



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

Mayor Wayne Brown.

Introduction – Ian Wheeler

- **Governing Body's LOE** asked Eke Panuku to investigate the port site development
- **Draft Statement of Intent** for Eke Panuku 2023-2026 includes:
 - Work with the **council** and Ports of Auckland Limited (**POAL**) on a *conceptual plan*, and *staging*, for the release of port land
 - Prepare a *preliminary framework plan* by **December 2023**.

Preliminary brief agreed in March with the Mayor's office:

- Assist the council to consider what to do with the site as port activities are **relocated**
- Work with the **council group** to provide direction on key elements, agree messages and progress
- Establish a high-level, preliminary **feasibility study**
- Identify the possible first stage of **land release** and the redevelopment opportunity
- Provide a **framework plan** to lead into the next phase of master planning.

Out of scope:

- **Assessment of any future locations for the port or feasibility of port relocation.**
- **Detailed costings for future uses** – noting that some high-level costings can be provided to inform next steps in **December 2023**.

What to expect – *deliverables*

July

Governing Body **Workshop**



- Discovery phase information
- Setting the scene
- High level summary of opportunities and issues

August

Governing Body **report** and **recommendations** on next steps



- What we heard from the workshop and test direction
- Key issues and opportunities and next steps to December

December

Draft Framework Plan



- Vision and goals
- Opportunities and issues
- Nature of the future development and value proposition
- Key moves to get us there
- Stakeholder feedback
- Staging recommendations
- Process and resourcing - what we need to develop the plan post December 2023

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

Mayor Wayne Brown.



Blue-green waterfront



Ki Tātahi

Smart working waterfront



Tuāhōanga ahu mahi

Public waterfront



Tauranga tāngata

Connected waterfront



Hononga tāngata

Liveable waterfront



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

The Site - *scope*

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

HOBSON WHARF
EXTENSION 0.6HA

QUEENS WHARF
3HA

POAL
81.5 HA

TEAL PARK
0.5HA

2 KM



Key *Questions* for this **workshop**

- To inform the Framework Plan, we will need to confirm an overarching vision for the site, and the *preferred mix of uses*, activities, and types of development.
- Do you agree with the conclusions to date on the *unlocking opportunities?*
- Do you agree with the rationale of a *staged release* and an initial focus on the central wharves?

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Strategic *opportunities:* Mix of uses

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

- A major, central, brownfield site of **scale**
- Opportunity for a gradual release over time of more waterfront land from lower to **higher value activity**
- **Opens 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
- A new significant **mixed-use community** in the inner city

HOBSON WHARF
EXTENSION 0.6HA

QUEENS WHARF
3HA

POAL
81.5 HA

TEAL PARK
0.5HA

2 KM





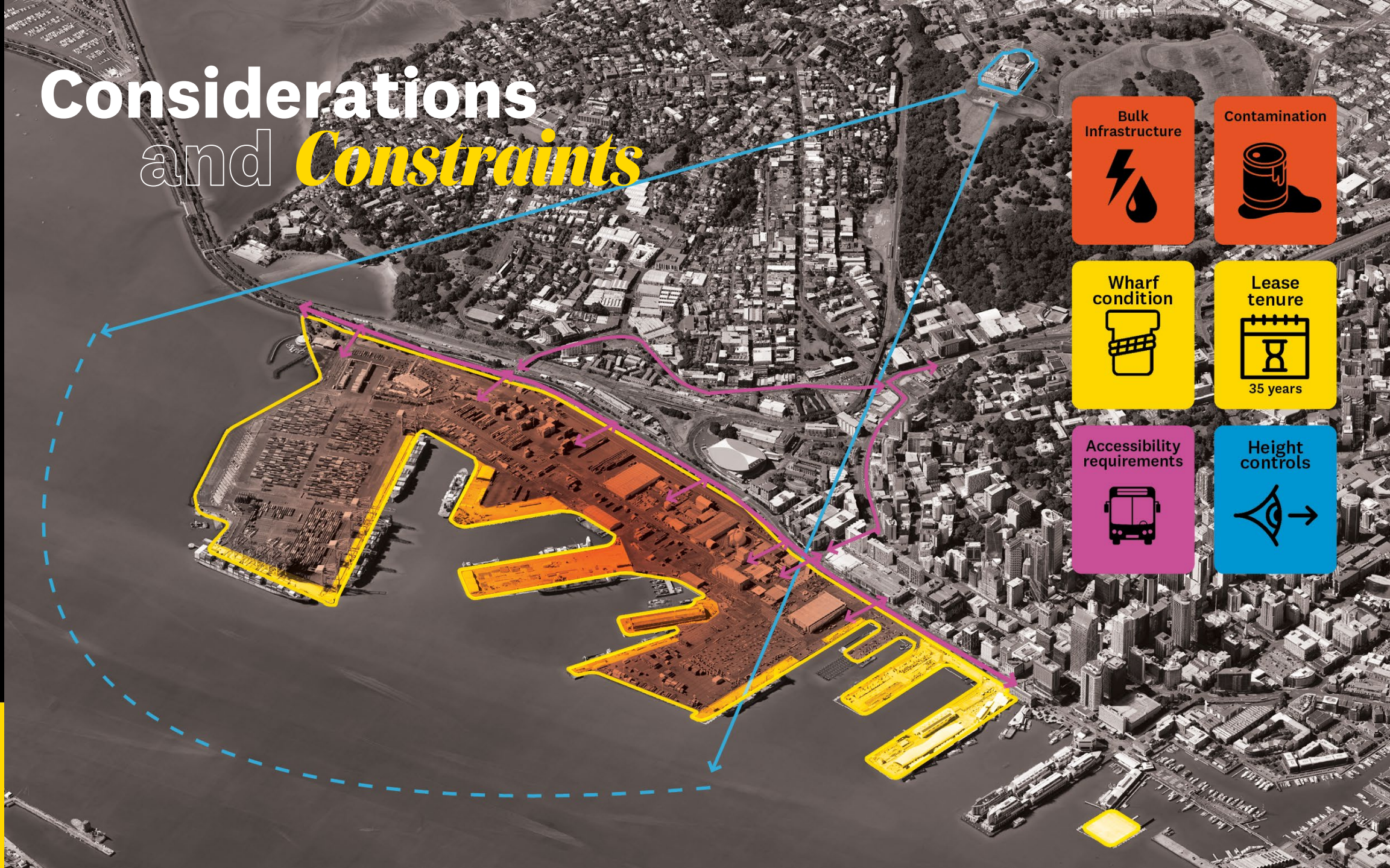


Principles


Regardless of the chosen mix, the following will be intrinsic outcomes:

- **Honouring Te Tiriti and mana whenua partnership**
- **High-quality design throughout** – buildings, spaces and movement
- **Publicly accessible** - particularly access to the water's edge
- **Improve the health and mauri of the Waitematā Harbour**
- **Celebrate the area's history and heritage**
- **Wide range / mix of supporting uses**
- **Measures to mitigate stormwater flooding, sea-level rise etc.** - climate resilient
- **No further net reclamation**
- **Protecting important viewshafts**


Considerations and *Constraints*



Bulk Infrastructure



Contamination



Wharf condition



Lease tenure




35 years

Accessibility requirements



Height controls



Imagining the *future*:

Unlocking Opportunities

Blue-green
waterfront



Ki Tātahi

Smart working
waterfront



Tuāhōanga
ahu mahi

Public
waterfront



Tauranga
tāngata

Connected
waterfront



Hononga
tāngata

Liveable
waterfront



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

ppcarnuku

Unlocking *Opportunities*

- **Making space for water** and elevating the site will be vital for managing future *resilience* to stormwater and sea level rise
- *Cruise infrastructure* and location to be confirmed
- The Eke Panuku advice is that this is a **poor location** for a 'city centre *stadium*'
- We see an opportunity to create a world-class **arts, culture, and entertainment *destination***

Responding to
climate change
and inundation



The future
location of *cruise*
ships



Potential
stadium
on the port land



Potential for a
destination
experience

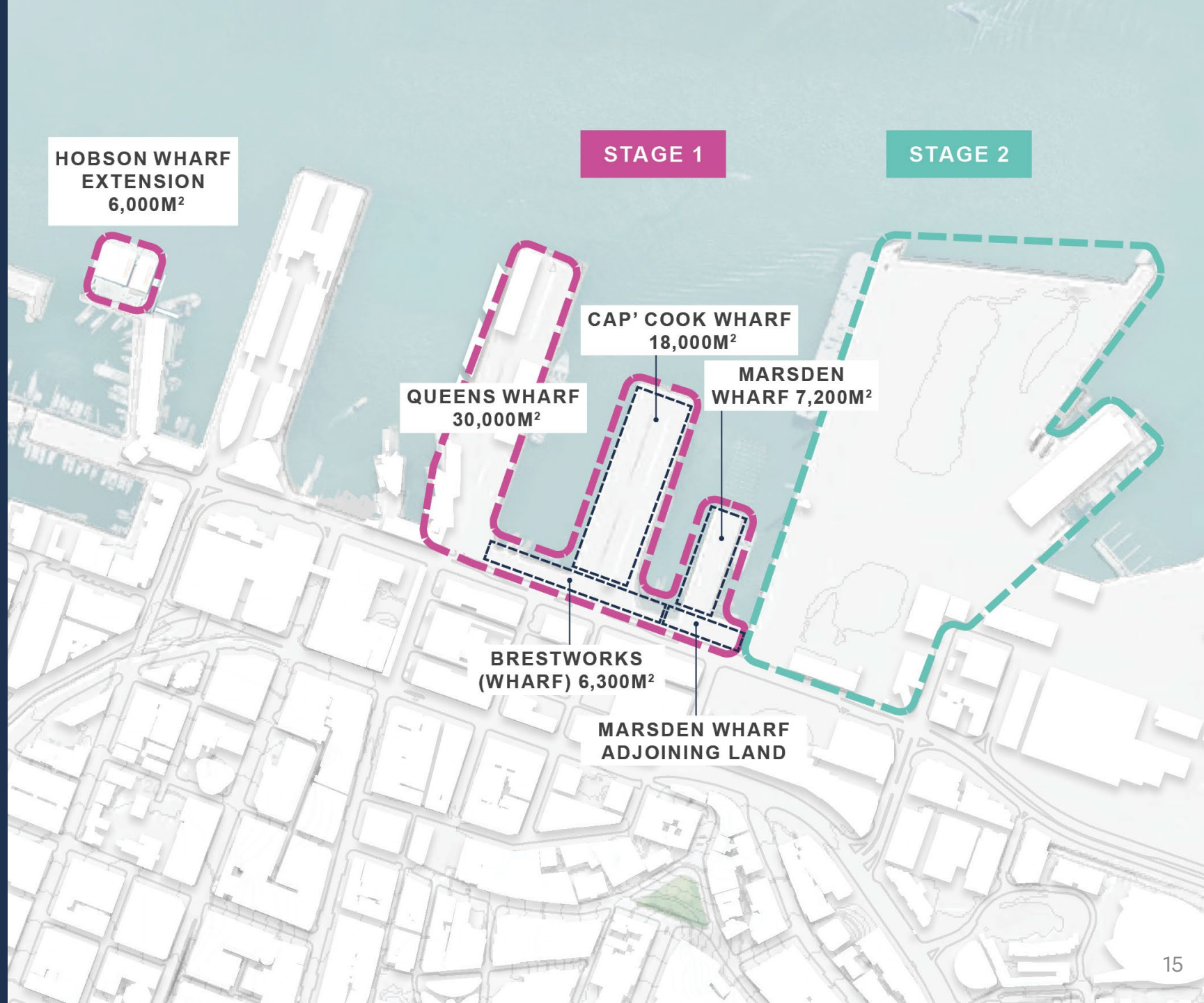


Staged release

The port land is of a significant **scale**. Scale can also be a proxy for **time**.

Like all major projects a staged approach helps gather momentum and early results.

The opportunity is to focus in on the central wharves, including Hobson wharf extension, and form an updated view on the role and function of these wharves and the supporting waterspace.



Discussion

- To inform the **Framework Plan**, we will need to confirm an overarching **vision** for the site, and the *preferred mix of uses*, activities, and types of development.
- **Wynyard Quarter** represents
 - **23%** public open space
 - **23%** transport corridor and supporting infrastructure (raingardens etc)
 - **54%** development – to activate investment



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Discussion

- Do you agree with the conclusions to date on the *unlocking opportunities?*
- Do you agree with the rationale of a *staged release* and an initial focus on the central wharves?

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Port Precinct

Future Development

Appendix



Imagining the *future:* Mix of uses

Blue-green
waterfront



Ki Tātahi

Smart working
waterfront



Tuāhōanga
ahu mahi

Public
waterfront



Tauranga
tāngata

Connected
waterfront



Hononga
tāngata

Liveable
waterfront



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

Potential *mix* of uses

DEVELOPABLE AREA:

45-55%

WYNYARD QUARTER BENCHMARK

54%

MOVEMENT AND
INFRASTRUCTURE NETWORK:

15-25%

23%

PUBLIC OPEN SPACE:

15-30%

23%

Type of development...?



CONVENTIONAL
URBAN

An urban development could provide a desirable residential area, and commercial return for the developer, but might there also be an opportunity to do something more creative with this site?



Indicative
Wynyard Quarter
benchmark



CULTURAL / ENTERTAINMENT
DESTINATION

The site could be developed into a unique arts, culture, and entertainment destination, and a place that Aucklanders can call theirs, but these types of uses would require significant public investment to build and maintain.

Scale of development...?



MAXIMUM
DEVELOPMENT

Such a large site represents considerable commercial opportunities. Maximising the development would allow for a wide range of uses and attractions, but we need to acknowledge the costs and risks associated with protecting this coastal site from inundation.

Tiramarama Way, Wynyard Quarter



Indicative
Wynyard Quarter
benchmark



NATURAL / ECOLOGICAL
REGENERATIVE RESPONSE

Choosing to devote such a large site to open space, a new regional park or wetland or even declaiming parts of the site could help the city adapt to climate change and improve the health of the harbour and our people, but it would not deliver a commercial return, or provide for other uses that could be housed on the site.

Hunters Point South, Long Island, New York

Types of outcomes...?



COMMERCIAL
BENEFIT

Commercial development would deliver the most financial return to the council, but may not offer other potential benefits to the city and its people.

Indicative
Wynyard Quarter
benchmark



FOUR WELL BEINGS
(SOCIAL, CULTURAL, ECONOMIC, ENVIRONMENTAL)

The site provides a range of opportunities for enhancing Aucklanders' wellbeing and delivering significant environmental benefits, but these types of uses would not deliver a direct financial return, and would require ongoing investment.

Port Precinct Future Development: Discovery Phase

Further information:

Key facts
and *stats*

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Our place

- Te Waitematā waterfront is part of the 'blue edge' to our coastal city.
- It is where Tāmaki Makaurau began, supporting people living and trading at the harbour edge for hundreds of years.



Image: Nga One Maru o Huatau – 1840s shoreline from Te Ara Tukutuku Plan

Scale of the site

Almost twice the total area of Wynyard Quarter

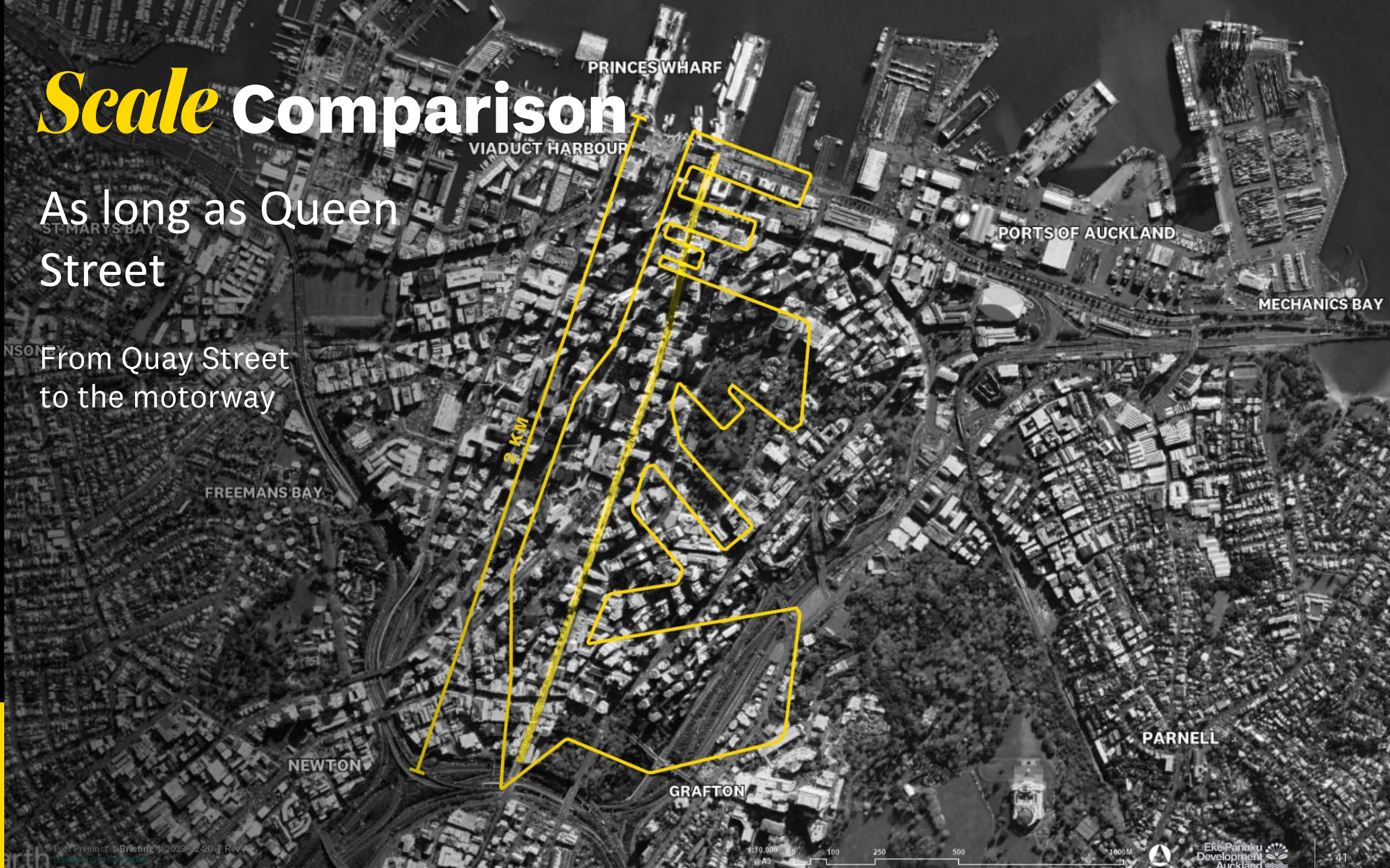
- The Vision for Wynyard Quarter was established in 2005
- The staged development is half way through, with the remaining stage expected to take approx. 10-15 years



Scale Comparison

As long as Queen Street

From Quay Street to the motorway



Scale Comparison

Docklands, Melbourne

130 Ha

West Melbourne

30 years and still
in progress



Port Precinct Future Development: **Discovery Phase**

How do we get there?

Pathway to a **framework plan**

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Waterfront Plan and Goals set the way...

Blue-green waterfront + Climate change resilience
+ Environmental improvement



Smart working waterfront + Supporting marine industry
+ Supporting tourism and development



Liveable waterfront + Identity and character
+ Activity and events



Public waterfront

+ Engagement with the water
+ Places for people



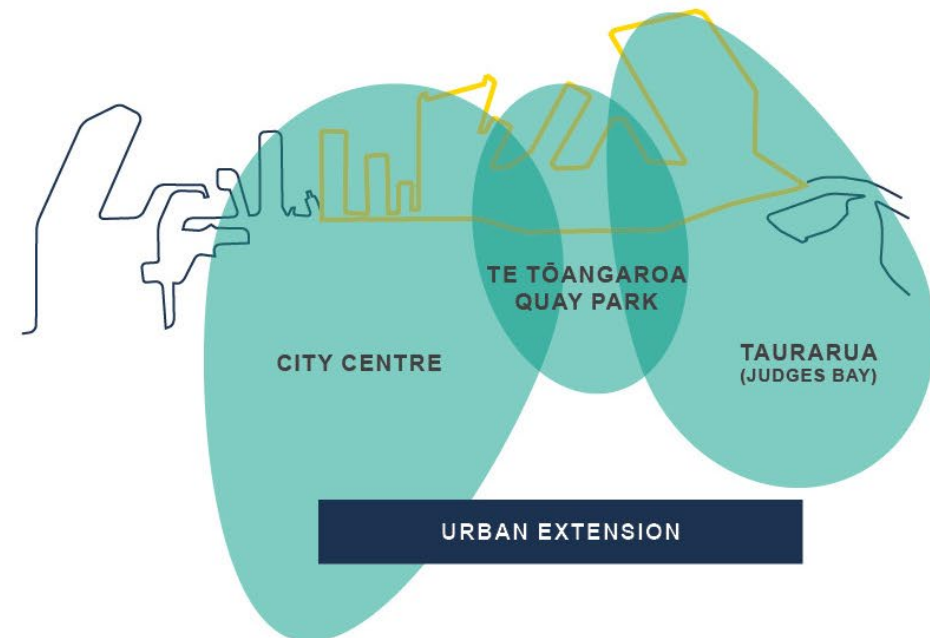
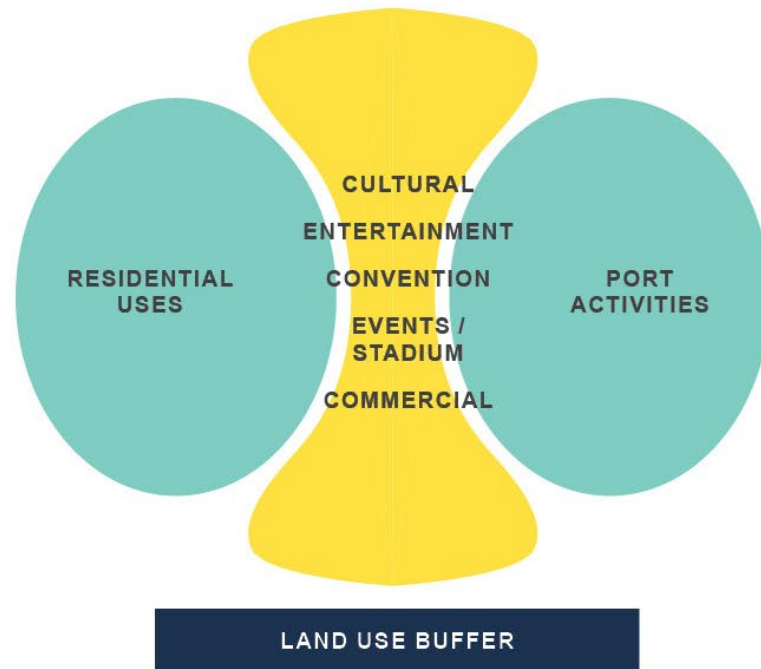
Connected waterfront

+ Legibility
+ Movement



Key considerations

- To plan for the redevelopment of the port, we need to understand some *key considerations* including:
 - How well future uses will ‘go-together’
 - How we can make this new area an authentic part of the city
 - How we make this new area a complementary part of the city



The Port Site

- Distinction between **wharves** and **reclaimed land**.
- Due to location in the coastal marine area – occupation can be granted for wharves for **35 years** (no titles can be issued).
- Based on use, wharves are at differing levels of capability and have been maintained **appropriate for port usage**
- For any change in use, upgrades to **public accessibility standards** will be needed



The Port Site



- Contamination from the formation of the original reclamation and the uses over time.
- Historic Uses: Gasworks, abattoir, bulk liquids.
- Contamination sampling is undertaken when there is specific need to ascertain ground conditions for a project.
- Recent projects / site investigations encountered asbestos, heavy metals (nickel) & hydrocarbons.

The Port Site



20m (~6 storeys)

36m (~10 storeys)

Regional viewshafths to Maungawhau Mount Eden from Devonport and to the Auckland War Memorial Museum from the Waitematā.

The **Auckland War Memorial Museum Viewshafth Overlay** is more restrictive than the regional viewshafths in the permitted height limits within the port area.

Specifically, height limits of 18-38m apply to the port site, enabling developments of **5-10 storeys**, with permitted height limits lower in the northern part of the site.

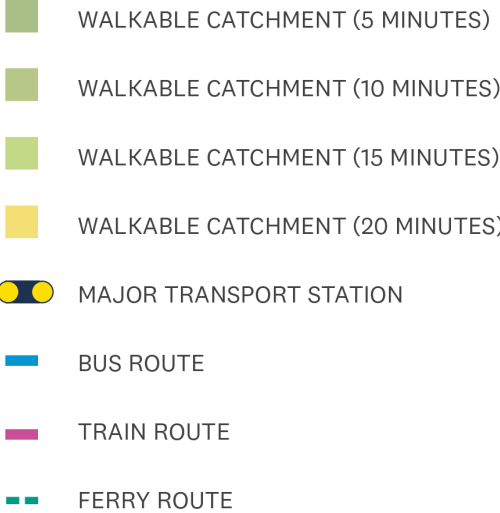
The Port Site

- The level of service for **bulk infrastructure** including 3 waters, is only adequate for the current use as a port.
- Major investment will be required to connect this land to city infrastructure.
- Stormwater and waste water represent the majority of investment required, which includes understanding how much capacity there is to cope with a change in use.



The Port Site

- The level of service for **transport connectivity** is only adequate for the current use as a port
- Any changes to the adjoining land uses will influence accessibility



Port Precinct Future Development: Discovery Phase

Applying our
knowledge

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Eke Panuku approach in priority locations

Eke Panuku has four 'levers' for implementing our mahi across Tāmaki Makaurau in regeneration areas:

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

We invest in public benefits first – this in turn generates private sector investment

Wynyard Quarter: **Before** and *after*



2009



2013



Learning from experience

Successful urban regeneration of a significant scale occurs over several decades

- The vision for Wynyard Quarter was set out 2005 and it will be fully delivered by 2035
- That is **30 years**' work and investment from both council and private investment to deliver on the vision
- Think about your local area and the transformative projects underway. The majority of these locations already have existing infrastructure
- A new brownfields site such as the port land will need to start at first principles
- Considering the port site is **more than twice the size of Wynyard Quarter**, it may take until **2060-2080** or beyond to fully realise the site's potential.



Wynyard Quarter



Avondale



Henderson



Manukau



Panmure



Takapuna



Northcote

Port Precinct Future Development: Discovery Phase

Development *Potential*

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Development opportunity and the market

- Development/investor interest in the Port Precinct will be critical to its future success, as it has been in both the Viaduct and Wynyard precincts.
- Port Precinct land released progressively will add to land and waterside supply. Need to think about *complementary* not *competing* uses to support the city centre.
- 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.

Development - Progress and pipeline

VHHL LAND
225,000M² GFA
(POTENTIAL)



WYNYARD CENTRAL
115,000M² GFA



TE ARA TUKUTKU
40-69,000M² GFA



DOWNTOWN CAR
PARK (IN PLANNING)



COMMERCIAL BAY -
57,600M² GFA

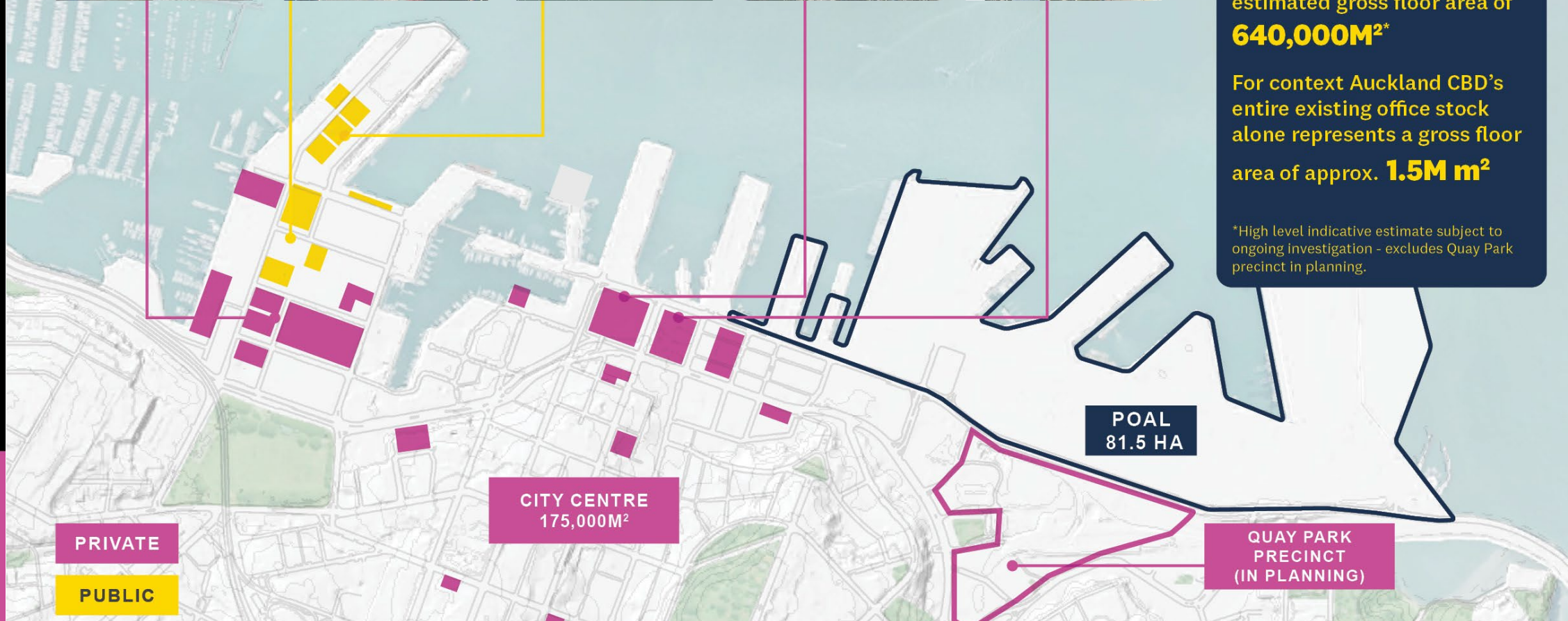


Development pipeline...

Planned development expected in the downtown area over the next 5-10 years amounts to an estimated gross floor area of **640,000M²***

For context Auckland CBD's entire existing office stock alone represents a gross floor area of approx. **1.5M m²**

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



PRIVATE
PUBLIC

CITY CENTRE
175,000M²

POAL
81.5 HA

QUAY PARK
PRECINCT
(IN PLANNING)

Public Space – Progress and pipeline



Public space allocation...

Recent and upcoming public space projects amount to approximately **9.1 Ha**

For context, a minimal approach* to public space allocation across POAL land would create approximately **16 Ha** of public open space.

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

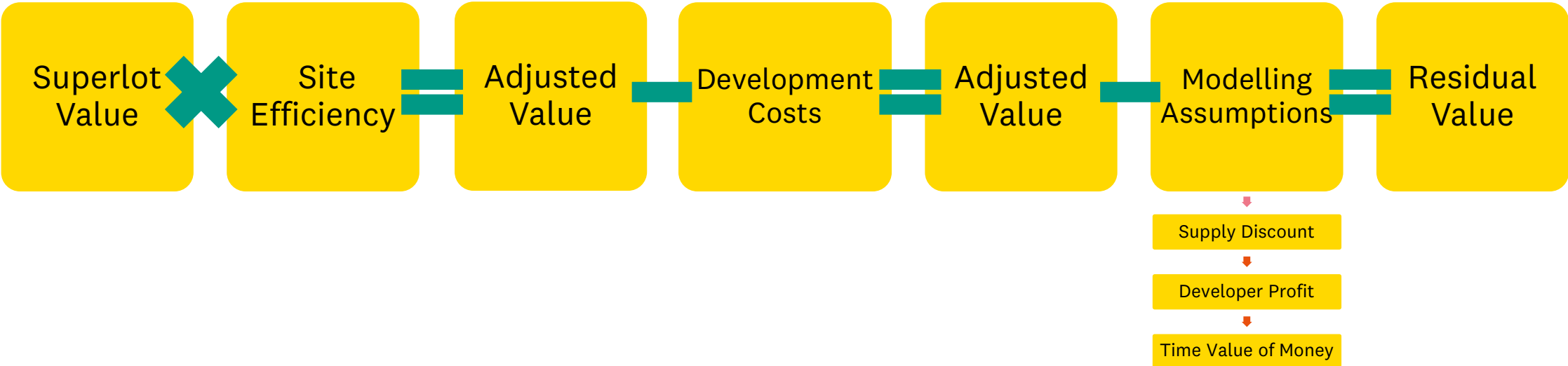


Valuing the land

- There are standard ways that land and waterspace can be valued
- The developable area is determined by:
 - Amount of public open space provided
 - Amount of space needed for movement networks – roads, cycleways etc
 - Tenure – e.g. land versus wharf
 - Planning restrictions – e.g. viewshafts & height
 - Accessibility to and from the site



Diagram indicating area of wharf vs land and indicative spine road access for calculation purposes.



Unlocking *Opportunities*

These are key issues worthy of attention and guidance at this early stage as they have the potential to ‘unlock’ future decisions and staging around the port land.

We seek your direction on these to help clear a pathway for the framework plan.

Responding to *climate change* and inundation



Potential *stadium* on port land



The future location of *cruise* ships



The potential for a *destination* experience.



Unlocking Opportunities

Responding to
climate change
and **inundation**

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Current state and future considerations

- The existing wharves are at 3.4m relative level (RL), which is roughly 1m above the current 1 in 100 year storm tide and around 1.8m above the mean high water spring tide.
- Current models predict a **1m rise** in sea level within the next **100 years**.
- Based on existing ground levels, a 1m sea level rise would result in partial inundation of the site due to waves overtopping, while a **1.5m** rise would result in **total inundation**.

Exposure to climate change impacts & natural hazards

- The port is higher than land surrounding it
- It is currently and will be subject to coastal inundation over time – this is about the sea coming in alongside increased rainfall intensity which means rain heading out to sea
- The site will need to protect against sea level rise and convey clean water back to the harbour
- Over time some raising of levels would be needed for port functions
- Natural hazards such as seismic events and tsunami will need to be considered in site establishment and development planning

Coastal inundation 1%AEP + **1.0m Sea Level Rise**



Coastal inundation 1%AEP + **1.5m Sea Level Rise**



Responding to *climate change*

Make space for water and elevate the site for *resilience*

Through sea level rise, overtopping and flooding, **making space for water** will need to be part of the design approach and will affect the amount of land that can or should be developed.

A **resilient** design would require increasing the ground levels to **4m RL** (i.e. raising levels by 0.6m) as a minimum, while 5m or 6m RL would provide for a longer horizon of occupation

Our climate is changing – how do we respond on the port site?



MAXIMUM DEVELOPMENT

Such a large site represents considerable commercial opportunities. Maximising the development would allow for a wide range of uses and attractions, but we need to acknowledge the costs and risks associated with protecting this coastal site from inundation.



NATURAL / ECOLOGICAL REGENERATIVE RESPONSE

Choosing to devote such a large site to open space, a new regional park or wetland or even declaiming parts of the site could help the city adapt to climate change and improve the health of the harbour and our people, but it would not deliver a commercial return, or provide for other uses that could be housed on the site.

Unlocking Opportunities

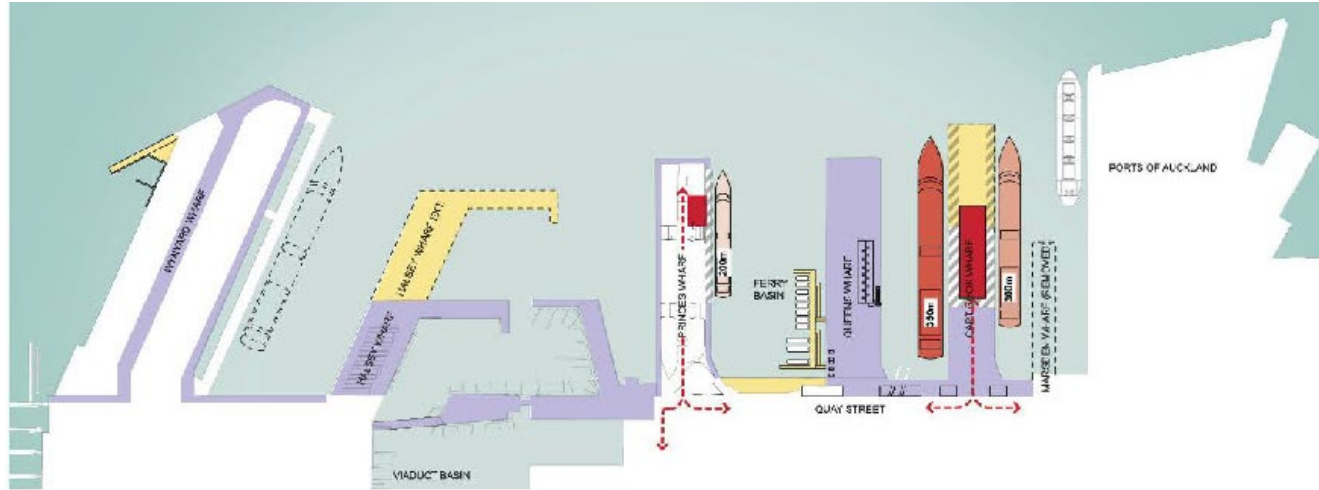
Future location of *Cruise*

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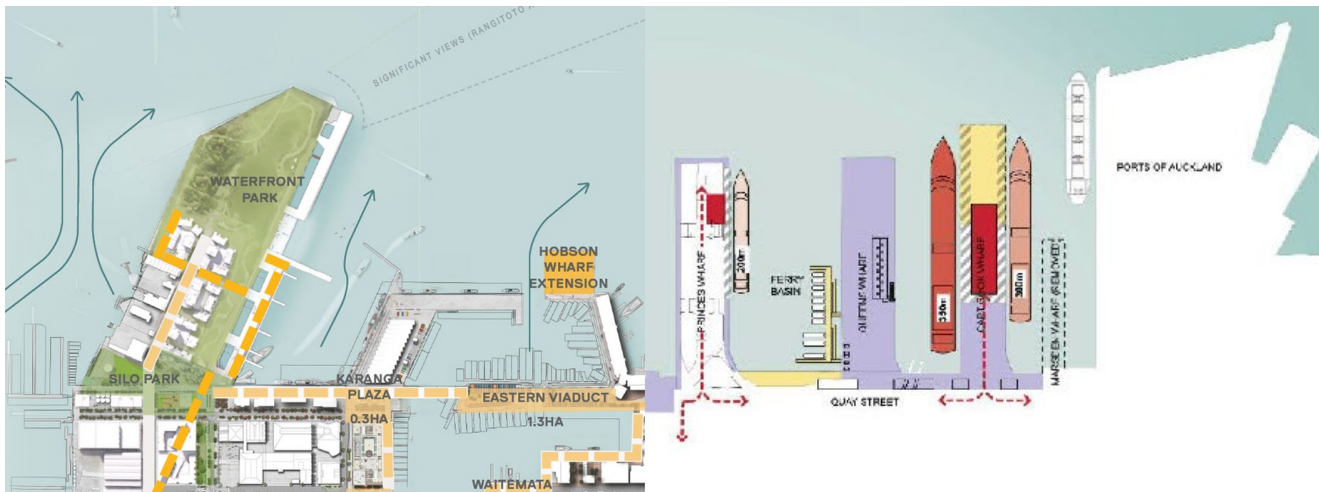
Future **location** for *Cruise*

- The industry is an important contributor to Auckland and our economy
- Auckland is a vital port and key turn around point for cruise, which supports the rest of New Zealand
- The industry is growing rapidly following Covid-19, and this growth will continue
- Cruise vessels are getting bigger, and also more boutique. Mid-size vessels are being retired
- The summer cruise season is extending to at least 7 months a year, plus some winter cruising

Central Wharves Strategy 2015



- The Central Wharves Strategy was adopted in 2015 by the Auckland Council Governing Body. Captain Cook wharf was seen as the appropriate location for cruise growth.



- No formal updates have been made the Central Wharves Strategy since 2015 – however changes have been made across the central wharves responding to the AC36 event infrastructure, and the recent expansion of new ferry infrastructure.

The *opportunity* for the central wharves

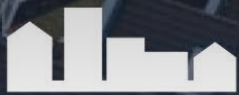
Queens Wharf:

- Queens Wharf has been a key wharf for use since 2011. It is the peoples wharf – to be used for public, events, and cruise.
- It is also a key transport hub, with recent expansions to the Downtown Ferry Terminal.
- All of these uses over time have created demands on the wharf that are sometimes incompatible.
- Cruise and ferry times clash, which creates delays for commuters and visitors to Auckland.
- Considering a refreshed future for QW and the surrounding wharves is an opportunity of this work.

Cruise represents a contribution to our tourist economy but its infrastructure requirements can cause restrictions to our wharves.

We think there is a place for cruise.

We will keep working on future options that provide the opportunity to revive the role the central wharves play through the next stage.



CONVENTIONAL
URBAN

An urban development could provide a desirable residential area, and commercial return for the developer, but might there also be an opportunity to do something more creative with this site?



CULTURAL / ENTERTAINMENT
DESTINATION

The site could be developed into a unique arts, culture, and entertainment destination, and a place that Aucklanders can call theirs, but these types of uses would require significant public investment to build and maintain.

Unlocking Opportunities

Stadium on the
Port land

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Stadium consideration

- The decision around providing for a new downtown stadium is a city shaping initiative that will have impact on how this precinct and the city develops over time.
- Tātaki Auckland Unlimited representatives are leading this conversation across Tāmaki. Tātaki is also leading on the single stadium operator model. This is outside the scope of this port precinct future development work.
- The key question for this work is **whether or not the port land** is an appropriate location for a stadium.

Stadium design considerations



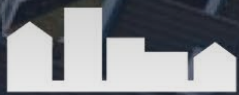
A stadium in the city centre?

- A new fit-for-purpose stadium in the city centre could host multiple sporting codes, concerts and major events.
- Previous assessments have identified benefits in having a stadium in downtown Auckland, and these remain valid, these are:
 - Proximity to public transport
 - Complementary services such as accommodation, bars, restaurants, retail and informal recreation spaces
 - Better spectator experience, and wider benefits to the city and its economy
 - Less noise, lighting, security, traffic and parking impacts on residents
 - Likely to get more use than a suburban stadium
 - Would be a catalyst for genuine economic value creation
- A key question for this work is - is the port site suitable?... and is a stadium the best use for the port site?

A *stadium* on the port site?

A city centre stadium would provide many benefits to the city. But in order to realise these benefits, it needs to be based in the best location - not all city centre locations are equal.

We have concluded that none of the sites within port land are suitable.



CONVENTIONAL
URBAN

An urban development could provide a desirable residential area, and commercial return for the developer, but might there also be an opportunity to do something more creative with this site?



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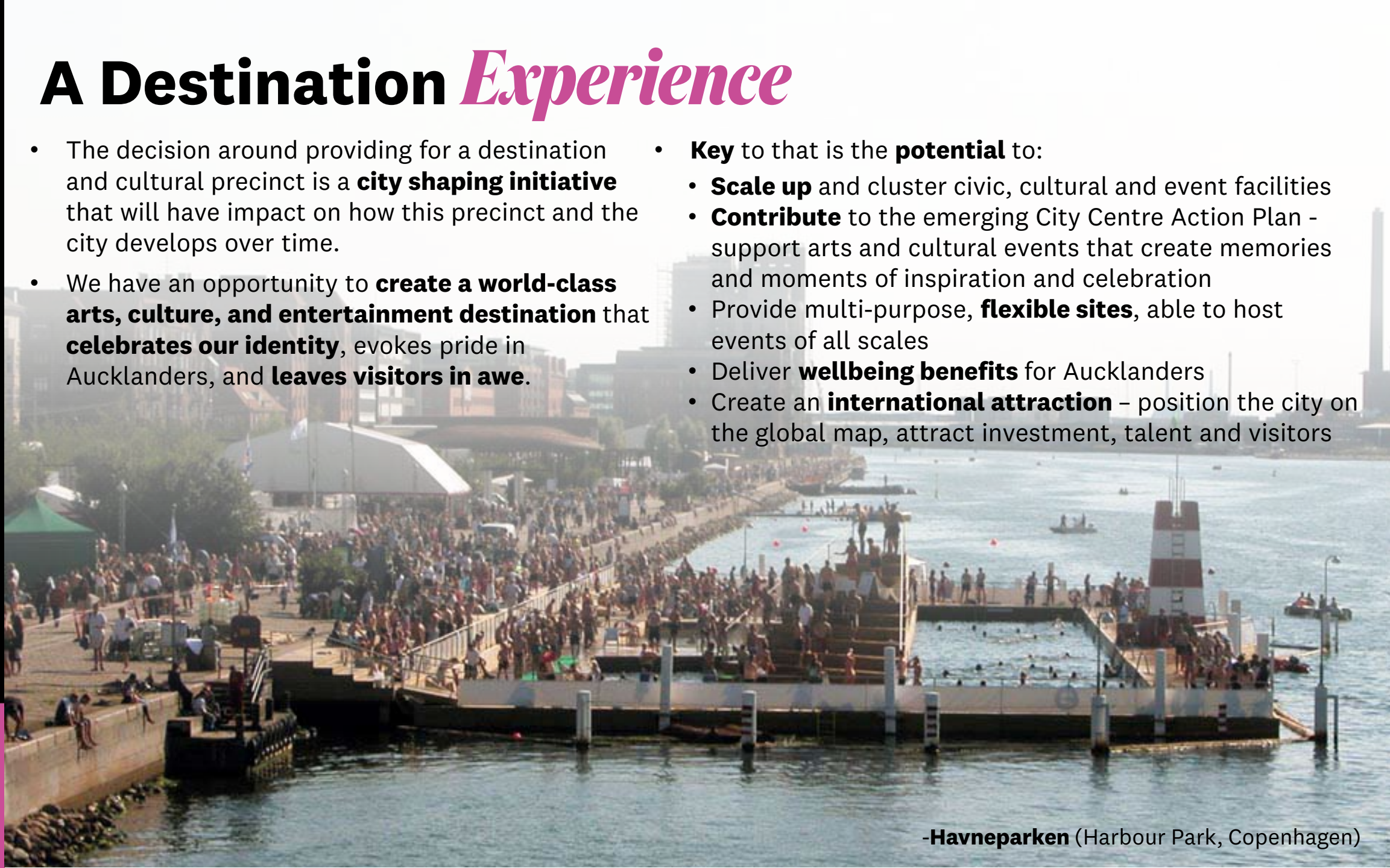
Unlocking Opportunities

Destination *experience*

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A Destination *Experience*

- The decision around providing for a destination and cultural precinct is a **city shaping initiative** that will have impact on how this precinct and the city develops over time.
- We have an opportunity to **create a world-class arts, culture, and entertainment destination** that **celebrates our identity**, evokes pride in Aucklanders, and **leaves visitors in awe**.
- **Key** to that is the **potential** to:
 - **Scale up** and cluster civic, cultural and event facilities
 - **Contribute** to the emerging City Centre Action Plan - support arts and cultural events that create memories and moments of inspiration and celebration
 - Provide multi-purpose, **flexible sites**, able to host events of all scales
 - Deliver **wellbeing benefits** for Aucklanders
 - Create an **international attraction** – position the city on the global map, attract investment, talent and visitors



Destination *Opportunities*

Te Ao Māori showcase and centre:

- Celebrate our rich cultural heritage / recognise our pacific seafaring history

Water-based amphitheatre for maritime events and activities

- Increase the volume and scale of maritime events e.g. Moana Pasifika, Tall Ships Race, to attract thousands of visitors

Exhibition space

- A venue for international events and exhibitions

Parks and open space:

- A regional park that interacts with the coastal edge and allows inundation from the sea
- An urban beach or tidal pool, where people can touch the water
- Book end the city centre waterfront, with Te Ara Tukutuku at the western edge



There are a host of ways this site could be used to create a well-loved destination attraction and the opportunity for these to morph and change over time, as new uses become relevant.

**How much of the site should be devoted to this type of use?
We think there is an opportunity for this to be a destination attraction.**

We will continue working with Tātaki to consider these opportunities in the framework plan.



**COMMERCIAL
BENEFIT**

Commercial development would deliver the most financial return to the council, but may not offer other potential benefits to the city and its people.



**FOUR WELL BEINGS
(SOCIAL, CULTURAL, ECONOMIC, ENVIRONMENTAL)**

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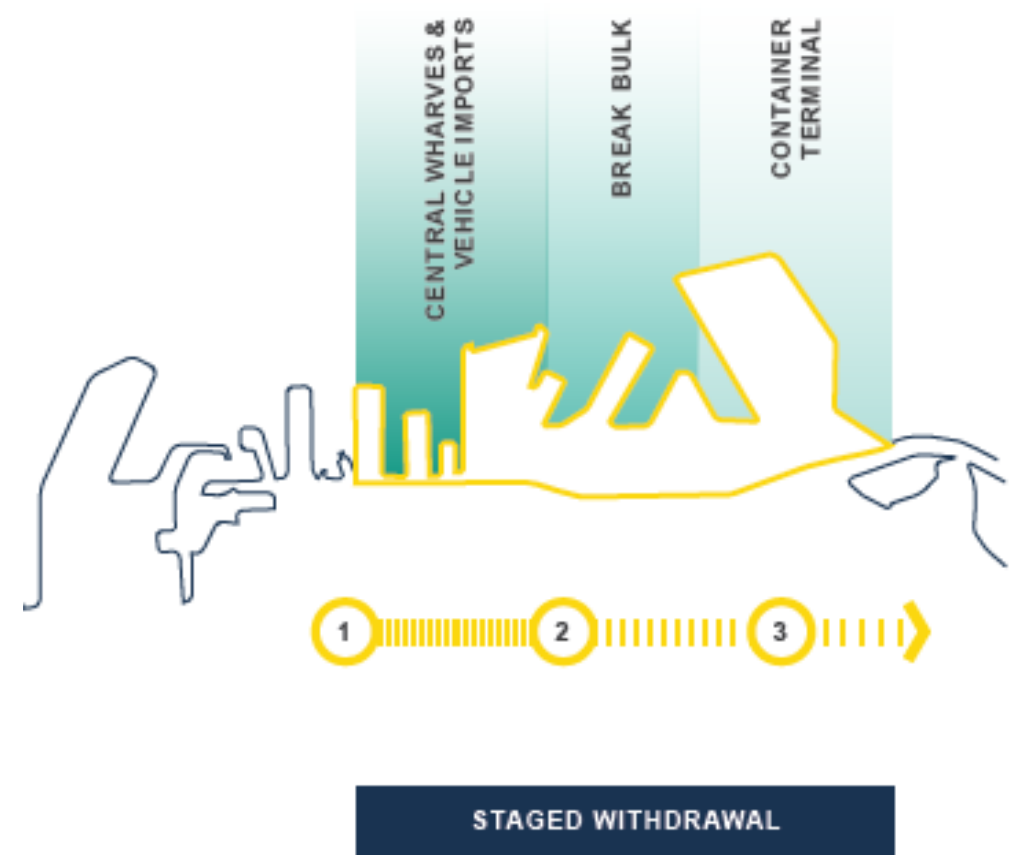
Port Precinct Future Development: Discovery Phase

Staged release

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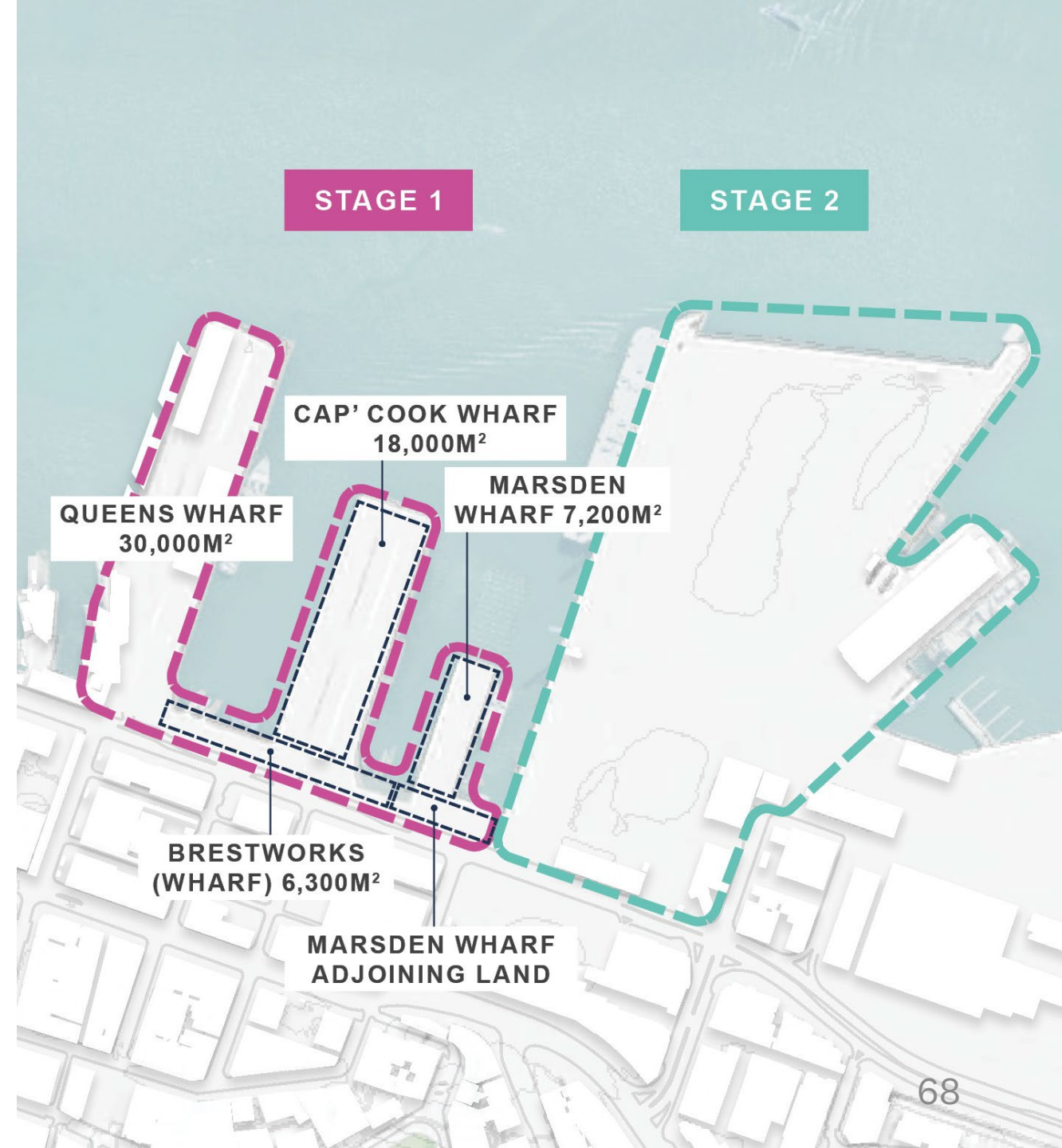
Staged release of port functions

- Staged release to be informed by what has been delivered recently and what is in the public and private sector pipeline.
- The considerations need to be place-led, what do we as a city need or want in these spaces and places over time?
- Early staged release discussions hinge on:
 - Additional information to come from Mayor's Office studies
 - What port activities remain and how compatible these are to new uses
 - The response to cruise and the berthage required (e.g. two berths or three)
 - The appropriateness of a stadium on the port land



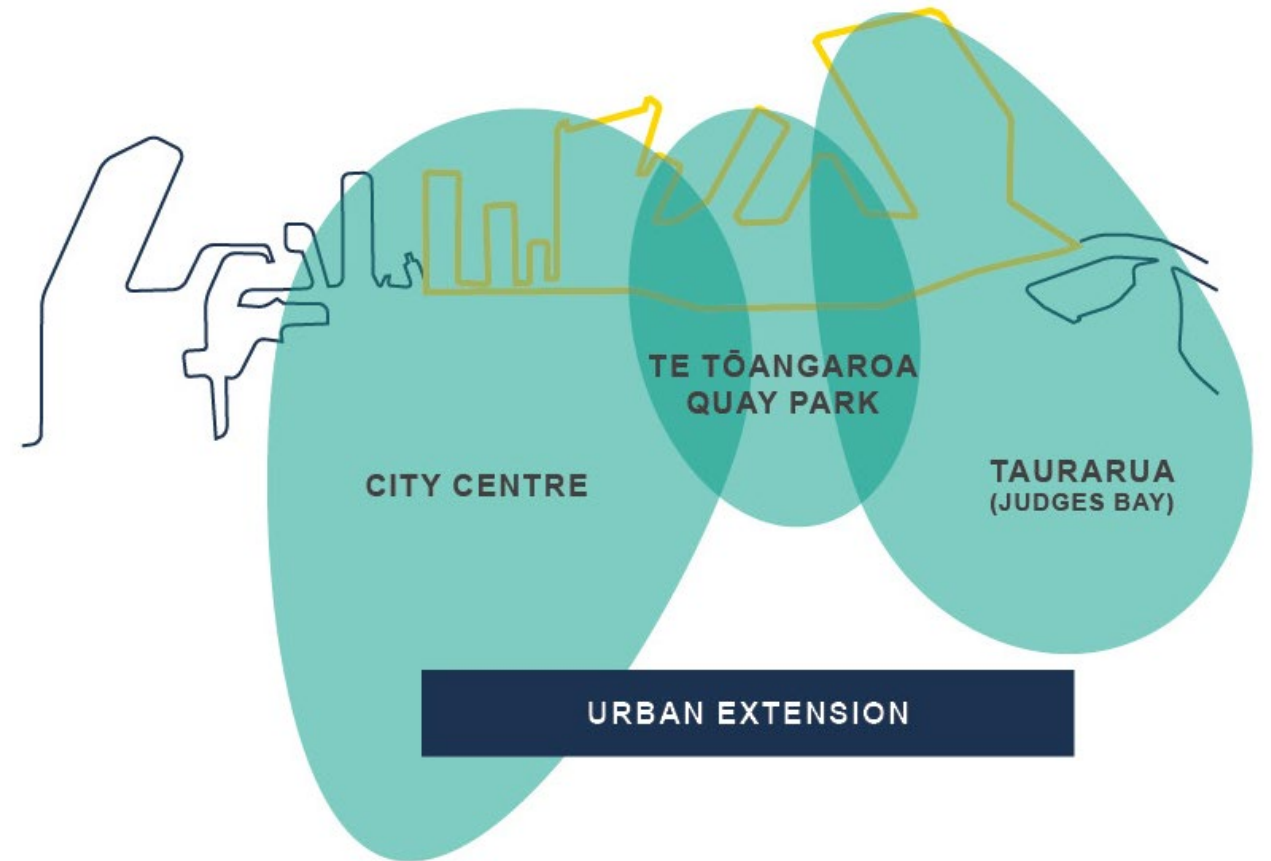
Staged release - issues to consider

- Need to define these spaces as part of the public space network and not duplicate what we have already
- Funding availability for these public facing sites
- Staging uses need to consider reverse sensitivity issues (noise, light, dust) and compatible uses
- The majority of the likely early release options are expected to be wharves. These have limitations around tenure therefore they lend themselves more to public use
- Level of works required to achieve a publicly accessible standard
- Attracts high maintenance costs
- More opportunity for Marsden to have a built form and act as an anchor/bookend to the city waterfront



Staged release – issues to consider

- Early considerations around compatibility and opportunity have led to discussions about the three potential zones in the port – for example:
 - City centre – connection is more vibrant and lends itself to destination and visitation
 - Te Tōangaroa – connection is with the neighbouring Quay Park precinct
 - The eastern zone lends itself more to the residential beachy feel and more passive recreation
- Focusing in on the city centre connection - western part of the port seems a **logical place to start**



Stage One *opportunities*

The central wharves



admiralty steps



ORIENTAL BAY ENHANCEMENT, WGT

gulf ferries



RELOCATE GULF FERRIES

public waterspace



KALVEBOD WAVES, COPENHAGEN

destination



JEAN-MARIE TJIBAOU CULTURAL CENTRE

sport & rec.



BROOKLYN BRIDGE PARK PIER 2

attraction



NAVY PIER, CHICAGO

eke panuku

Ngā mihi nui