a Te Ao Māori perspective:

Te Mauri o Te Waitematā is restored and enhanced.

Mana whenua share their matauranga of sustainable waterways, mātaimai (kaimoana harvesting areas), navigation, waka craft, hauora and the strong connection to Te Waitematā.

The high quality and value of water is crucial to the maintenance and enhancement of mauri. The body of Te Waitematā is a series of complex systems (natural and imposed), agreements, rights and interests relating to its use and care.

The Mauri of the land is restored and enhanced.

Habitat regeneration occurs through the effective use of ‘Take Mauri, Take Hono’ framework that supports thriving waterfront ecosystems with native flora and fauna. Mana whenua will reconnect with the Waitematā in this space with their kaitiaki monitoring the environment to measure improvements as they occur.

Sustainability standards will be prevalent within waterfront developments including water and energy efficiencies, as well as sound, sustainable building practice and design.

The physical expression of kaitiakitanga - e.g. tikanga protocols, having waka berths available to their fleets of waka and waka festivals to celebrate their culture - allows mana whenua to share their mātauranga and to be involved.

The reference to Ki Tātahi provides a strong, overarching and connected theme across the waterfront footprint.

Through mana whenua participation in the waterfront economy, the waterfront is the centre of excellence where the best of Māori innovation can be nurtured.

This must be a waterfront that is attractive to Māori enterprise and businesses with opportunities to invest in commercial projects. Joint venture opportunities for capacity and capability building including employment, internship and training is encouraged.

Mana whenua involvement in the detailed design of development projects ensures authenticity and opportunities for the Māori design sector, i.e. the creative industries and cultural tourism to co-create, to enhance appreciation of the life and vitality of the waterfront. Potential business activities should be assessed in relation to social, cultural and economic benefits to Māori and who strive for high sustainability standard and outcomes.

A waterfront whose mauri is greatly enhanced will attract visitors and encourage more people to live and work in this place. A place where manaakitanga is expressed and mana whenua are hosts. Mana whenua have a visible presence through their integration of cultural design into all built form and public spaces and provide a strong cultural context to placemaking, imbuing a sense of place through the integration of mātauranga Māori.

Consideration of mātauranga design values are provided for within developments including open space, provision of public facilities and events. The cultural, social and economic benefits to Māori are evident. Effective mana whenua engagement provides for strong, well-intended and well supported relationships. Acknowledgment of and access to the waters of Te Waitematā is embraced including provision for tauranga waka and fully supported waka activities.



Hononga tāngata

## 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.

The inter-generational relationships that mana whenua have with Te Waitematā and foreshore are recognised, celebrated, strengthened and developed over time.

Māori feel and are connected to their cultural heritage, sacred and significant sites, such as (but not restricted to) traditional tauranga waka, navigation markers, view shafts, and coastal occupation areas with cultural design integrated into all built form and public spaces using mana whenua artists and Māori architects and designers.

The waterfront is publicly accessible with various transport modes available within the area, connecting easily to inland parts of the city.

Physical connections to the water's edge are encouraged. Recreational uses including fishing swimming and waka access; commercial accessibility which includes ferries and charters all bring vibrancy to the waterfront.

Activities and events are relevant and attractive to all Tāmaki Makaurau residents, and are easily accessed.

Kia tau te mauri mō te ira tangata ki te ao tūroa

## 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.

The waterfront has a Māori presence that reflects the identity and heritage of mana whenua and enables mana whenua and mataawaka to live in these spaces. A diverse, accessible waterfront with whānau-friendly places and spaces, recreational activities, social services and community facilities, including architecturally designed facilities to showcase 'the living, active expression of Māori culture'.

A place where Mana Whenua have opportunities to initiate projects and be future-focussed to articulate their stories of place, to create a valued waterfront for all. The 'Take Mauri, Take Hono' framework will embed the values and principles to assist in achieving these outcomes.

# PRINCIPLES AND OBJECTIVES

We are at the start of a long process to realise the future of this site.

We need to establish baseline principles to guide future thinking and planning.

Some emerging principles have been developed, based on learnings and experience from Wynyard Quarter and other local or international locations.

The next step will be to test and set these principles through a masterplan process.

## FOUNDATION APPROACH: PARTNERSHIPS AND COLLABORATION

- + Co-design in partnership with mana whenua. Collaborate with key stakeholders and the community.
- + Honour Te Tiriti at every step

## DRAFT PRINCIPLES FOR PORT LAND REGENERATION

### 1. Cultural response and identity

- + A place where we express and celebrate our unique cultural heritage and history.

### 2. Regeneration and climate resilience

- + Regenerate and restore the health and functionality of the surrounding environment.
- + Enhance the mauri of Te Waitematā, improve climate resilience and increase biodiversity.
- + Respond and adapt to sea level rise and inundation.

### 3. Destination precinct

- + A waterfront precinct that makes Aucklanders proud and leaves visitors in awe.
- + A destination that helps Auckland deliver world-class arts, culture, and entertainment.

### 4. Connectivity

- + A highly connected extension of the city centre, with attractive multi-modal travel options providing access for residents and visitors.

### 5. Mixed-use precincts

- + Mixed-use neighbourhoods with their own identity, catering for a wide cross-section of the community.
- + Economically viable development driving commercial and community vitality.

### 6. Working harbour

- + Improve Auckland's working harbour, with efficient facilities for maritime services such as ferries and cruise ships.

### 7. Built form and open space

- + Outstanding architecture and urban design.
- + Attractive interconnected urban places.
- + High quality, multifunctional open spaces.



# Our Place

## THINKING INTERGENERATIONALLY

Tāmaki Makaurau, a land desired by many, has been much-loved by Māori for over a thousand years. When Māori settled here, they discovered a fertile land at the nexus between the Kaipara, Waitematā, and Manukau harbours.

The volcanic soils and plentiful seafood made Te Waitematā a large trade centre amongst Māori and with Pākehā settlers. As trade flourished, the foreshore became known as Tāmaki Herenga Waka, the place that binds many waka.

There are several culturally significant sites around the port precinct, many of which were destroyed during land reclamation to create the current port location. From our kōrero to date on the waterfront and through Te Ara Tukutuku with our mana whenua partners any change in the use from port land would be an opportunity to acknowledge, restore, and promote their cultural association with the area. Several mana whenua have told us that our work in Te Ara Tukutuku is in the realm of Tangaroa (god of the sea) and as such it is crucial our mahi across the waterfront considers the need for restoration and enhancement of the mauri of Te Waitematā.

Given the scale of the site and the opportunity that exists for all Aucklanders, it is important for us to think about change over time. We have a responsibility to think not just in decades, but in generations.

**RIGHT:** *Nga one maru o huatau* - Mana whenua map of 1840's shoreline Tāmaki Makaurau from the *Te Ara Tukutuku Plan*.





HAI

TO PA

TANGIHANGA-PUKAEA

TE TARAKARAIHI

NGĀHUWERA

TE RERERANGA o RAITI

TE HIKA-A-RAMA

TE WHATU

TE HOROROA /  
TE AHURUTANGA

TAURARUA

TE PARE-IRIIRI

PARE-TUHU

ONE-PANEA

TANGIHANGAPUKAEA

TE KORANGA

TE TŌANGAROA

Waiatarau

TE WAI O HOROTIU  
STREAM

Waiarua

Wai a Taiketu

TUNAMAU

MANGA-HEKEA

TE REU-ROA

WAI-PANINU





## Regeneration on this scale is never simple.

Our developing waterfront brings many opportunities and challenges. We aspire to creating vibrant public spaces within a mixed-use neighbourhood, catering for locals, residents, workers and visitors.

As we continue to develop a strategy for the future development of the port precinct, our highest priorities will be to create a place that celebrates our Māori history, marine environment including our harbour, recognises our public spaces, enables business to flourish and grows our communities.

A future masterplan process would partner with mana whenua, aiming to utilise mātauranga Māori (traditional knowledge) and embed the Māori values of tiakitanga o te Taiao (caring for our environment), and manaakitanga (caring for our visitors and communities).



## THE CITY OPPORTUNITY

The regeneration of the port precinct will be a significant step in the evolution of Tāmaki Makaurau.

The city centre is on a journey to being celebrated not just as a business district but as a vibrant mixed-use neighbourhood in its own right. A key part of this transition has been the decades of work undertaken, by both the public and private sectors, in the Wynyard Quarter, Britomart precinct, Commercial Bay and in the Viaduct. This has built on the rich character of the waterfront to create a liveable environment and world-class destination.

Auckland is New Zealand's only global city. As such it plays a significant role in supporting the national economy. The city centre itself is the fifth largest economy in the country, producing 7% of national GDP. Global case studies demonstrate the significant benefits that can be brought to cities who invest in developing mixed use areas, anchored by a significant asset, that support the local city economy in the long term.

With a site area of 85Ha and an estimated developable area of 45.5Ha the port land is a significant publicly owned brownfield site spanning the city centre to the west and the city fringe adjacent to Parnell in the east.

**Auckland's relationship with the Waitematā Harbour sets it apart. The port precinct presents a unique opportunity, not only to seamlessly connect the city centre to its waterfront but also to create a new destination. One that attracts Aucklanders and visitors and supports a growing central city population.**

This is a once-in-a-lifetime development opportunity for Auckland. An opportunity to create new neighbourhoods, improve public access, develop civic spaces and assets, build new green infrastructure and help realise the city's ambitions.

**Critical to the success of this development will be the way in which new activities in the port precinct link back into nearby parts of the city, to complement rather than compete with existing uses and spaces across Tāmaki.**

The City Centre Masterplan (CCMP) that was refreshed in 2020 is the key city centre guiding document for the Auckland Council whānau, setting the strategic direction for the next 20 years. It applies The Auckland Plan to the city centre through ten outcomes, to be delivered through eight transformational moves and Access for Everyone (A4E).

The CCMP recognises that each of the different precincts in the city centre have their unique characteristics and a role to play regarding the built form, public spaces connected to public transport and accessible streets. It recognises the important contributions and activities of both the public and private sector and land holdings.

The City Centre Action Plan completed in 2023 highlights the significant contribution to date of projects that have been delivered and the future projects to come.

The opening up of the port land has been envisaged in these plans over time, along with the importance of stitching the city together as it grows.





The scope of the framework stitches into the wider city centre context and the overarching vision of the City Centre Master Plan



# REGENERATION UNDERWAY

## WHAT’S HAPPENED, HAPPENING AND COMING UP, ACROSS THE CITY CENTRE AND WATERFRONT

Redevelopment of the waterfront has been ongoing since the release of Viaduct Harbour in the 1990s. In recent years this has progressed through projects such as the Quay St upgrade and Te Wānanga, and will continue through Te Ara Tukutuku regeneration.

Across the city centre a huge quantity of both public open space and development blocks has been and will be opened up as a result of a range of initiatives.

The progressive release of wharves and breastwork from POAL control will add to this total land and waterside supply. Future land uses will need to complement, not compete, with existing uses to support the city centre.

### Public space allocation...

Recent and upcoming public space projects amount to approximately 9.1Ha

For context, a minimal approach\* to public space allocation across the port precinct would create approximately 16Ha of public open space.

\*assumes approx. 20% public open space allocation typical of international case studies

### Development pipeline...

Planned development expected in the downtown area over the next 5-10 years amounts to an estimated gross floor area of 640,000m<sup>2</sup>\*

For context Auckland city centre’s entire existing office stock represents a gross floor area of approx. 1.5Mm<sup>2</sup>

\*High level indicative estimate subject to ongoing investigation - excludes Quay Park precinct in planning.



1 WYNYARD QUARTER AND TE ARA TUKUTUKU DEVELOPMENT SITES  
40-69,000 M2 GFA



2 WYNYARD CENTRAL  
115,000 M2 GFA



3 TE ARA TUKUTUKU WATERFRONT PARK  
5.0 HA



4 SILO PARK  
0.65 HA



5 PRIVATE SECTOR DEVELOPMENT  
225,000 M2 GFA (POTENTIAL)



6 DOWNTOWN CAR PARK REDEVELOPMENT  
IN DESIGN PROCESS



7 COMMERCIAL BAY  
57,600 M2 GFA



8 AC36 BASES  
1.0 HA



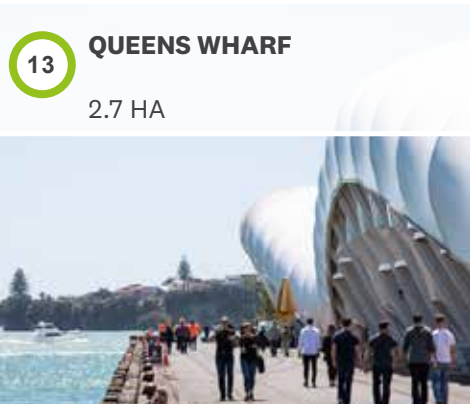
10 TE WĀNANGA  
0.25HA



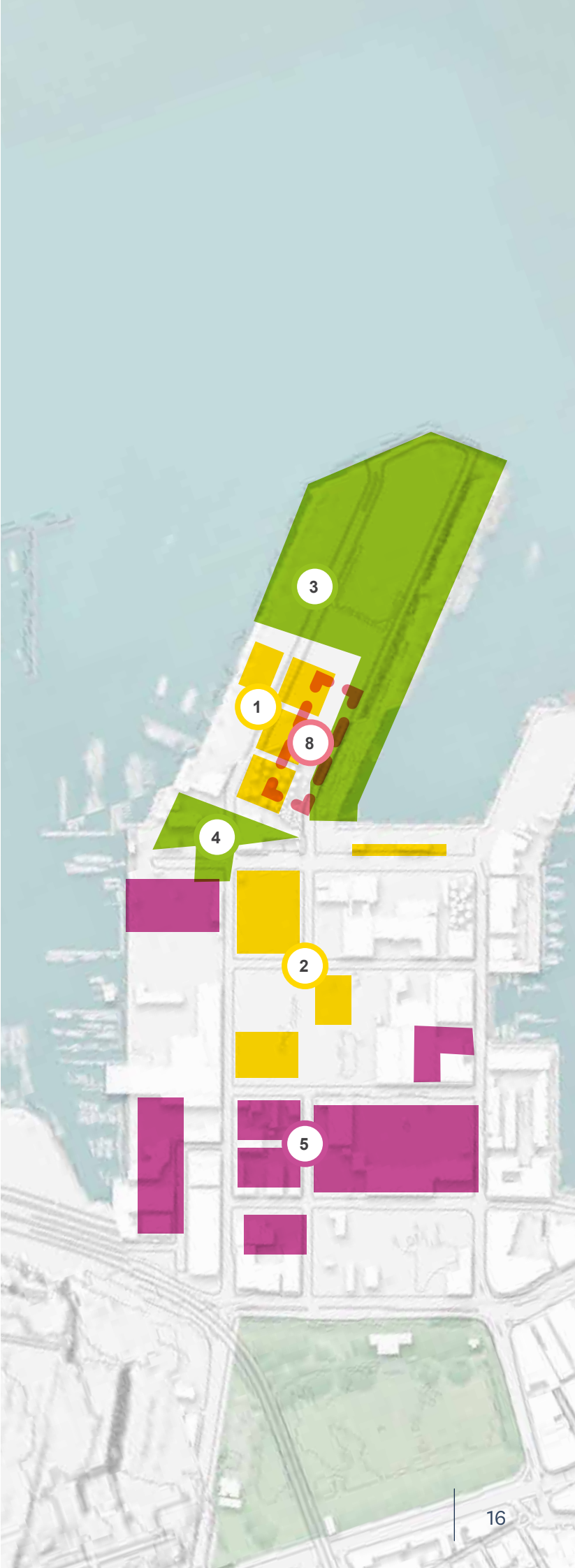
11 QUAY ST UPGRADE  
0.1 HA



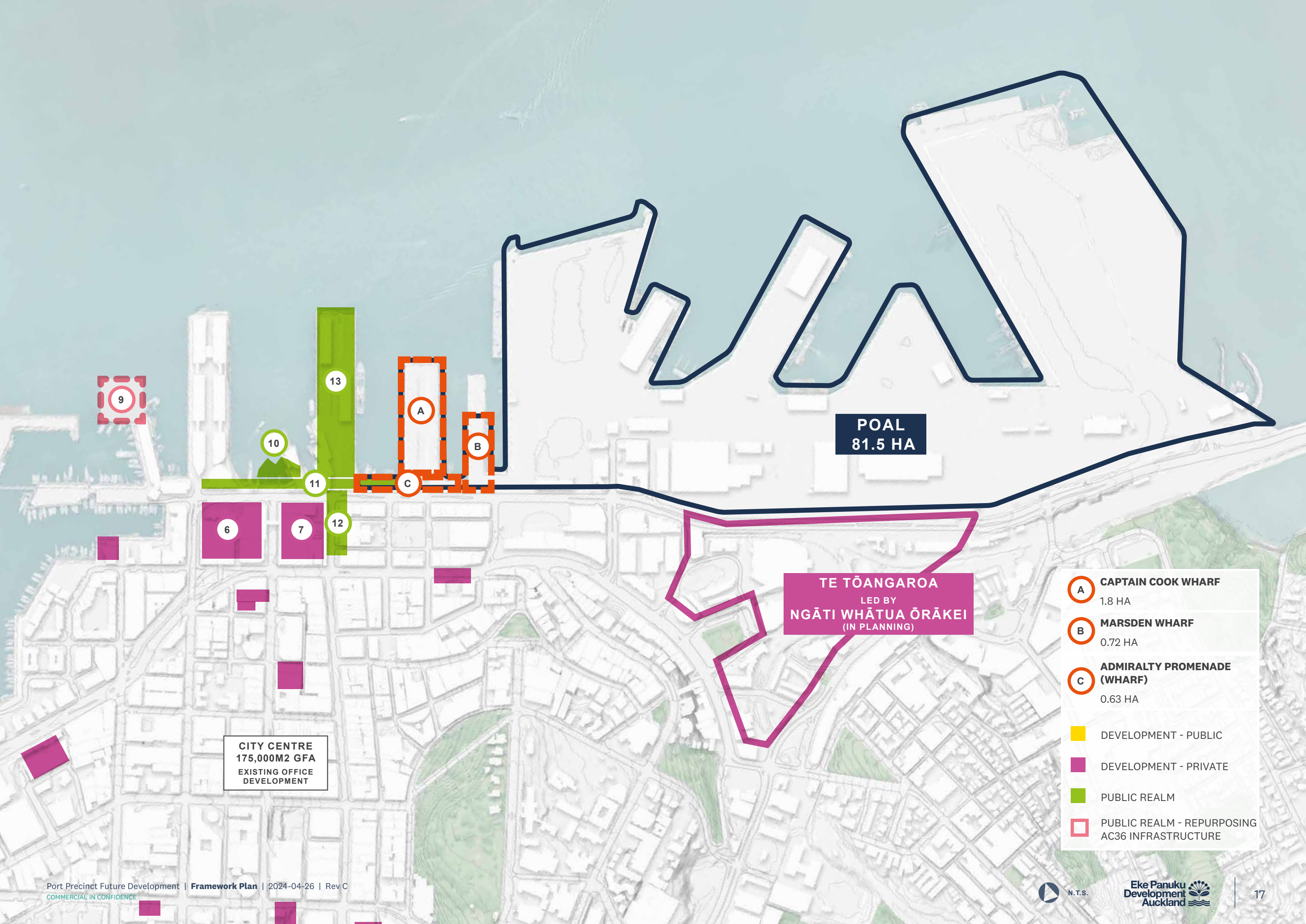
12 TE KOMITITANGA  
0.5 HA



13 QUEENS WHARF  
2.7 HA







POAL  
81.5 HA

TE TŌANGAROA  
LED BY  
NGĀTI WHĀTUA ŌRĀKEI  
(IN PLANNING)

CITY CENTRE  
175,000M2 GFA  
EXISTING OFFICE  
DEVELOPMENT

- A** CAPTAIN COOK WHARF  
1.8 HA
- B** MARSDEN WHARF  
0.72 HA
- C** ADMIRALTY PROMENADE (WHARF)  
0.63 HA
- DEVELOPMENT - PUBLIC
- DEVELOPMENT - PRIVATE
- PUBLIC REALM
- PUBLIC REALM - REPURPOSING AC36 INFRASTRUCTURE






# GEOGRAPHICAL SCOPE

Auckland’s city centre waterfront stretches from Curran Street to Teal Park.

**The physical scope of this work covers Hobson Wharf in the west to Teal Park in the east.**

The scope is broader than just the Port of Auckland land - because these wharves and adjoining water spaces all have a role to play in the waterfront. Considering these collectively will help us work through complementary uses, and the phasing of development.

All of the area in scope is either reclaimed land or wharves.

-  COUNCIL LAND
-  P.O.A.L. LAND
-  SCOPE AREA ~85HA





**SCALE AND TIME**

It is important to realise the **scale** of this site. With a total area of 85Ha, stretching over 2km from west to east, the port site is **twice the size of Wynyard Quarter**, and as long as the entirety of Queen Street. This scale gives us a huge opportunity to do something very special for Tāmaki Makaurau – a transformation that reflects our unique culture and makes best use of this central location on the coastal edge.

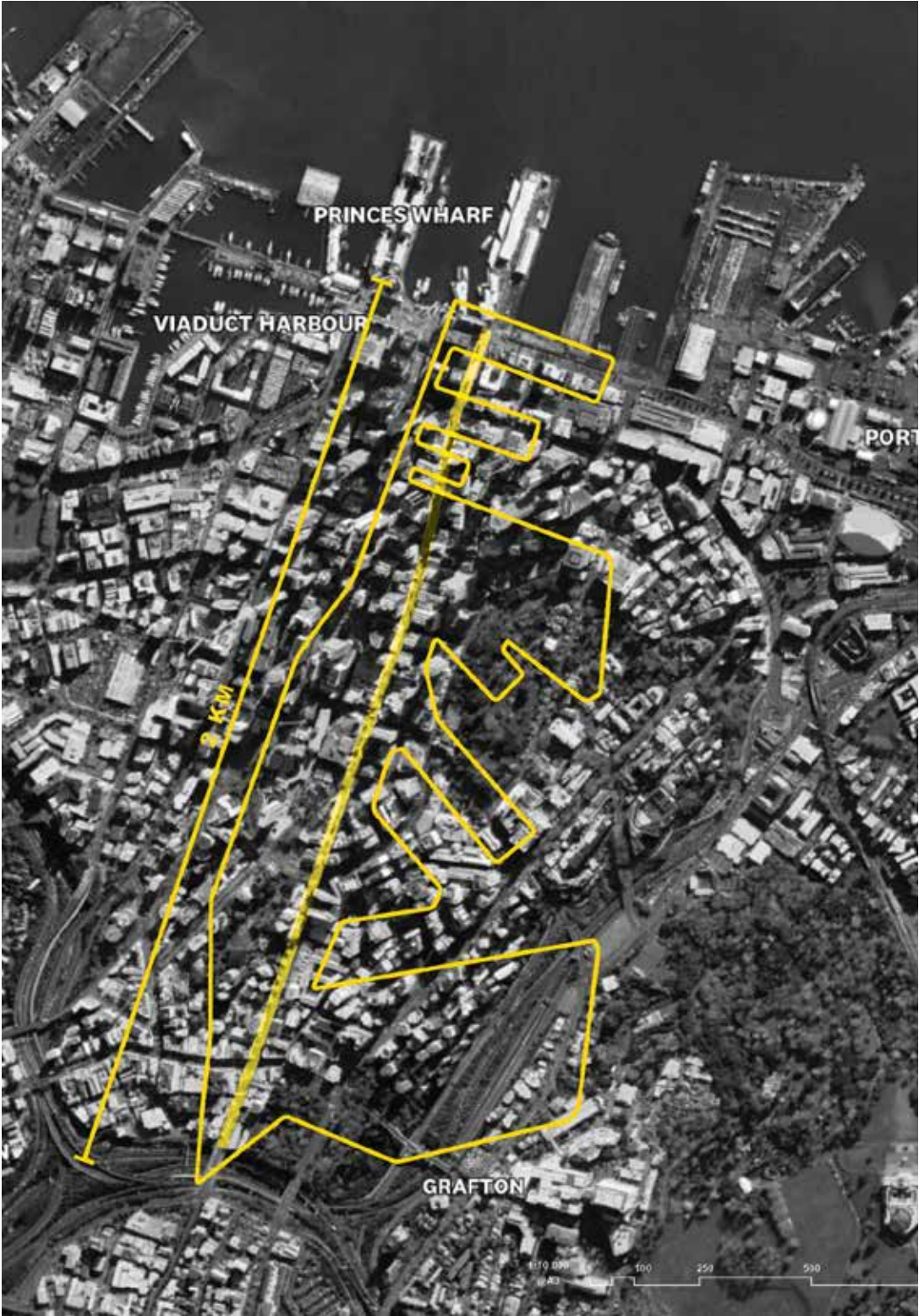
**Scale also translates into time however** – it will take decades to fully realise the vision for this site. To put it in context, the vision for Wynyard Quarter was established in 2005. The Waterfront Goals were established in 2011. Today we are only halfway through delivering this mixed-use development of both land and water space.

**The port site redevelopment will continue well into the future, and will be a legacy we can hand to our grandchildren.**

Fortunately, in regenerating a space of this scale, we can draw on experience and lessons learnt from local and international case studies.

Like all major projects, a **staged approach** to development will help gather momentum and deliver early results.

This development will open up more of the waterfront to Aucklanders and visitors, part of a long-term process which started with the release of the viaduct in the 1990s, providing an opportunity to **cater for Auckland’s population growth.**





# *Considerations*

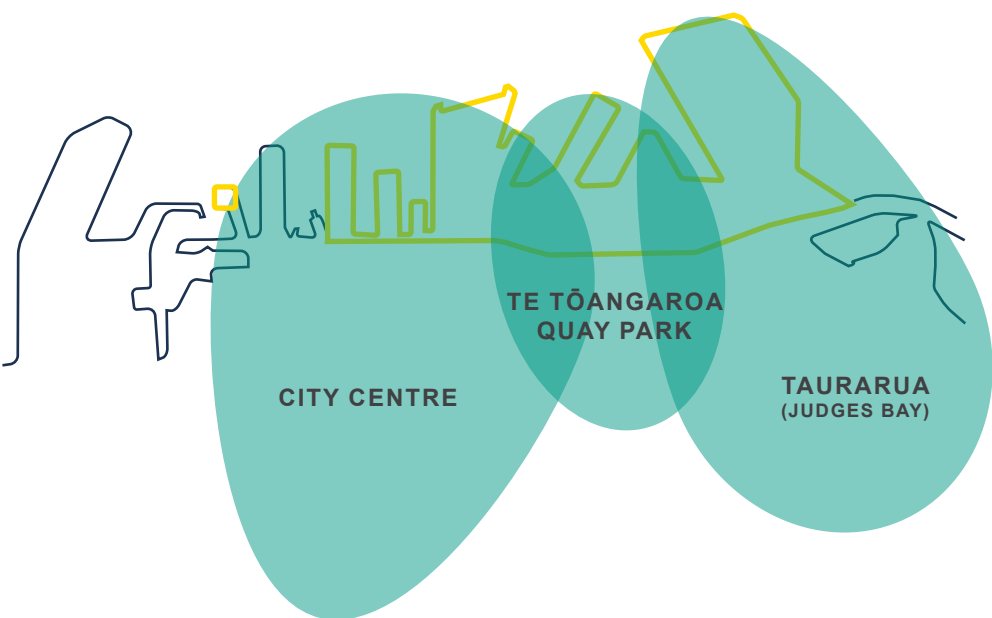
This section covers issues that we know are key to the future development of the port land, wharves and water spaces.

Some are high level, and some take a deeper dive into these issues.



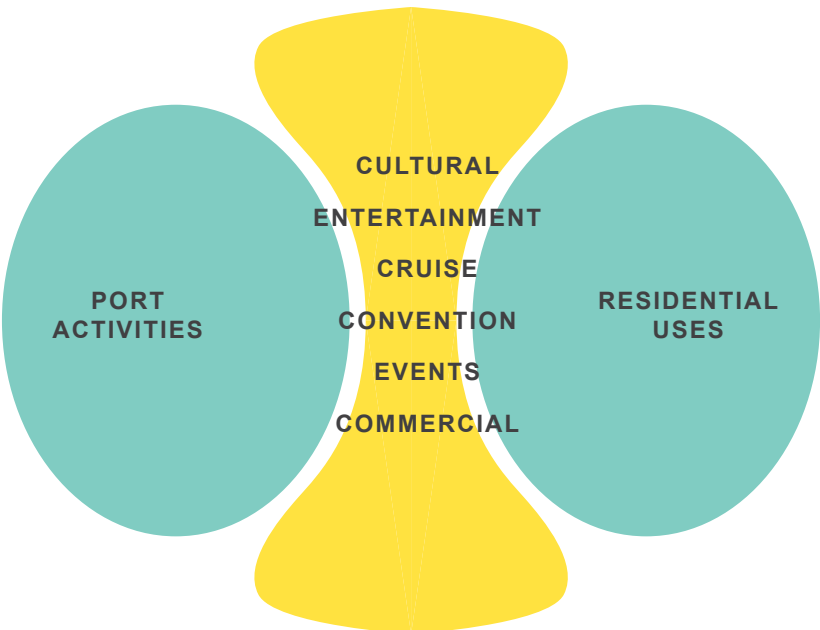


# SPATIAL CONSIDERATIONS



The precinct is over two kilometres long from west to east, and borders several parts of the city, each with its own distinct identity.

To ensure the future development integrates successfully and cohesively into Tāmaki Makaurau, it will need to stitch back and transition into the intensity and activity of the city centre, the mid-rise development through Te Tōangaroa / Quay Park, and into the character suburb of Parnell.



As the port withdraws in stages, there will be a period of time during which port operations continue alongside new development and uses - creating potential compatibility issues.

The noise, light and dust associated with the round-the-clock operations of a working port pose a reverse sensitivity risk with future residents.

As land is released into public use over stages, a key challenge will be to continue to allow for freight movement to support port operations, while demand (and priority) for other modes become increasingly important.

# PROVIDING THE MIX



We need to confirm the scale and type of development appropriate for each part of the site and the future mix of uses.

Based on the work done in Wynyard Quarter and elsewhere, an indication of the potential allocation of space could be:

- + 25% for public use (passive and potential sites for destination attractions)
- + 50-60% for mixed development which brings investment and ongoing activation of the area
- + The balance being in roading, walkways, laneways, cycleways etc.



# A CHALLENGING SITE

Alongside the opportunities, come the constraints of the site, Our investigations and collective knowledge have identified the following challenges:

Health of Te Waitematā

Many of our city activities have an impact on the health of Te Waitematā. Any future development of this land and waterspace needs to positively lift the health and wellbeing of humans and the marine environment.

Contamination

The site’s history includes various industrial uses and storage of hazardous substances resulting in land contamination. The site has been identified as a Hazardous Activities and Industries List (HAIL) location. Due to historic reclamation, geotechnical assessment will be required to identify areas of non-engineered fill with limited load bearing capability. Further investigations and land management plans will need to be developed to understand the ground conditions and the location and nature of contaminant loads.

Wharf condition

To date the asset management and renewal of wharves has been undertaken to a standard required for port use. A change of use will require further investigation into the deck and wharf capacity required over time. The wharves are of different ages and stages in their asset management cycles. A change in use will need to factor in the required investment to renew and/or maintain them to a level suitable for public access.

Height controls

There are height controls across the site that protect valued view shafts, such as the Auckland War Memorial Museum Viewshaft Overlay.

Sea level rise

Modifications will need to be made to the site in the medium term to protect against coastal flooding from sea level rise and storm surges. Based on existing ground levels a 1m sea level rise would result in partial inundation of the site and a 1.5m sea level rise would result in total inundation. Varying ground levels is likely to be the required solution however a decision will need to be made concerning the level of coastal and flood resilience to plan for.

Bulk Infrastructure

There is limited bulk infrastructure on site and what does exist is only sufficient for port usage. Significant investment will be required to connect to city infrastructure networks and provide the resilience needed for future redevelopment. Stormwater and waste water represent the majority of investment required to connect the site and future proof the network for use.

Access requirements

Similar to Wynyard Quarter which is on a peninsula, the development potential and ease of access will be affected by the capacity of Quay Street and the quality of the connection to Britomart, the rail network and the motorway.

CMA occupation

Since they are in the coastal marine area (CMA), there is a 35-year lease tenure on wharves which will need to be factored as a development constraint.

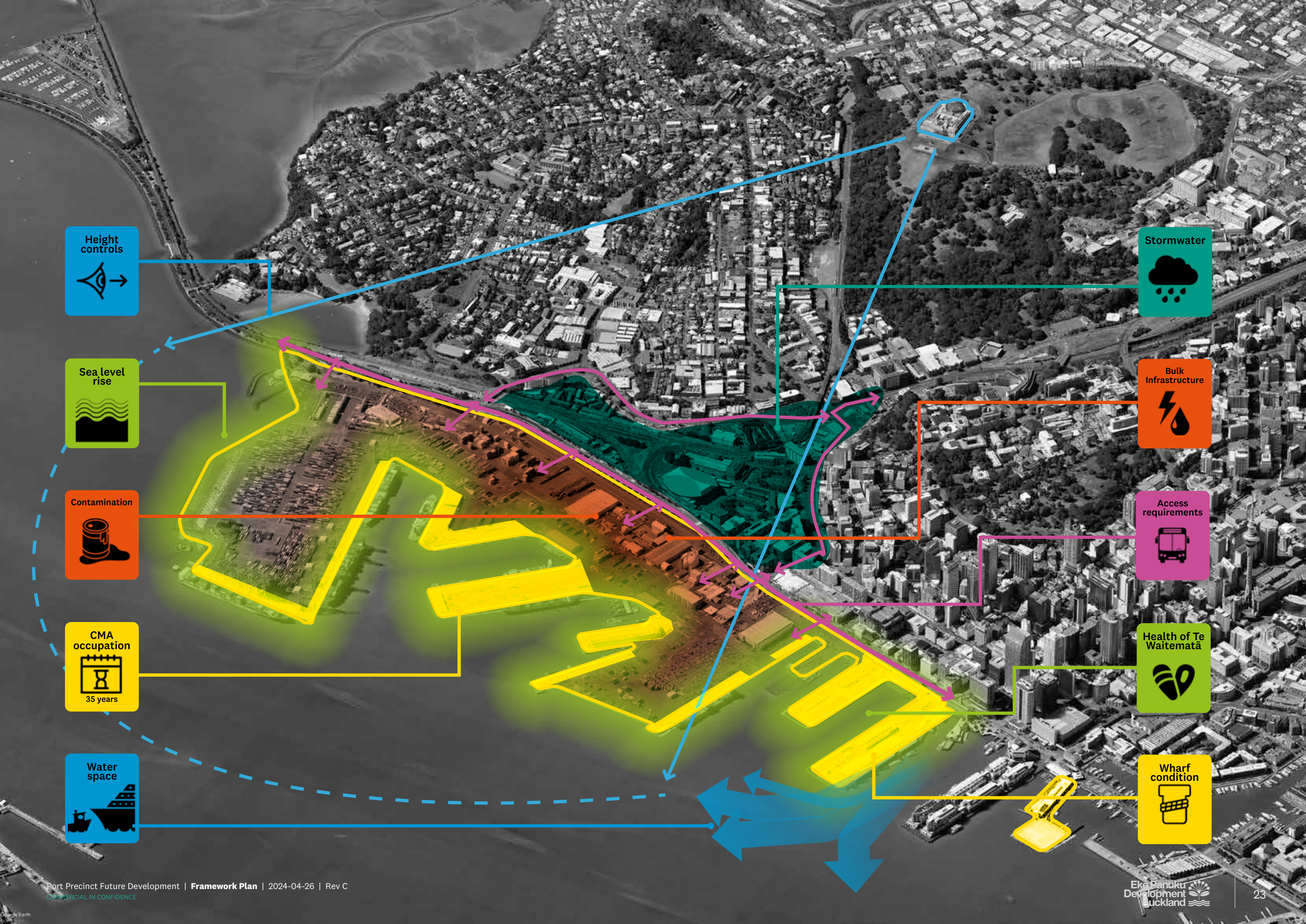
Stormwater

The location of the site on the water edge makes wider stormwater catchment treatment difficult. The ports site will only be capable of addressing its own water issues and the low level of the area combined with sea level rise will require extensive investment in stormwater management. The adjoining site has experienced significant flooding and has even as recently as this year, caused disruption to the city network.

Water space

Te Waitematā provides for a range of functions including ferry activity, cruise activity, and recreational and working boats - all of the factors of an authentic working waterfront. The current conflict between ferries and cruise in the downtown basin is an issue that needs to be resolved through planning and operations.





Height controls

Sea level rise

Contamination

CMA occupation  
35 years

Water space

Stormwater

Bulk Infrastructure

Access requirements

Health of Te Waitematā

Wharf condition



# A REGENERATIVE RESPONSE TO CLIMATE CHANGE AND TE TAIAO.



Image: Yangpu Riverfront China

Auckland is committed to taking action to mitigate against future climate change and respond to the impacts we are already experiencing. Climate change will result in further sea level rise, hotter temperatures and an increase in the number and intensity of extreme weather events such as droughts, heatwaves, storms and floods. The extreme weather events in early 2023 demonstrated the widespread disruption these can cause.

**A key consideration for future development is how to make space for water, both from the sea and the sky, ensuring that designs accommodate flows.**

Te Waitematā has water quality issues and there are opportunities to improve its health and ecological functions by introducing nature and biodiversity to the industrial, urbanised port land. Redevelopment presents a regenerative opportunity to demonstrate climate action with a low carbon, resilient urban form that increases the mauri of Te Waitematā through healing the land and water.

## ISSUES TO CONSIDER

### Sea level rise and coastal inundation

The port is higher than surrounding land but will be vulnerable to impacts from sea level rise over the next 50 years and beyond. The existing wharves are at 3.4m relative level (RL), which is approximately one metre above the current 1 in 100-year storm tide and around 1.8 metres above the mean high water spring tide. Current models predict a one metre rise in sea level within the next 100 years. Based on existing ground levels, a one metre sea level rise would result in partial inundation of the site due to waves overtopping, while a 1.5 metre rise would result in total inundation. Decisions will need to be made regarding how much protection from future sea level rise to build in initially, versus allowing for future retrofitting or adaptation.

### A changing climate and more extreme weather events

Seasonal patterns and extremes are expected to change in the Auckland region over the coming decades. Weather events that were considered 1 in 100-year events are likely to increase in frequency. Average rainfall over the year will be similar, but we can expect both drier periods and heavy rain events, causing both droughts and potential floods. Auckland’s temperature is projected to increase by between 1.5 and 3.75 degrees Celsius by the end of the century, depending on the pace and scale of change of global emissions. In considering any development on the port precinct it will be critical to mitigate risks from drought, heatwaves, the urban heat island effect and wind, and plan for high rainfall events.

## OPPORTUNITIES

### Climate risk mitigation through design responses

There are several structural mechanisms to mitigate flood risk from sea level rise that have been used in New Zealand and overseas. These include raising the ground levels or installing dykes, sea walls or tidal barriers. Regardless of future land use in the port precinct, over time engineering solutions would need to be employed to manage flood risk. More sensitive uses such as residential development would require greater protection and likely raising of levels.

Higher ground levels provide more future protection but would require greater infill and therefore additional cost. Any raising of the port site would need to ensure that this did not result in run off onto lower lying surrounding land, exacerbating, or creating any flood susceptibility. Raising ground levels would also reduce allowable building heights, which are constrained due to viewshaft height limits under the Unitary Plan. This may impact the development potential and feasibility, depending on the land use.

Recent flooding in Auckland has highlighted the benefit of ‘sponge cities’ which use water sensitive design approaches to manage stormwater in a way that mimics natural systems. This can help manage both water quality and quantity issues and can involve a range of approaches including creating wetlands, daylighting water courses or incorporating green roofs, swales, raingardens or permeable pavements.



**Infrastructure that allows space for water in a more natural way can help improve resilience as it can be designed to accommodate storm flows and have more flexibility than water pipes.**

There are existing issues in the wider port catchment, which has previously caused flooding in Quay Street, and The Strand areas. Redevelopment presents an opportunity to address these issues and could also involve stream daylighting to reconnect historic streams to the sea. Consideration is being given to allowing water flows to travel across the existing Quay St area and into the harbour between Jellicoe, Freyberg and Fergusson wharves. This could take the form of canal-type infrastructure or a large swale that can accommodate varying flow levels.

Redevelopment on Bledisloe and Fergusson wharves could include green infrastructure such as raingardens or wetlands to introduce biodiversity and natural habitats, improve environmental outcomes and provide visual amenity. Water can also be integrated into the precinct through design features such as tidal pools or canals. These could have flood risk mitigation benefits as well as encourage biodiversity, allow for recreation and provide visual amenity.

To mitigate the heat island effect and design for comfort in a hotter climate, strategies include provision for shelter and shade in the public realm, significant planting using species appropriate for the climate now and into the future and incorporation of water sensitive design

strategies. Design of buildings will be important, with a need to ensure energy and water use are minimised. Strategies include provision for rainwater capture and re-use, and designs that prevent overheating without relying on energy consumptive options such as air conditioning.

**Health of Te Waitematā**

Waitematā translates to ‘sparkling waters’, but the harbour is not as healthy as it should be. This affects its intrinsic value as a natural asset and ecosystem but also diminishes the opportunity for people to enjoy the water through swimming, watersports or gathering kaimoana.

The port precinct is on reclaimed land, sitting within the realm of Tangaroa. Redevelopment can be a catalyst for remediation, delivering regenerative development that can improve the mauri of Te Waitematā. The site is contaminated, and development must ensure it would not result in leaching contaminants into the harbour.

**Redevelopment could involve remediation of contaminated land, measures to treat stormwater run off and the reintroduction of biodiversity and ecological systems.**

**Green space**

Work by Tātaki Auckland Unlimited has highlighted an opportunity for Auckland as an ‘Indigenously Inspired National Park City’ with a focus on making our reserves and sanctuaries, marine parks and conservation domains a point of difference. There is a significant opportunity on Auckland’s waterfront to create an experience for residents and visitors that is ‘uniquely Tāmaki Makaurau’ and an internationally recognised destination.

**Fronting on to our beautiful Waitematā Harbour, there is an opportunity to designate a large portion of the port precinct to green and open space.**

**Rewilding, biodiversity, natural systems**

Internationally there is a movement towards urban rewilding, which is a form of ecological restoration aimed at increasing biodiversity and restoring natural processes. It differs from conventional ecological restoration as while human intervention may be involved, rewilding aims to reduce human influence on ecosystems.

Connectivity is also a key aspect of rewilding, providing stepping stones for species that link to other areas of habitat. Urban wildflower meadows can be provided that increase plant diversity and attract pollinators. These can have a range of benefits, promoting health and wellbeing for people and providing

habitat for birds, butterflies and bees. Meadows can be more drought-tolerant than monocultural lawns and can become largely self-sufficient with established plants not needing active management such as watering and weeding.

The original waterfront would have been coastal forest grading into coastal dune, beach, saltmarsh and marine ecosystems including plants such as pūriri, kauri, taraire, pigeonwood and rewarewa. Rewilding parts of the site and reintroducing endemic flora and fauna would enhance the natural environment and reference historic coastal ecosystems. Introduction of rockpools could provide habitat to intertidal species as well as providing a natural space for the community to enjoy and providing educational value.

Potential declamation of some of the ageing wharf structures or reclaimed land could create space for foreshore, beaches, mangroves, salt marsh or a floodable ecological zone. This could soften the straight, hard edges of the site and create a gradual transition, providing visual interest and recreational space and could help improve resilience to storm events. Fergusson Wharf presents an opportunity to bookend the waterfront with open space that could complement Te Ara Tukutuku, involving some declamation and creation of a softened, naturalised coastal edge. Introduction of coastal species or aquaculture such as mussel farms or oysters could improve water quality, provide educational opportunities and potentially commercial opportunities. Aquaculture has been successfully introduced on the waterfront through Te Wānanga.

**Mitigation of climate change**

Future redevelopment of the port precinct must be done in a way that contributes to the council’s commitment to climate mitigation within Te Tāruke-ā-Tawhiri. Redevelopment of the Wynyard Quarter has been done with sustainability as a key consideration, with requirements put in place for development partners to ensure high performance buildings.

Future redevelopment of the port precinct should continue and expand on this, providing an opportunity to showcase climate responsive, low or zero carbon development. The precinct can be an exemplar through use of stringent building standards and design to promote and facilitate low carbon lifestyles for residents, visitors and workers. This would include aspects such as maximising passive heating and cooling, use of renewable energy, zero waste principles and sustainable transport modes.

**Redevelopment of the port precinct presents an important opportunity to demonstrate leadership in climate responsive development. Challenges such as sea level rise, contamination, water quality and the increased severity of weather events cannot be ignored and there are a range of opportunities to use green infrastructure across the precinct.**



# CREATING A NEW CULTURAL DESTINATION

Image: South Bank, Brisbane

Transformation of the port site could help Auckland realise some of its major ambitions as a city, attract local, domestic and international tourism and generate widespread civic and economic benefit.

Helping to create a new destination and provide a new attractor to the city centre supports the wider objectives of the City Centre Masterplan.

## There is an opportunity to develop parts of the port site to create an attractive and unique cultural destination.

This would complement and add capacity to the city’s current cultural, event and experience assets, primarily located in midtown and the Aotea Arts Precinct. It would also enable the city to meet the demand for fit for purpose cultural and civic assets, and cater for our future population growth.

### Key considerations for the new destination

We have a unique opportunity to create a truly special place. Whatever is developed must:

- + complement, not compete with existing uses and locations elsewhere within the city centre
- + have a strong sense of identity, culture and community and be developed in partnership with mana whenua
- + reflect the unique local heritage and culture of Tāmaki Makaurau

- + cater to Auckland residents, domestic and international visitors alike
- + support arts and cultural events that create memories and moments of inspiration and celebration, as envisaged in the City Centre Masterplan
- + provide a clear benefit to the city, its community and economy.

Any proposal will need adequate funding and must provide economic return to be commercially viable.

### OPPORTUNITIES TO CONSIDER

- + A new cultural destination for Auckland. As outlined in the City Centre Masterplan this could involve working with mana whenua to advance Papa Kōkiri (a flexible mana whenua facility) on the central waterfront, while also linking to the whare tāpere concept at the Aotea Arts Precinct.
- + A new exhibition and experience space: The chance to provide a venue for international exhibitions and experiences of a size and scale that we can’t currently host due to the lack of suitable facilities. This would ensure that Aucklanders can benefit from the opportunities that such exhibitions provide for learning and education and add to the attractiveness of the city. Such a space could also support events such as seasonal social gala dinners, providing a venue with a stunning outlook and cultural aesthetics as a draw card for the city.

- + Business lead: The site could be used as a platform to level up the New Zealand economy on the global stage. The precinct could aim to attract a major anchor tenant, for example within the high-value maritime and marine industry, or research, green economy and technology industries.
- + A flexible range of events spaces that can be scaled to the city’s needs going forward. This could take the form of multi-purpose, programmable sites that make the best use of limited resources and give people reasons to visit year-round. This would enable the precinct to scale up for major events as required. Integrating Māori culture, uses and programming, civic spaces and activations would ensure that the location has a strong cultural identity that creates a shared benefit to the community.
- + Water-based amphitheatre: Potential to use the water between wharves as an amphitheatre or basin for maritime events and activities. A specially dedicated water space could increase the volume and scale of maritime events that could be hosted in Tāmaki.
- + Relocation of the NZ Maritime Museum (NZMM): The museum could potentially be accommodated on the port land in the future.

Realising these opportunities would future proof Auckland’s position as a desired host city for major events, help grow the visitor economy, enhance public perceptions of the city, and improve the quality of peoples’ lives.

### ISSUES TO CONSIDER

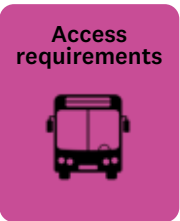
- + There is a displacement risk, in that creating such an attractive new precinct on the waterfront could detract from other parts of the city – especially the Aotea Arts Precinct and other commercial areas. Careful consideration needs to be made regarding the phasing of development to ensure that displacement risks are mitigated, and that the wider arts and entertainment offer is enhanced, not duplicated.
- + Developing these facilities, to a world class standard, would require significant capital and operational funding. Although these are not self-funding, they provide economic and other benefits to the city as a whole.

The Framework Plan has identified opportunities for event, cultural, and experience facilities, with the potential to create a new precinct on the site – likely focussed around Bledisloe Wharf and the Admiralty Promenade.

This could include major landmark buildings, facilities that will fill the gaps in Auckland’s current portfolio for years to come, and opportunities to use the land, wharves and waterspace to provide a range of attractive activities.

A masterplan process would further explore these opportunities, and work through the challenges identified above.





# ACCESS REQUIREMENTS

Currently, there are around 2,000-3,000 vehicle movements per day in and out of the port site, with a high proportion of heavy vehicles operating outside of peak times.

A land use change will see different travel demand and travel patterns emerge, including demand for public transport, active modes and vehicle access. As a comparison, there are 10,000-15,000 vehicle movements per day in Wynyard Quarter, which is half the size of the port precinct and still only around half developed.

Quay Street and the surrounding road network are constrained, and the development of residential, commercial and destination facilities would add further pressure on the network.

**A major change in land use would require a shift away from conventional transport solutions to reduce car dependency.**

**If we are to provide access to the site for thousands of people, a focus on active and public transport modes will be required.**

Significant planning work and investment, undertaken alongside a staged withdrawal of port operations, would be needed, to ensure that the impact on the transport network could be managed.

**As land is released into public use over stages, a key challenge will be to continue to allow for freight movement to support port operations, while demand (and priority) for other modes become increasingly important.**

## Ferries

The downtown ferry terminal at Queens Wharf is a key transport hub for the city, connecting north and east Auckland to Britomart

To support decarbonisation initiatives and the predicted future demand for ferry services, AT have indicated that 4,000 to 5,000 m2 of land area, plus berths, will be needed to support the electric ferry fleet.

The relocation of cruise ships and infrastructure from Queens Wharf and Princess Wharf would reduce conflict between ferries and cruise.

## Rail

The port is currently serviced by freight rail to the east of the site. KiwiRail is working to understand the impact of wider network changes and the potential scale of investment required to shift freight rail to a new port location. Should a relocation of port activities eventuate, significant opportunity exists to repurpose existing rail lines and to build off the planned investment in inter-regional rail.

There is potential opportunity to develop a new intercity bus, regional rail and metro transport interchange around the Quay Park area - which is in close proximity to the port precinct. An integrated transport hub would be a significant catalyst for growth in the area and would directly link the site to the City Rail Link and possibly interchange connections with future light rail services.

An opportunity exists to consider the connection between future cruise terminals and either proximity to a future interregional bus/rail interchange or the existing Britomart transport precinct.

## Quay Street

The re-alignment and straightening of Quay Street east of Tangihua Street has long been an urban design and development move identified in previous plans. This would create a strong east-west axis, linking Tāmaki Drive to the city centre.

It would also allow development on the southern side of the new alignment, providing for new functions to link Te Tōangaroa with the port precinct.

Image: Toronto Waterfront



**The provision of transport infrastructure suits the needs of an operating port, but as the land is re-developed for other uses, the transport requirements will change significantly.**





## BULK INFRASTRUCTURE



The level of service for bulk infrastructure, including three waters (wastewater, stormwater, and drinking water), is only adequate for the site's current use as a port.

**To support public use of the precinct, major investment will be required to connect to city centre infrastructure, and upgrade it for future use.**

With minimal underground infrastructure in place and the nearby network at capacity, any new development will require enabling investment in underground infrastructure to unlock the potential of the site.

This presents both an opportunity and a challenge for the future regeneration of the area. While significant enabling investment will be required to service the precinct, this provides the potential to ensure best practice water management principles are incorporated into all new development.

- + An opportunity to improve flood protection through better stormwater management
- + New green infrastructure to complement grey infrastructure and lengthen its lifespan
- + An opportunity to improve stormwater quality through natural filtration.

Stormwater and wastewater improvements in particular will require major investment and work to ensure the future resilience of the network is improved.





# CONTAMINATION AND GEOTECHNICAL ISSUES



**The site is listed on the Hazardous Activities and Industries List (HAIL), meaning there is contamination present.**

Like Wynyard Quarter, the contamination is associated with the fill used to form the reclamation. Typically, the contamination originates from the workshops and industrial activity that were on site for decades, spills (nickel and hydrocarbons), and buildings containing asbestos. Contamination associated with fuel storage is likely, both on specific sites and in the surrounding water.

Further investigations are needed to understand the contaminant loads and locations. On-site remediation should be used to avoid transferring the burden of contamination elsewhere.

There will also be a need to understand any geotechnical issues that might inform potential development.

# WHARF CONDITION AND LEASE TENURE



There is a distinction between wharves and reclaimed land on the port site.

The wharves have been maintained by the port company at a level appropriate for port use, and are at differing levels of capability. For any change in use to the wharves, upgrades to public accessibility standards will be needed. The wharves vary in age, Queens Wharf for example was constructed between 1907-13. The more recent addition of Fergusson North was constructed in 2017. Ongoing management and maintenance will be needed to ensure these structures are fit for their intended purpose.

**Since they are in the coastal marine area (CMA) and fixed to the seabed, occupation of wharves can be granted for a maximum of 35 years only.**

No titles can be issued. This is a legislative requirement within the CMA.

# COMPETITION FOR WATER SPACE



Due to the constrained waterspace around current berths, between Queens and Princes Wharves, ferry journeys are suspended whilst cruise ships berth at Princes Wharf. This disrupts ferry timetables and creates delays for passengers.



# UNLOCKING CRUISE



**We need to accommodate cruise ships and associated infrastructure in the city centre waterfront – and do this in a way that complements other uses (especially ferries) and sustainably accommodates future trends in the industry.**

There has been broad agreement in various studies and strategies over the last decade that cruise ships berthing in the city centre provide significant benefit for Auckland. Further, the cruise industry asserts that Auckland is an essential location for cruise ships visiting New Zealand. The industry has bounced back after Covid-19, and there is evidence that demand for cruise ship visits and full passenger exchange visits in Auckland will continue to increase.

We also expect to get more visits by large cruise ships, and to see the smaller, boutique cruise ships stay longer.

## CURRENT CRUISE INFRASTRUCTURE

Auckland currently has two cruise berths – on Queens Wharf east and Princes Wharf east, with cruise terminals in Shed 10 and the Hilton Hotel respectively. Whilst Queens Wharf is the primary cruise berth with larger terminal capacity, it can only berth ships up to 300m in length. Ships up to 320m can berth on Princes Wharf in certain conditions. Longer ships either stay in the harbour or berth on Fergusson north, part of Port of Auckland’s Container Terminal.

Nearly 150 cruise ship visits are scheduled in 2023-24, up from 103 in 2022-23. Of these 60% are booked to Queens Wharf, 35% to Princes Wharf and four ships are too long for either wharf. Around 20% of visits are by ships too large for Queens Wharf. Nearly 55% of visits are full or partial exchanges, with 33 days with two ships berthed at the same time, and two days with three ships at the same time.

## PREVIOUS STUDIES AND STRATEGIES

A number of studies and strategies have been developed in an attempt to find a more sustainable location for the cruise industry in Auckland. These include:

- + Central Wharves Strategy 2015. This attempted to balance the demand for and use of waterspace and land by ferries, cruise ships, visitor services and port operations in the light of aspirations for public use of the waterfront.
- + Cruise Action Plan 2015. This aimed to identify opportunities to increase the regional economic benefits from the cruise industry and its contribution to the visitor economy.
- + Port Future Study 2016. This considered options to increase cruise infrastructure capacity, including those considered in the Central Wharves Strategy.
- + We Have a Plan - Port 30-year Masterplan 2018. This provided POAL’s response to the Port Future Study.

**The Framework Plan has considered and built on the outcomes of all of these past studies.**



## ISSUES TO CONSIDER

### Desirable levels of growth

**There are a range of environmental, social and economic considerations, and infrastructure implications at play that need to be carefully weighed up.**

The global cruise fleet is set to grow by over 60 new ships entering service from 2023 through 2028, growing the fleet to 499 cruise ships. The global passenger capacity is projected to grow from 26.5 million (double occupancy) in 2022 to nearly 38 million by 2028. We expect to see the majority of new builds at both ends of the size scale - i.e. those over 300m in length and the smaller boutique ships. As the proportion of ships over 300m grows, so do the challenges for Auckland.

### Big ships

The largest cruise ships (~350m) are now longer than the available cruise terminal berths in Auckland, necessitating their positioning in the harbour or in the container port, which isn't ideal. Even the more usual ships (300m – 320m) are too long for Queens Wharf and can only berth on Princes Wharf in ideal conditions. New cruise berths will need to be considered.

### Conflicting demands on water space

Due to the constrained waterspace around current berths, between Queens and Princes Wharves, ferry journeys are suspended whilst cruise ships berth at Princes Wharf. This disrupts ferry timetables and creates delays for passengers. Providing dedicated cruise berths away from the ferry basin was a key component of the Central Wharves Strategy.

### Infrastructure needs

The availability of a suitable berth is only one factor of successfully accommodating a cruise ship visit. The cruise industry requires a terminal which is large enough for a full exchange of thousands of passengers, a customs-controlled space with capacity to fully provision a ship, and hard stand and access routes for taxis, coaches and trucks. Additional infrastructure may include shore side power to remove the need for ship engines to be active all the time and all-weather shelter for passengers. The cruise terminal on Princes Wharf is too small for the volume of passengers currently using this facility, while the increased use of Shed 10 and the southern apron is limiting the use of Queens Wharf for other public activities.

Consolidating cruise berths with a single terminal would enable greater efficiency of the use of land and the potential to better manage access and other impacts.

### City centre proximity

Feedback from the cruise industry indicates that one of the key attractions of Auckland as a cruise destination is the proximity of cruise berths to the city centre. Passengers are able to disembark right on the doorstep of the city centre and this is seen as a real draw card. While Queens Wharf and Princes Wharf provide this customer experience, the current use of Fergusson Wharf provides a less welcoming passenger experience.

### Extracting and sharing the value

The economic benefits of the cruise industry are the result of spending by passengers and crew, and expenditure by vessels on services and port charges. Exchange visits by cruise ships generate around 40% more benefit than day visits. This is due to the additional spend on hotels, food and beverages, retail and transport by passengers, and higher levels of provisioning by ships. In addition, overnighting in port by smaller, boutique and expedition ships enables passengers to spend more time ashore and experience additional activities outside of the city centre.

### Reverse sensitivity

Providing dedicated berths and a terminal for cruise ships will also help to reduce the impact of noise and other disruption on public use of the waterfront and on the increasing city centre residential population.

### The future of cruise infrastructure in Auckland

Work to identify a future location for cruise as part of the Framework Plan development has considered the above factors, and been based on the following guiding principles:

- + Two main berths are seen as sufficient to accommodate the bulk of demand and provide industry efficiency and flexibility. Further, the city and region will be able to cope with this volume of passengers.
- + Cruise facilities should be close to the city centre.
- + Cruise berths should ideally be located where they can share a terminal and other landside infrastructure.
- + Berths should be able to accommodate ships around 320m long and ideally oriented north-south. The occasional visits by larger ships will be accommodated elsewhere in the port.
- + Terminals should be able to cater for exchange visits of up 3000 to 4000 passengers per day.
- + Land side infrastructure should be able to cater

for customs, provisioning and access for this volume of activity.

- + Cruise ship activity should be sufficiently separated from other land uses to reduce or eliminate reverse sensitivity issues.
- + Cruise ship activity should be sufficiently separated from other water-based uses to reduce or eliminate operational impacts and conflicts.

**A dedicated cruise terminal with two berths in close proximity to the centre of the city will meet the needs of the cruise industry well into the future.**

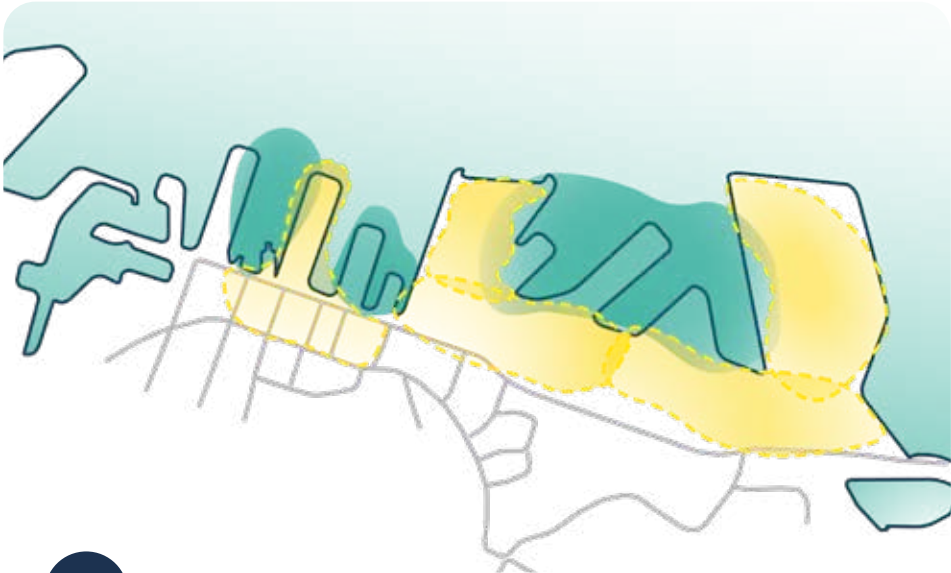
**Relocating cruise berths from Princes and Queens Wharves to Captain Cook and Bledisloe North Wharf provides immediate benefit for ferry services, including projected growth, and allows Queens Wharf to fulfil its potential with enhanced public and event use.**

**These benefits offset the need for additional infrastructure on Captain Cook, including an extended wharf structure to accommodate longer ships and the necessary landside infrastructure.**



# DESIGN KEY MOVES

Key spatial and infrastructure requirements:



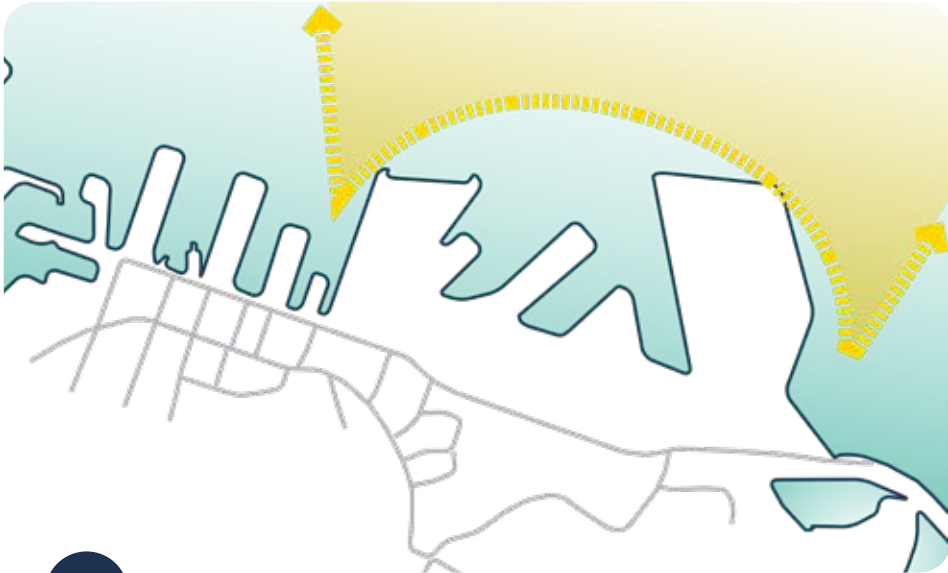
## 1 Create sub-precincts

Create a series of high-quality mixed-use sub-precincts, each with its own distinctive character and mix of uses. Include a range of commercial, visitor accommodation, small scale retail, food and beverage uses, and high-density residential with supporting community uses.

Create a series of waterside sub-precincts that enable the functioning of our working waterfront, and create opportunities to make space for water at the boundaries. How we use the waterspace is just as important as what happens on the land, so thinking about activity and access to Te Waitematā is key to this.



Image: Toronto Port Lands



## 2 Sense of place

Protect and celebrate visual connections to the surrounding context, maunga and Te Waitematā.



Image: Rangitoto



## 3 Make space for water

Allow water to flow through the site according to the overland flows of the original landforms from the south. Relieve stormwater issues around The Strand and create natural connections between Grafton Gully and Te Waitematā.



Image: Vallastaden, Sweden





#### 4 Connect to the harbour

Create high-quality continuous public access along the edge of the waterfront – a mixture of promenade and green space including opportunities to engage with the water.



#### 5 Stitch into the city

Re-align Quay Street to create a strong east-west axis linking Tāmaki Drive to the city centre. This would allow development on the south side to create a double-sided activated street.

Establish a north-south network to connect the water and to existing neighbouring precincts, enabling Quay Street to act as an urban unifier, not a barrier.

Create a highly activated east-west axis along the waterfront edge linking all new development.



#### 6 Site access

Create a new transit hub, indicatively located to serve the eastern end of the waterfront and Parnell.



Image: Battery Park Waterfront, NYC



Image: Quay Street, Auckland



Image: Northern Explorer, Auckland



# Framework PLAN

To plan for the redevelopment of the port precinct, we need to confirm the:

- **scale** and **type** of development appropriate for each part of the site
- future **mix** of **uses**, and how they will **complement** each other and the wider city centre
- **staging** and **timing** of land being released from port activities.

The Framework Plan does not yet reflect mana whenua views. We will need to work in partnership with mana whenua to develop any future masterplan for the port precinct.

*Sub-precincts and urban grain shown indicatively.*







# 1 INDICATIVE MIXED USE SUB-PRECINCTS:

A BLEND OF USES WITH A PREDOMINANTLY

RESIDENTIAL  
CHARACTER

COMMERCIAL  
CHARACTER

DESTINATION  
SUB-PRECINCT  
CHARACTER

WITH SUPPORTING SOCIAL INFRASTRUCTURE



1A INDICATIVE WATERSIDE  
SUB-PRECINCT



2 INDICATING SENSE OF PLACE



3 STORMWATER OVERLAND  
FLOW PATHS



4 WATERFRONT ACCESS



5A REALIGN QUAY STREET



5B WATERFRONT EDGE



5C NORTH/SOUTH CONNECTIONS



6 NEW TRANSIT HUB



EXISTING TRANSPORT NODE

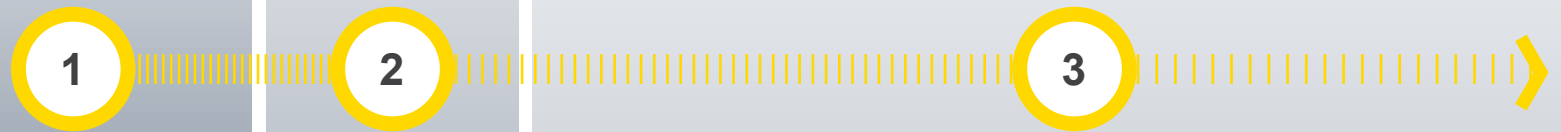


FRAMEWORK SCOPE  
BOUNDARY



# Staging

COMPLETED AND ONGOING  
PROGRAMME SINCE 1990'S



CENTRAL  
WHARVES

BLEDISLOE  
WHARF

FERGUSSON  
CONTAINER  
TERMINAL

VEHICLE  
IMPORTS

BREAK  
BULK

## Port land would become available as activities are withdrawn in stages.

These stages would likely unfold in a broadly west to east pattern following relocation of associated operations.

Each phase will be planned to support ongoing port operations and continuation of freight throughput, as well as catering for new uses and activities.

The Framework Plan has been developed based on an understanding that the port withdrawal might happen as follows:

### STAGE 1 - CENTRAL WHARVES

#### Five years to release port land

Captain Cook and Marsden Wharf could be released for public use within the next five years (approximately).

New berth on Bledisloe North to accommodate large cruise and other ships.

### STAGE 2 - BLEDISLOE WHARF

#### 15 years (approx)

Bledisloe Wharf could be released for public use within 15 years.

Consideration of what uses may be appropriate and complementary on Bledisloe Wharf edge and land has been included in this Framework Plan and will need to form part of the thinking around the central wharves.

### STAGE 3 - BLEDISLOE TO FERGUSSON

#### 35 years

Bledisloe Wharf to Fergusson Wharf could possibly be released after 35 years (approx).

The majority of the uses proposed through this stage focus on commercial, residential and mixed-use activity that support the city centre.



# STAGE 1 OPPORTUNITIES

The Framework Plan has been developed based on an understanding that the likely first stage of port withdrawal would see Captain Cook Wharf and Marsden Wharf released for public use within the next five years (approx).

The Stage 1 opportunity is to focus on the central wharves – Hobson Wharf Extension, Queens Wharf, Captain Cook Wharf and Marsden, and form an updated view on the role and function of these wharves and their surrounding waterspace.

While this is potentially a near-term, first-stage opportunity, the challenge will be to identify an appropriate mix of uses that can remain relevant permanently, rather than assume a temporary use.

## Central Wharves Strategy

The Central Wharves Strategy was adopted in 2015 by the Auckland Council. No formal updates have been made to the Central Wharves Strategy since 2015.

However changes have been made across the central wharves in response to recent developments and activities:

- + Providing for cruise on Queens Wharf via a berthing dolphin. This resource application was later withdrawn.
- + The 36th America’s Cup event and associated infrastructure.
- + The recent expansion of new ferry infrastructure on Queens Wharf.

## Queens Wharf

Queens Wharf is an important heritage site has been seen as the peoples’ wharf since 2011. It is currently used for public access, events, ferries and cruise. It is a

key regional transport hub, with recent expansions to the Downtown Ferry Terminal on the western side.

All of these uses have created demands on the wharf that are sometimes in conflict for space and incompatible.

The withdrawal of port activities would provide a real opportunity to consider a refreshed future for this heritage space, and its surrounding waterspace.

The key strategic move would be to move cruise ship berths off Queens Wharf (and Princes Wharf) and relocate this activity to Captain Cook Wharf with a further berth for larger vessels on Bledisloe North. This would open the water space up and reduce the conflict between ferries and cruise traffic.

Releasing Queens Wharf of its cruise function also releases Shed 10 of its cruise use and provides options for more public events and cultural activities in this heritage building. A Papa Kōkiri on Queens Wharf has been envisaged in the City Centre Masterplan and this could be provided in the front paddock of the wharf, linking to Te Komititanga and Queen Street.

We would also remove the Cloud, which has outlived its intended lifespan.

There could be opportunity for some public facing commercial activities and events on Queens Wharf. Opening access to the historic Admiralty Steps has been a long-awaited outcome for the waterfront.

## Hobson Wharf Extension

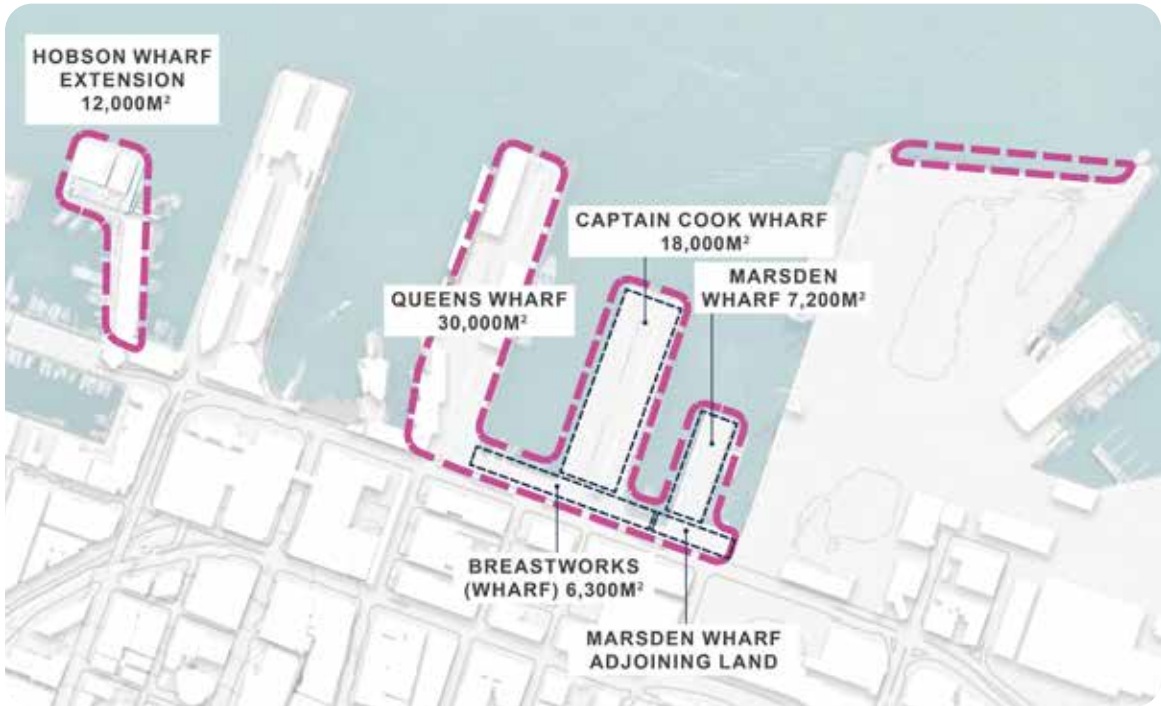
Hobson Wharf Extension was constructed as part of the 36th Americas Cup. This was a legacy wharf, built to accommodate major events, and outside of event time to be used for marine and public activities.

It is proposed through this Framework Plan that the Cloud is removed from Queens Wharf. In the short term there is an opportunity for this extended wharf to be a place used for medium size event activity such as food festivals and activity supporting major events such as fan engagement hubs. One option would be to consider pop up semipermanent infrastructure to host medium size events such as food festivals, experiential or digital exhibitions. This offering to be delivered by Tātaki Auckland Unlimited and with commercial providers.

Over the longer term, there is a potential to think about the future of the Maritime Museum on Hobson Wharf and if this cultural facility is moved to an area of the port land. This could then create a new life and function for both Hobson Wharf and Hobson Wharf extension.

## Captain Cook Wharf, Marsden Wharf and the Admiralty Promenade

Both wharves are under the control of the Port of Auckland at present. Releasing these wharves and the Admiralty Promenade that adjoin them creates scale for this waterfront space. The Framework plan has considered these wharves and spaces together – as outlined in the next few pages.

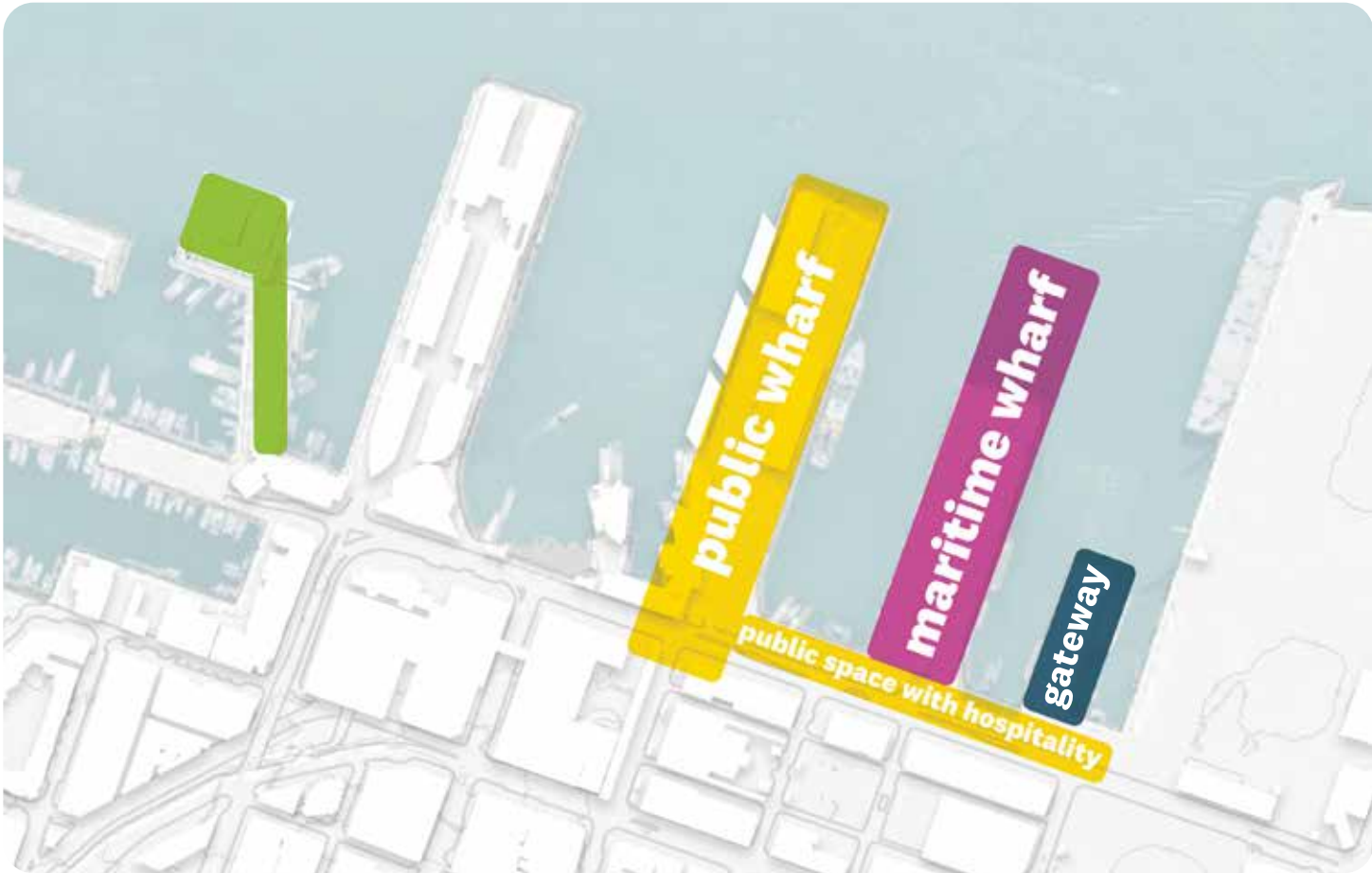


## In developing this Framework Plan and a masterplan, the following will need to be considered:

- + What should the specific identity and role be for each wharf
- + We need to define these spaces as part of the public space network and not duplicate what we have already
- + Opening up these wharves lends themselves to public use, but commercial development will need to play a role to help with activation and vibrancy
- + The role and staging of each wharf needs to consider compatibility and also reverse sensitivity issues (noise, light, dust)
- + The impact any land use change will have on the surrounding area and the transport network
- + Transport and supporting infrastructure requirements and planned developments
- + Changing the use of these wharves from a port function to public use will require an upgrade to high standard, which in turn attracts higher maintenance costs



# AN IDENTITY FOR EACH WHARF



## Hobson Wharf and Extension:

- + Recreation / attraction wharf
- + Medium sized event activity

## Queens Wharf:

- + Public focus
- + Move the cruise function (to Captain Cook Wharf – Maritime wharf)
- + Free up space for people facing and cultural activities, events and commercial activations.
- + Remove the Cloud and develop a refreshed future for Shed 10

## Captain Cook Wharf:

- + A maritime wharf – that supports the working waterfront
- + New dedicated cruise terminal with berths on both sides
- + Wharf extended to accommodate vessels
- + Create berthage and space for other working and visiting vessels

## Marsden:

- + A gateway wharf
- + An opportunity for a quality commercial development

## Admiralty Promenade:

- + A new east-west link that supports connections to Te Wānanga
- + A place for people facing activity which also supports small scale commercial / hospitality destinations

# CENTRAL WHARVES OPPORTUNITIES



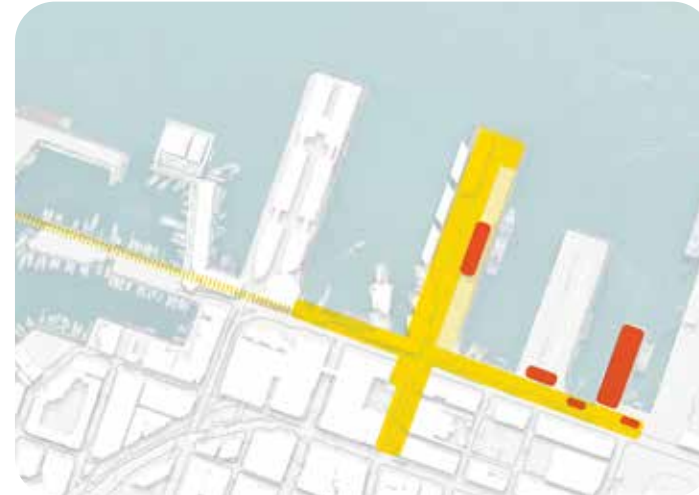
## Public Wharf

- + Establish a strong north-south connection from Queen Street and Te Komititanga to the end of Queens Wharf
- + Create a new east-west connection continuing from Te Wānanga and adding the heritage Admiralty Steps and breastworks
- + Consolidate the Downtown Ferry Basin access and infrastructure, which supports transport connections
- + Create a refreshed space for people to rest and relax, or engage with events and commercial activities that can stimulate activation over the day and night
- + Deliver the papa kōkiri, as outlined in the City Centre Masterplan, which presents a base from which Tāmaki mana whenua cultural identity is fostered, celebrated and shared with the region and the world

## Cruise / Maritime

- + Maintain a working waterfront function, including providing flexible berthing for working and visiting vessels when needed
- + Consolidate the cruise berths from Queens Wharf and Princes Wharf into a new cruise terminal
- + Would require additional wharf structure / extension for berthing and provisioning (size TBC)
- + A third berth to be provided for at the northern end of Bledisloe Wharf. This would require additional wharf structure / extension for berthing
- + Create a commercial edge to generate and support activity





## Ferries

- + Accommodate growth in the Downtown Ferry Basin
- + With the relocation of cruise off Princes and Queens Wharf, this provides the opportunity to eliminate the congestion with cruise and ferry timetables
- + Provide space on Queens Wharf for new electric ferry charging infrastructure

## Engage with the water

- + Along the Admiralty Promenade there are opportunities for people to engage with the water, particularly around the Admiralty Steps
- + There is the opportunity at Marsden Wharf to have a swimming pool, or the potential for a relocatable floating barge style pool
- + Engagement with the water, particularly for swimming, requires an improvement of the health of and mauri of Te Waitematā
- + There can be initiatives that build on the philosophy behind Te Wānanga – learning about sea ecology – such as mussel ropes and ichthyology

## Commercial opportunities

- + Establish commercial activity to support vibrancy over the day and night. There are commercial opportunities identified for each wharf, which will require partnership with the private sector. These are outlined below for testing:
- + Queens Wharf: A refreshed use for Shed 10 and new buildings to support cultural uses and activations on the eastern side of the wharf
- + Admiralty Promenade: Pavilion style food and beverage offering similar to Wynyard Quarter North Wharf
- + Captain Cook Wharf: Forming an active edge to the Admiralty Promenade with buildings and support for cruise
- + Marsden – this is reclaimed land presenting an opportunity for commercial activity that supports the adjoining Britomart Precinct
- + Hobson Wharf Extension: A place for an event space and/or sport and recreation facility.

## Destination opportunity

- + Creating new destinations that do not compete with the city centre is important. The destination opportunity is for those already expressed in the City Centre Masterplan including a Papa kōkiri or similar cultural function.
- + There is space to create new drawcards for residents and visitors to the waterfront



## STAGE 1

# CENTRAL *Wharves*



PUBLIC SPACE



CRUISE / MARITIME



FERRIES



ENGAGE WITH THE WATER



COMMERCIAL OPPORTUNITIES



DESTINATION OPPORTUNITIES

The Framework Plan does not yet reflect mana whenua views. We will need to work in partnership with mana whenua to develop any future masterplan for the port precinct.











# CENTRAL *Wharves* OPPORTUNITY





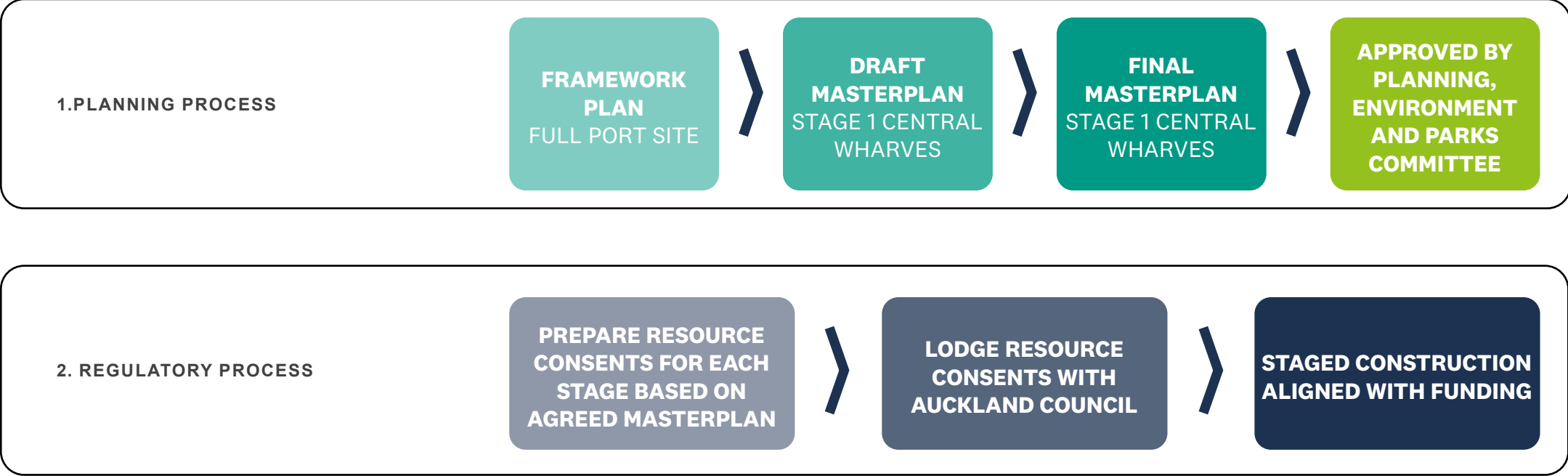
# *Next Steps*



Image: Hafen City, Hamburg.



PROCESS SUMMARY



The role of this Framework Plan has been to set out the vision, key outcomes, principles, mix of uses and development staging to guide the next phase of work.

Whilst the Framework Plan has been developed largely within the council group, the next stage will be developing a masterplan for Stage 1: the Central Wharves. This will mean a thorough engagement process with our mana whenua partners, local boards, key stakeholders and the public.

What is a masterplan?

A masterplan is an overarching planning document and spatial layout which can be used to structure land use and development. It provides a more detailed approach to change over time and provides an indication of the costs and time required for the process.

A masterplan will also inform the regulatory process including the resource consents needed.

Eke Panuku would lead the masterplan process on behalf of the council group, drawing from our experience and learnings of other projects. We would expect that:

- + Work to complete the draft and then final masterplan would take approximately 14-18 months.
- + We would work in partnership with mana whenua through the masterplan development process and the work would be undertaken in a way that is similar to Te Ara Tukutuku process.
- + Local boards will play an important role in this process and we will work with them through informal and formal decision-making forums.
- + A thorough community engagement and consultation process would be followed to engage Aucklanders and a range of waterfront and city centre stakeholders on this significant city shaping initiative.

The masterplan process will be informed by:

- + Technical studies to interrogate the issues identified in this Framework Plan
- + Engagement with adjoining landowners on the impact and opportunities of a redeveloped site
- + Engagement with the industry sectors – such as destination, tourism, cruise
- + Discussions with the private sector on the commercial opportunities to activate the sites in line with the vision
- + Consideration of the regulatory process for the site to enable outcomes in line with the vision.

The regulatory process will then follow:

- + Based on our understanding to date, we expect that once the masterplan is completed and agreed by Auckland Council that the resource consents be required and lodged.
- + As per our usual process, technical experts will be working on material to support the resource consent applications alongside the masterplan preparation. Once resource consents are lodged the standard process will be followed by Auckland Council, including a decision on notification of consents and any hearings required.



eke

*ngā mihi*

hōchihi

