

# City Centre Masterplan 2020

## Transformational Moves: Full Text

September 2019



# City Centre Masterplan Refresh

We want your feedback on the future planning of Auckland's city centre. The City Centre Masterplan and The Waterfront Plan are being refreshed and combined as part of a six-yearly upgrade.

The City Centre Masterplan refresh is a high-level, non-statutory document that supports the Auckland Plan 2050 and Auckland Unitary Plan. Together with the Waitematā Local Board Plan, these documents provide the overall vision that sets the direction for Auckland's city centre.

Have your say on the City Centre Masterplan refresh [h3]

Your feedback will help shape the vision for Auckland's city centre and waterfront.

We would particularly like to hear your thoughts on:

- The ten strategic outcomes - shaping the vision of the city centre and waterfront
- The eight transformational moves - ideas, programmes and proposals to deliver this vision
- Access for Everyone (A4E) - a new idea for city centre access

## When you can have your say

You can have your say from 9 September - 18 October 2019. Find out how to have your say on the *Ways to Have Your Say* page.

## Why we need a masterplan

Auckland's city centre has changed dramatically over the past decade following significant public and private investment in infrastructure and development projects.

Since 2012:

- The resident population has increased from 24,000 to over 55,000
- The number of daily workers has jumped from 90,000 to over 120,000
- Every day over 200,000 people visit the city centre
- An estimated 20 per cent of Auckland's gross domestic product is now generated from the city centre alone.

Auckland continues to grow at an unprecedented rate. Right now, there is \$73 billion of commercial construction across the region and more than 150 major development projects either in progress or in the pipeline.

We need to continue the transformation of the city centre so we can provide a cultural and economic heart for Auckland. This will help it become a great place to live, work and play.

The City Centre Masterplan refresh provides the blueprint for this transformation.

## City Centre Masterplan refresh vision

The City Centre Masterplan refresh presents a vision of a city centre that is:

- More family-friendly
- More pedestrian-friendly
- More environmentally-friendly

The city centre will be a place we are all proud of, feel excited about visiting, where we can do business and be entertained.

## What has been done so far

The original City Centre Masterplan and Waterfront Plan were adopted in 2012. We need to keep them up-to-date and relevant in line with other high-level planning documents.

The City Centre Masterplan refresh looks to build on the 2012 plans taking them online and combining them to:

- Showcase progress
- Reconfirm strategic direction
- Highlight specific new initiatives and projects – most notably Access for Everyone

## What happens next

After the consultation period:

- We will use your feedback to help shape the direction and content of the refreshed City Centre Masterplan
- The refreshed City Centre Masterplan will go to the Planning Committee for adoption in February 2020
- The refreshed City Centre Masterplan will help to inform future planning and council budgets to deliver on these aspirations for our city centre



# City Centre Masterplan Refresh

The Auckland City Centre Masterplan sets out a 20-year vision for the heart of the city. Its ten outcomes and eight transformational moves are based on the six outcomes underpinning the Auckland Plan 2050.

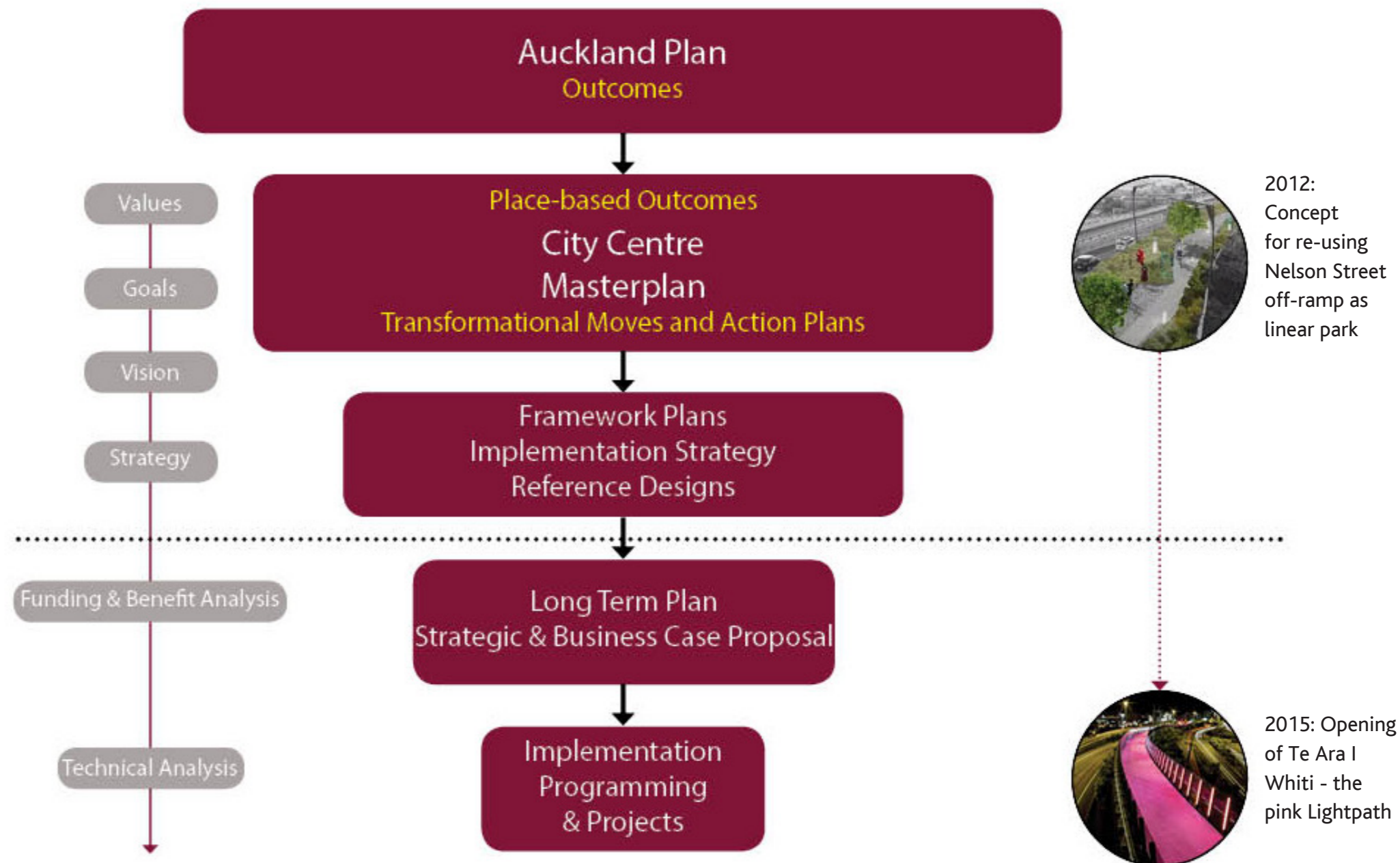
The City Centre Masterplan incorporates the Auckland Plan outcomes with objectives from across the Council family, the business community and the needs and aspirations of visitors and residents, to create a coordinated vision for the city centre.

It is not a detailed project plan and should not be read as such. It sets out a starting point for further consideration. Further feasibility work will need to be undertaken before commitment can be made to delivering individual projects. This will include investigative design, detailed modelling and an understanding of benefits, costs and trade-offs. This relationship is shown in the diagram opposite.

Project delivery will also depend on funding; in most cases this is not yet confirmed. Delivery of Masterplan projects will require applications in the next Long Term Plan funding round and to be weighed against priorities elsewhere in Auckland.

Similarly, the illustrations and artist impressions in the Masterplan are not intended to be absolute solutions but rather indications of the possible.

The 2012 Masterplan, for example, contained a high-level vision of turning the redundant Nelson Street motorway off-ramp into a linear park, with tree planting and a narrow path. This idea was subsequently developed into Te Ara I Whiti - the pink Lightpath.



# Eight Transformational Moves of the City Centre Masterplan Refresh

The 2012 City Centre Masterplan and Waterfront Plan contains eight place-specific transformational moves that will unlock the potential of the city centre.

Our proposed changes to these moves reflect wider changes to Auckland city centre over the past seven years. They will help us meet the ten strategic outcomes of the Masterplan refresh.

What the transformational moves include [h3]

## 1: Māori Outcomes

We propose nine actions through the city centre and waterfront which:

- Will visibly reflect Auckland's Māori identity
- Provide cultural and economic support to increase the well-being of Māori in the city centre.

## 2: East and West Stitch

We want to connect the western edge of the city to the centre to confirm Aotea Quarter's role as the civic and cultural hub, and encourage development that is:

- High density
- High quality
- High value

## 3: Waihorotiu Queen Street Valley

Light Rail Transit (LRT) in Queen Street will transform access to the city centre. We want to allow for growth around the City Rail Link stations and reinforce Queen Street Valley as Auckland's cultural, commercial, retail and historic heart.

## 4: Innovation Cradle

We want to:

- Make the most of the value and proximity of the city centre's university campuses
- Improve connections between the city centre and university campuses

## 5: Rapid Transport-Oriented Development

New stations will create development opportunities and connect:

- Britomart (downtown)
- Aotea Quarter (midtown)
- Karangahape Road (uptown)

The proposed Dominion Road Junction LRT station, supported by the nearby Mt Eden City Rail Link station, will be connected in a similar way.

## 6: Green Link

We want to create a network of parks and green street spaces that will connect:

- Albert Park
- Victoria Park
- Auckland Domain
- The waterfront
- The future Wynyard Point headland park

## 7: City to the Villages

We want better connections between the city centre and city fringe to:

- Provide safe, accessible and enjoyable journeys to and from the city centre
- Improve access to city fringe destinations that complement the existing offer in the city centre
- Support development of under-developed areas on the immediate fringes of the city centre

## 8: Waterfront and Harbour Edge Stitch

This new move integrates the Waterfront Plan into the City Centre Masterplan refresh. It adopts the vision and goals of the 2012 Waterfront Plan, for a world-class destination that celebrates our sea-loving cultures and maritime history.

- We will transform the waterfront axis – from Harbour Bridge Park in the west to Teal Park in the east – into a high-quality, harbour-edge, pedestrian-friendly space
- Street connections north-south across the axis will connect harbour-edge public spaces and destinations back into the city
- Regeneration of Wynyard Quarter continues, with more homes, businesses, open spaces and recreation added to the mix





# 01

## Māori Outcomes

### Summary

The Auckland Plan 2050 Māori Identity and Wellbeing outcome states that a thriving Māori identity is Auckland's point of difference in the world.

This transformational move anticipates a range of interventions and systemic changes that will bring Mana Whenua presence, Māori identity and life into the City Centre and Waterfront, confirming the role and function of this area as the traditional gateway and origin point of Auckland/Tāmaki Makaurau.

### Vision:

- Mana Whenua have a prominent, authentic and active presence in the City Centre and Waterfront
- Māori life and culture and life abounds through an interconnected network of cultural facilities and institutions, unique tourism offerings, kai and a full calendar of cultural festivals and events
- Te reo Māori is fully integrated within the City Centre and Waterfront, and is spoken, heard and seen as part of our city's day to day life
- A Tāmaki Makaurau design approach founded on the recognition of natural, human and cultural ecologies has delivered unique architectural and environmental responses which are recognised internationally
- Environmental health indicators continue to improve and consistently place Tāmaki Makaurau amongst the top global performing cities, benefitting from the mātauranga Māori environmental management model developed and championed by Mana Whenua and Auckland Council

- The Māori enterprise, innovation and investment footprint is continues to grow contributing high value speciality businesses, and Māori are significant investors in the City Centre and Waterfront

### OUR VISION:

Our vision is of a City Centre and Waterfront in which Māori culture and identity is able to thrive. Built on the City's strong bi-cultural foundations, a strategic approach to planning and investing in key cultural infrastructure elements will deliver this vision.

As one of the world's most diverse post-colonial cities, Tāmaki Makaurau is widely admired for the way the contemporary City Centre and Waterfront has developed a unique identity and built form. A series of key cultural infrastructure elements provide a network of cultural anchors, around which Māori culture and identity thrives. Māori, private and public development sectors have all collaborated and contributed to delivering on this kaupapa, encouraged and supported by local government and Mana Whenua. Māori business offerings and experiences have built up organically around this cultural infrastructure to offer unique and authentic experiences of Tāmaki Makaurau. Language, history, performance, education, tourism, festivals, traditional practices, arts, events, technology, kai – contemporary Māori culture enriching our understanding of Tāmaki Makaurau: our place in the world.

Māori live, work, play, study and fully participate within life in the City Centre and Waterfront. Mana Whenua undertake their traditional manaaki role for all visitors and residents, and a booming tourism industry has established around the warmth and generosity of Mana Whenua hosting and tourism offerings based on authentic experiences of the cultural and natural landscapes. As empowered and

resourced kaitiaki, Mana Whenua and Māori organisations lead other stakeholders in ensuring our natural environment continues to flourish and is able to respond to the challenges of an intensive city life and function. A highly efficient and comprehensive public transport system ensures that the City Centre and Waterfront's Māori facilities are accessible and affordable for all residents and visitors to Tāmaki Makaurau, including our Māori communities outside this area.

The CCMP anticipates a strategic approach to investing in cultural Infrastructure, which may include initiatives such as:

### Cultural Campus

A cultural campus comprises a cluster of mutualistic and complementary facilities and functions held by Mana Whenua. Located at the meeting point of Te Waitematā and the central city, the cultural campus is one of a network of regional gateways to Tāmaki Makaurau that mark our regional edges and entry points. The cultural campus is also one of the key pieces of cultural infrastructure within Tāmaki Makaurau, and adds significantly to a unique Māori identity for Tāmaki Makaurau.

The cultural campus provides a place and spaces for Mana Whenua to stand, to host, to meet, to engage with the communities of Tāmaki Makaurau, to undertake traditional practices, to do business, to exchange ideas, to celebrate and to flourish as Mana Whenua – a multi-functional Mana Whenua embassy. Located in its prime waterfront location, the cultural campus demonstrates the importance of Mana Whenua for and to Tāmaki Makaurau, and highlights the strength of the relationship Mana Whenua have with Auckland Council.

The highly distinctive form imparts a unique presence on the waterfront which embodies the mana and mauri of our Mana Whenua





# 01

## Māori Outcomes

communities in Tāmaki Makaurau. Papa Kōkiri sets a new standard for contemporary Māori and indigenous architecture that is recognised and admired by indigenous communities, architects and designers across the globe. It is truly a world-class building, but which balances beauty with practicality in providing a home for waka culture and for actively promoting and expressing other elements of Māori culture, traditions, knowledge and practices..

The cultural campus is the Tāmaki Makaurau exemplar of Māori design, and provides us with a very clear vision of built form that celebrates our unique culture and our unique place.

### Whare Tapere

Whare Tapere is the key piece of cultural infrastructure in the mid-town area of the City Centre. Importantly, Whare Tapere is the first civic contemporary expression of a traditional whare tapere (historically a place where people gathered for entertainment, often outside). Whare Tapere is the home for Māori performing arts, merging mātauranga, tradition and contemporary Māori architecture in Tāmaki Makaurau.

Located amongst mainstream theatre, gallery and performance facilities in the heart of the Aotea Arts and Culture Quarter, Whare Tapere stands distinctively apart to celebrate the important contribution that Māori performing arts bring to the culture and identity of Tāmaki Makaurau and Aotearoa. Hosting kapa haka, professional dance and drama troupes, and tertiary, secondary and primary education groups, Whare Tapere is at the heart of a vibrant Māori performance and drama industry.

Uniquely of here, Whare Tapere is one of the most significant, well used and loved public buildings within Tāmaki Makaurau.

### Korowai Kōrero

A new cultural landscape is being iteratively developed through the creation of new names for spaces, features and developments that sit alongside the traditional place names held by Mana Whenua. Developments acknowledge their locations within this cultural landscape, delivered through the application of Māori design principles and with the support of Mana Whenua and Auckland Council.

Recognising the taonga status of our primary language, Te Reo Māori is fully integrated into the City Centre and Waterfront. Te Reo Māori is accessible to all as part of day to day life, and there are a wide range of opportunities hard wired into the urban fabric for residents and visitors alike to experience and participate in kōrero Māori.





# 01

## Māori Outcomes

	Key Projects	Preliminary Description
1	Papa Kōkiri	A place for mana whenua to host guests and conduct business. An interface with the world. A place to showcase taonga and crafts. Architecture of international prominence – showcasing Tāmaki Makaurau’ our point of difference in the world
2	Tumu Taiao	An environment and science learning and education centre – bringing matauranga Māori and science together – centre of excellence
3	Whare Waka	A place to host and showcase waka and the Māori and Pacifica heritage of ocean travel, including waka landing, shelter, mooring and housing
4	Papa Rehia	Green space / play areas (multiple locations) including at the Wynyard Point park
5	Whare Tapere	An entertainment and performance centre showcasing Māori culture, potentially at Aotea Square
6	Korowai Korero	A thematic overlay across the city centre and waterfront and up to Karangahape Road, bringing a strong Māori presence through multiple projects, interwoven / laying a theme across the area, including via te reo (spoken, heard, seen and electronic)
7	Place-based interventions	Including places where people connect: <ul style="list-style-type: none"> <li>• Waipapa, an iconic marker of Māori participation in trade and the industrial revolution. Ships’ logs records will show records of the vessels that left.</li> <li>• Place interventions first identified in the Waterfront Plan 2012 that show Māori presence and heritage along the historic waterfront and elsewhere. Including ecological restoration, opening up of streams and creation of new green spaces.</li> </ul>
8	Papa Hakinakina	National / Regional sports stadium to be investigated
9	Koranga Kāinga	Vertical housing





# 02

## The East and West Stitch



### Summary

High-density land uses in Auckland city centre are concentrated in the Waihorotiu Queen Street Valley. Land at both the east and west edges of the city centre is under-used and under-valued, cut off by major roads. This move proposes to stitch the city centre together.

### Vision:

#### The West: Victoria Quarter

- Retune Nelson and Hobson Streets to address their impact on pedestrian severance, changing them to boulevards that improve pedestrian amenity and connectivity
- Investigate the future role and function of these streets for the Access for Everyone (A4E) concept
- Enhance density and connectivity of the street network in the western portion of the city centre
- Deliver continuous urban fabric linking city centre to Victoria Park and Freeman's Bay

#### The East: Eastern Transformation

- Investigate designs to complete SH16 to Tāmaki Drive as a multi-way surface-level boulevard, replacing the existing motorway plan and to support the A4E concept for better movement around the city perimeter
- Improve strategic freight connection from SH16 to the port
- Enable extensive mixed-use frontage development along the boulevard

- Improve connectivity between the city centre, Parnell and eastern suburbs including understanding the feasibility of the private sector proposal to open the protected historic heritage Albert Park tunnels
- Investigate opportunities for a rail station (metro and regional) and bus interchange near Quay Park Te Tōangaroa to integrate public transport and connect the eastern side of the city centre to the centre

#### Central East-West Streets

To reinforce the East and West Stitch, major central east-west streets would be reconfigured:

- Wellesley Street (bus transit street) and Victoria Street (linear park) develop as "Two Great Streets" with enhanced public realm and enhanced access to public transport
- Mayoral Drive becomes a strategic intra-city east-west traffic ring road/boulevard, supporting Access for Everyone

### OUR VISION:

Better connecting the eastern and western edges of the city centre to the central Waihorotiu Queen Street Valley area through improved pedestrian amenity and connectivity across the big north-south running streets (Hobson, Nelson and Symonds Street / The Strand).

Re-purposing of critical east-west connecting streets (Victoria Street, Wellesley Street and Mayoral Drive). This would increase access to and through the eastern and western edges of the city centre, supporting public life and further heightening their appeal and development potential.

### The West

Broadly defined as the Victoria Quarter, the western edge of the city centre centred on Victoria Park is a natural basin facing the harbour and the Wynyard Quarter to the north. On its eastern boundary is the Nelson and Hobson Street ridge, the densest residential area in the city centre, while the western extent is defined by State Highway 1 and the historic inner suburbs of Freemans Bay, St Mary's Bay and beyond.

The area was the industrial hub of early Auckland, with timber mills, brick kilns and boat builders' yards dotted along the Freemans Bay foreshore. As a result, the area has a rich built and cultural heritage including the Rob Roy and Drake taverns, the Logan Campbell Free Kindergarten, and Victoria Park Market – all have had recent conservation work.

In the few years since the publication of the 2012 City Centre Masterplan, there has been considerable development activity in the area, with many of its buildings and sites coming to the end of their manufacturing and warehousing lives. For example, almost the entire southern side of Sale Street has been redeveloped, and the Union Street / Cook Street / Nelson Street block has been further intensified with the Sugar Tree and Union Street developments. These developments have reinforced the area's role as the densest neighbourhood in New Zealand.

Despite this significant developer interest, the area faces ongoing challenges. The street network consists of a few major roads (a by-product of its industrial past) and the public realm is often low quality. This compounds existing challenges around pedestrian movement in the area caused by its steep hills.



# 02

## The East and West Stitch

Perhaps most critically, it is edged and bisected by major transport corridors. To the north, Fanshawe Street limits walkability between Victoria Park and the Wynyard Quarter. To the east, Nelson and Hobson Streets are one-way streams of traffic to and from the motorway. To the west, Cook Street has become a high-speed exit from the motorway.

It is proposed that Nelson and Hobson Streets be re-tuned as attractive pedestrian friendly boulevards. This would enhance the local street network, supporting Access for Everyone and delivering a better public realm, a vibrant urban community and a better business location. Opportunities for new pedestrian connections through the large blocks are being actively pursued e.g. Sugartree Lane and through the Union Street development.

### The East

The Eastern Transformation represents an opportunity to expand the core city centre and bring this area into more productive uses.

The eastern part of Waihorotiu Queen Street Valley includes some of Auckland's most vibrant streets, with a growing residential population and one of the highest employment densities in New Zealand. Further east however, at the edge of the city centre, street amenity and built form quality and intensity quickly drops off and issues of poor connectivity prevail. The following features define the area:

- Grafton Gully, running north-south roughly between Wellesley Street and Beach Road, which forms a natural barrier to the eastern extent of the city centre reinforced by SH 16 as it runs northwards before stopping abruptly at Stanley Street
- The Strand, a historic mixed-use street connecting SH16 to Quay Street (and the

Port of Auckland) which is now significantly degraded and acts as a major bottleneck for people and traffic accessing the city centre, eastern bays, and the Port

- Te Tōangaroa Quay Park area which is sandwiched between The Strand and Quay Park and is centred on a largely vacant triangle of rail land. It represents the largest development opportunity in terms of footprint in the city centre after Wynyard Quarter but requires the upgrade of the adjoining primary network for its potential to be fully unlocked

The CCMP proposes a series of linked interventions that would resolve some key barriers and enable the emergence of a highly attractive and productive city centre quarter whilst maintaining the important traffic function of SH16 and The Strand.

### Multi-way boulevard

Fundamental to the Transformational Move is a departure from previous transport planning that proposed a motorway extension of SH16 northwards to the port, an expensive solution that would further compound severance issues.

The CCMP promotes, as an alternative, a multi-way boulevard that would act as a large vehicle corridor with improved traffic flow whilst also delivering improved amenity, connections and development opportunities.

The concept, which supports the Access for Everyone (A4E) city transport strategy, proposes tree-lined local access streets running parallel to a central heavy vehicle carriageway dedicated to efficient through traffic to the eastern suburbs and the port area.

The access streets would provide for local parking, cycle lanes and ample pedestrian amenity whilst unlocking the mixed-use

development potential of adjoining residual land owned largely by the Crown. Crossing Stanley Street and The Strand would become simpler and safer, with reduced crossing distances (widths) helping to connect Parnell to the city, the city to the Domain, the Learning Quarter to the Museum and beyond to the new Khyber Pass campus, bringing people into the area.

The idea requires additional road corridor width, but on balance, frees up land for development (potentially including Churchill St) and provides connection to otherwise inaccessible sites. It could provide space for a new tech precinct, or student accommodation. Early estimates suggest building developments could provide housing for 1,300 residents and commercial space for 1,500 workers (potentially linked to the Learning Quarter Universities given their proximity).

At the southern extent the boulevard could connect to a concept for new bus interchange integrated into the Learning Quarter at Wellesley Street West.

### Te Tōangaroa Quay Park

The multi-way boulevard would support the development of Te Tōangaroa Quay Park as a new mixed-use precinct. Current proposals for the area envisage further enhancements to Beach Road, a green space network tied to the Green Link (via Albert Park and the boulevard), the revealing or reinterpreting awa (the Waiparuru and Waipapa streams ran nearby) and new pedestrian links to the waterfront in support of quality new development.

As suggested in CCMP 2012, improved public transport facilities and services at Quay Park would dramatically improve its connectivity to the city centre commercial heart.





# 02

## The East and West Stitch

This could include a possible extension of some North Shore bus services, bringing passengers to a bus hub at or near Quay Park (instead of terminating as part of a Downtown bus loop). This could reduce city centre congestion and tie in to future land development

The Quay Park rail station proposed in CCMP 2012 requires further investigation but could have a role as part of metro rail network and is the only potential terminus site for regional Auckland to the Waikato rail service, should this proposal be progressed.

### Waipapa and the Albert Street Tunnels

The Waipapa and Waiparuru streams were both once natural landmarks of this area. The mouth of the Waipapa flowed into Mechanics Bay, around the Stanley Street/Parnell Rise junction. Waipapa provided safe harbour, a source for valuable resources and was prized for the depth and purity of its fresh water.

Waipapa was an important arrival place for many and an integral place for the establishment of enterprise and trade in developing Auckland. A hostel was built in the early 1850s to provide accommodation for Māori entrepreneurs participating in the market trade. In 1966 the (rebuilt) hostel was demolished with the site set to be the terminus of a motorway extension. Waipapa fed the growth of the city and for Māori held the promise and aspiration of a prosperous future. The multiway boulevard provides impetus to restore the wairua of Waipapa, and an opportunity to better express the identity of this historic site of international trade and early beginnings.

Today the site of the former hostel is a car park, under Māori ownership. It is located at the western entrance to the historic WWII Albert Park air raid shelter tunnels. Although these tunnels have been backfilled, a private

development proposition to re-open these tunnels and provide a walking and cycling access has been presented to Council. The proposition features an even-graded walking connection between Waipapa and Victoria Linear Park. It proposes two CRL rail station entrances in the University of Auckland campus (via Metro-lifts) on Princes St and Symonds Street. The tunnel would allow a person to walk between Quay Park and the Waihorotiu Queen Street Valley in around six minutes, or ride through end to end in two or three minutes. The walk from Victoria St to the Princes Street lift would be 200m, or about two minutes' walk. The feasibility of this private sector funded proposal is yet to be assessed.

Link: <http://www.albertparktunnels.co.nz/>

### Symonds Street

It is possible that following the full implementation of Access for Everyone the central section of Symonds Street running along the ridgeline through the middle of the Learning Quarter – comprising the city centre campuses of AUT University and The University of Auckland – could be redesigned as a pedestrian friendly multi-modal corridor. This would enable increased connectivity of the campuses as part of the eastern stitch.

### The East-West Connector Roads

To reinforce these east and west stitches the main east-west streets would be reconfigured – Victoria Street as a Linear Park; Wellesley Street as a Civic Street / Bus Connector ("Two Great Streets").

Mayoral Drive becomes the Inner East-West Traffic Boulevard as identified in the Access for Everyone concept.





# 03

## Waihorotiu Queen Street Valley



### Summary

Waihorotiu Queen Street Valley is the cultural, historical, commercial, professional and retail heart of Tāmaki Makaurau and is critical to New Zealand's economy.

This move proposes to make the area more accessible, more attractive and more prosperous, with better connections to the rest of the city centre.

### Vision:

The Waihorotiu Queen Street Valley:

- Remains vital to the regional and national economy and the location of choice for national and international head offices, becoming even more accessible at a regional and local scale
- Becomes the central zone (or core) of the Access for Everyone concept. It supports and is defined by the surrounding low-traffic neighbourhoods. It is the pedestrian-friendly, high-amenity, safe and vibrant core of the city with quality zero-emissions public transport
- Accommodates the proposed Light Rail Transit (LRT) along Queen Street (subject to further development) and the route of the City Rail Link under Albert Street (in construction)
- Forms the extent of a wide Low Emissions Zone to deliver the goal of the cleanest air quality of any major city in the world
- Includes an extensive historic laneway circuit and network of pedestrian-priority streets with High Street and Federal Street the priority for improvement
- Enables Albert Street to emerge as a new

complementary commercial address to Queen Street and Shortland Street. As a second 'spine' to the Queen Street Valley, it increases diversity and enriches the primary layout of the city centre.

### OUR VISION:

More than many city centres, Auckland has been defined by a single main street. At the heart of a grid of Downtown city blocks and sitting in the centre of the Waihorotiu Valley, Queen Street is our 'Golden Mile'. As a consequence of this single dominant street, commerce (national and international trade, finance, property, investment and legal services) shares the area with primary retail, creating a distinctly Auckland Downtown.

The success of the Waihorotiu Queen Street Valley is critical to Auckland's and New Zealand's economy. Much of the city centre's economic activity (approx. \$16 million of GDP per annum) is concentrated here and it forms the densest job centre in New Zealand [StatsNZ] which is expected to further intensify with transport improvements including City Rail Link (CRL) and public realm upgrades that support continued development activities (commercial and residential).

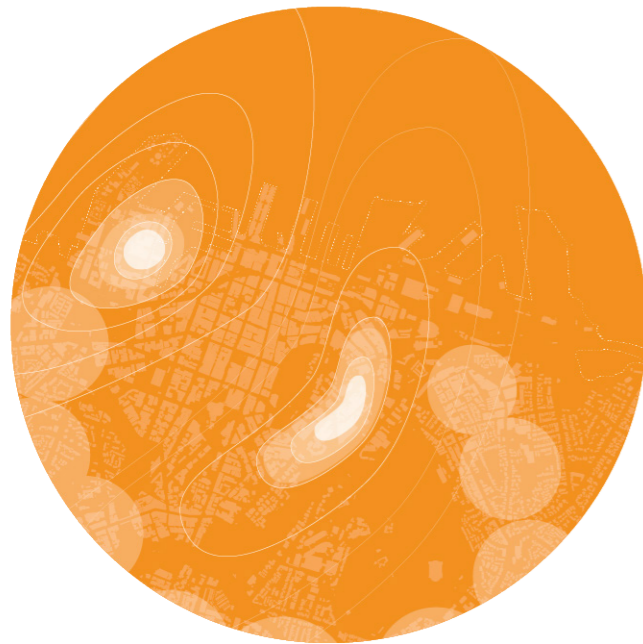
The concentration of people in the Waihorotiu Queen Street Valley includes residents and visitors alongside workers. The daytime population is expected to double in 20 years, requiring interventions across the area to free up road reserve space for pedestrians.

As the city centre evolves so does the role of Waihorotiu Queen Street Valley – the next stage in its story is expected to include:

- The introduction of LRT along Queen Street which with general road space reallocation projects across the area will deliver public transport and public realm improvements

envisaged under Auckland Council's proposed Access for Everyone (A4E) concept

- A4E will prioritise walking, cycling and public transport through a series of interventions, informed by universal design. These include expanding the pedestrian-priority laneway circuit (Federal Street and High Street being the immediate priority). The concept complements ongoing and planned streetscape improvements across the valley including Albert Street, Quay Street, the Victoria Street Linear Park, and the Lower Queen Street Civic Space.
- Low Emission Zone across much of the area, enabled through A4E, will address the city centre's air pollution problem which is particularly acute in the Waihorotiu Queen Street Valley with elevated concentrations of NO<sub>2</sub> and black carbon from transport and port pollution trapped between tall buildings. Air quality concerns and Auckland's climate change promises have focused attention on fossil fuel vehicles in the city centre. The Low Emissions Zone will be delivered as part of the C40 Global Cities Initiative.
- Emergence of Albert Street as a new, complementary commercial address to Queen Street. The growth of Albert Street is supported by CRL and the new station entrances at the Wellesley Street and Victoria Street intersections. It is expected that further large-scale development will occur along this north-south street including on the Council owned Bledisloe West site.
- Ongoing growth of the Downtown area as a prominent retail, leisure, heritage and commercial destination with the success of the Britomart Precinct bolstered by the new Commercial Bay development.



# 04

## Innovation Cradle

### Summary

With its concentration of higher education, research institutes, specialised businesses, professional bodies and sources of finance, Auckland city centre is a cradle for innovation and enterprise. This move will strengthen these attributes.

### Vision:

- Strengthen the city centre's role as the core of Auckland's innovation ecosystem with further development of the Wynyard Quarter Innovation Precinct and leveraging the value and prominence of the two universities within the Learning Quarter
- Better physical connections between the Learning Quarter and the Waihorotiu Queen Street Valley supporting the universities' multi-million dollar investments in their city centre campuses
- Deliver Māori creative and innovation potential including via the universities
- Support an update of the 2009 Learning Quarter Plan

### OUR VISION:

Auckland's city centre is known as a world-class centre for education, research and development, and as an incubator of ideas, products and services with strong and flourishing links between research institutions, entrepreneurs, businesses and financial institutions. It is a magnet to innovative firms and attracts high-value businesses and skilled workers seeking a dynamic and attractive place.

### Innovation Attributes

The city centre is a hub for businesses, creating and developing innovative products for the rest of New Zealand and for export overseas. It has several attributes that are driving innovation. The challenge is to leverage them fully. These attributes include:

- The city centre location of the main campuses of The University of Auckland and AUT University. Both universities are considered in the top five percent of international business schools, with their undergraduate and graduate schools and several centres of research excellence. The universities are arguably two of the city centre's most important economic assets.
- The universities' attractiveness and connectivity with the city centre can be increased by creating integrated and welcoming public spaces, improving pedestrian connections, celebrating the heritage values of the historic campus, enhancing personal safety and applying universal design
- The range and diversity of businesses, organisations and people in the city centre. In February 2018 there were 183,300 people in 24,000 businesses working in the city centre and city fringe areas of Parnell/ Newmarket, Grafton, Eden Terrace, Mt. Eden, Ponsonby, and Freemans Bay.
- The variety of affordable locations for start-up businesses in city-fringe locations, including Karangahape Road, Newton, Grafton, Ponsonby and College Hill
- The location of major cultural venues, including the Auckland Art Gallery, the Central City Library, the National Library of New Zealand, the Auckland War Memorial Museum and the New Zealand Maritime

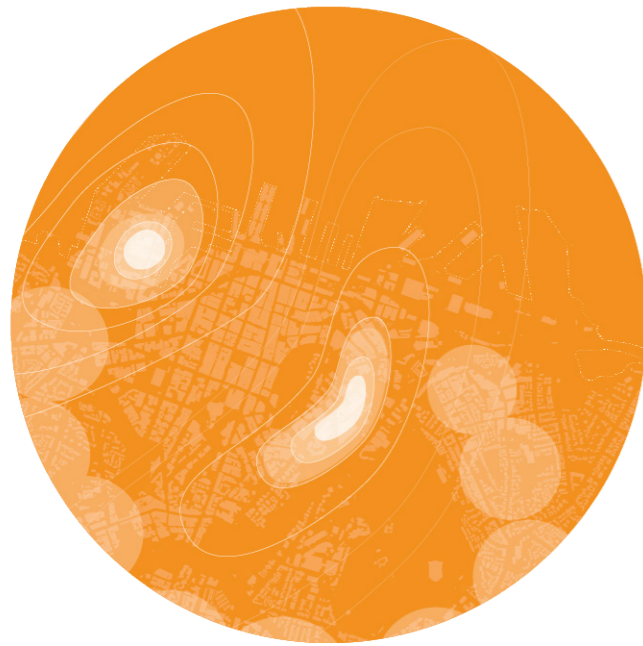
Museum, which provide research and education services

- The clustering of business services in the Waihorotiu Queen Street Valley, the marine industry and GridAKL in the Wynyard Quarter, and the creative industries around Victoria Quarter and Karangahape Road
- The presence of the Auckland District Health Board and the concentration of medical and clinical research and services in the Park Road area, including the Cancer Society and the Grafton Faculty of Medicine and Health Sciences.

To increase our level of innovation and innovative products, we must harness the city centre attributes and provide opportunities for groups to communicate with each other and cross-fertilise ideas. Some valuable initiatives of this nature are already in place and require further nurturing. They include:

- The University of Auckland and Auckland University of Technology's (AUT) business incubators; The Icehouse and the AUT Business Innovation Centre. The Icehouse has helped about 150 firms to grow in its first eight years and has a strategic ambition to assist 2,000 companies by 2020.
- The 2009 Learning Quarter Plan, a strategy between the universities and Auckland Council, aims to strengthen the ties between 'town and gown'
- The Ministry of Business, Innovation and Employment's (MBIE) mandate to provide grants and technology transfer vouchers to encourage business research and development through its Commercialisation Partner Network (CPN) programme





# 04

## Innovation Cradle

- MBIE has also recently reviewed and further committed to the Technology Incubator Programme which helps commercialise complex technology, largely the deep intellectual property coming out of public research organisations
- UniServices which is The University of Auckland's commercial arm, and the largest of its kind in Australasia, which amongst other support provides early proof of concept and pre-seed investment to support the University's research discoveries, enabling them to reach a point where commercial usefulness can be demonstrated and the first steps are taken to ensure commercial viability
- The University of Auckland-hosted Māori research centre, Ngā Pae a te Māori Māramatanga, and Auckland University of Technology's Te Ipukaera: The National Māori Language Institute, aim to unleash Māori creative potential relating to their customary knowledge, lands, cultural institutions and people. In addition, the development and growth of rangatahi to drive and contribute to Māori innovation and enterprise is essential for a successful future. Rangatahi leadership, education and employment are therefore key focuses for achieving Māori success and innovation through enterprise.
- The ATEED/Panuku-led development of an innovation precinct in the Wynyard Quarter (Wynyard Central). This is focused on GridAKL which opened its doors in 2014. It now consists of three co-working buildings. It aims to support innovative individuals, entrepreneurs and businesses to connect, collaborate, share ideas and access the tools they need to help them grow.

The development of the Wynyard Quarter Innovation Precinct has strengthened the city centre's role as the core of Auckland's innovation ecosystem. New co-working spaces such as GridAKL provide space for start-ups, Small to Medium Enterprises (SMEs) and corporates working together in a connected and collaborative environment.

GridAKL is also home to Hatchbox, a collaborative innovation space for government, industry, academia, startups and communities to work together to design and generate innovative technologies, processes and policies to tackle urban challenges for Auckland.

The transformational move seeks to support the continued success of the Innovation Precinct and leverage the value and prominence of the universities by better integrating their facilities and activities into the wider city centre ecosystem.

Better physical connections between the Learning Quarter and the Waihorotiu Queen Street Valley as proposed in the East and West Stitches (Move 2) will give the universities a competitive advantage for attracting students and staff seeking a dynamic urban environment. This connection also pumps life into the city centre by adding more people to city centre streets across different times of the day.

As the city centre and universities grow and develop, there is also the opportunity to improve the connections between the universities' city campus, the Grafton campus, the new campus at Newmarket and the Auckland War Memorial Museum, an important public face of research and investment.





# 05

## Rapid Transit Oriented Development

### Summary

Access to the city centre is being transformed by regional public transport investment, including City Rail Link, the new bus network and light rail (proposed).

The Auckland Transport Alignment Project (ATAP) also indicates investments that will form the basis of Auckland's rapid transit network over the two decades.

Increasingly, thousands more Aucklanders will have easy access to the city centre and city fringe via public transport.

This move will shape planning and development in the best-connected areas of Auckland, maximising the benefits of investment in public transport.

### Vision:

- Development of bustling urban destinations centred on transport nodes (City Rail Link, light rail, buses and ferries) at:
  - Britomart
  - Aotea Quarter
  - Karangahape Road
  - Dominion Road Junction/Mt Eden Station
- High-quality public realm connecting public transport passengers with city centre streets
- Support development in Wynyard Quarter and Quay Park Te Toangaroa by including these areas in transport infrastructure planning

### OUR VISION:

To fully leverage off major investment in rapid transport i.e. City Rail Link (in construction) and Light Rail Transit (proposed), to deliver growth across the city centre and enable public realm and development opportunities near to the station / stop locations that reflect these locations' contexts.

### Rapid Transport Supported Growth

The insertion and expansion of rapid transit into the city fabric will stimulate development and investment. Station areas are ideal places to focus planning efforts to leverage the investment in public transport to create great places to live, work and socialise.

Together, the City Rail Link (CRL) stations and proposed light rail transit (LRT) stops will concentrate access and activity along the Waihorotiu Queen Street Valley. The emerging Bus Reference Case identifies the importance of new bus terminals for transport to and within the City Centre.

CRL, LRT and bus station / stop areas in close proximity at Britomart (downtown), Aotea Quarter (midtown) and Karangahape Road (uptown) will become key development areas.

Further out in the City Fringe the proposed Dominion Road Junction LRT station area appears ripe for redevelopment supported by the new Mt Eden CRL station nearby.

The transport access and interchange function of, these transport nodes will generate many walking trips, making them viable, 24-hour, mixed-use locations.

### Britomart (Downtown)

The opening of Britomart station in 2003 was pivotal in the city centre resurgence which continues today. The central waterfront

location combined with improved transport access have contributed to widescale redevelopment including the Britomart Precinct and Commercial Bay (opening in 2020). The addition of LRT will further cement this location as Auckland's centre of commercial and job activity.

Building on the success of Britomart will involve extending the node of activity across several blocks into the Viaduct, Quay Park and Fort Street areas. This can be realised through thoughtful street and transport interchange design that allows people to comfortably and safely move around the wider area. A Customs Street public transport street is proposed that will integrate public transport services at the street level while minimising the severance caused by transport infrastructure.

### Aotea Quarter (Midtown)

Aotea Station is predicted to be Auckland's busiest station area once it opens in 2024.

The planned Wellesley Street bus boulevard will provide train and LRT users with a high frequency shuttle service to east/west destinations like Wynyard and the Learning Quarter. Walking access to and across the station area will be supported by the Victoria Street Linear Park as part of the Green Link on Victoria Street and the idea of the Albert Park Tunnels if delivered through a private investor would connect this to the Learning Quarter and Quay Park Te Tōangaroa.

Increasing connectivity across the station area should also include introduction of new through-building links and public laneways.

The Aotea Quarter Framework Plan sets out key outcomes envisaged for the areas including strengthening the area as the city centre's civic and cultural heart and key development opportunities on Council owned land.





# 05

## Rapid Transit Oriented Development

### Karangahape Road (Uptown)

With two CRL station entrances and an LRT station, mixed use re-development in this heritage-rich neighbourhood will become supercharged. Comfortable, legible and safe connections between the two stations and bus services on Karangahape Road is critical for getting the most out of the transport investment.

The effects of high traffic volumes using Mercury Lane and Karangahape Road as part of a longer journey (through traffic) will need to be resolved in order for these neighbourhood streets to be safe, attractive and vibrant places.

The Karangahape Road public realm upgrade will be critically important in ensuring the area is able to fully cope with the change proposed. The Karangahape Road Area Plan 2014-44 provides direction on some of the other key public realm and development opportunities which should be pursued in the future.

### Dominion Road Junction (City Fringe)

As part of the City Centre to Mangere LRT project, a major regeneration project is planned in the location of the existing Dominion Road interchange. The proposal would add 8,000 residents and 7,500 workers. Transport access will be a key enabler of redevelopment. Light and heavy rail stations and bus connections to crosstown destinations like Kingsland and Newmarket would be built into the urban fabric.

Located at a similar distance to the city centre as Parnell and Ponsonby, this site has the potential to define what a modern day inner city suburb should be.

Safe streets will facilitate access to the station area and enable seamless interchange between services. While the stations will provide effortless and fast trips to the city centre, many people will choose to walk or cycle the short journey when New North Road and Upper Symonds Street are improved.

### Wynyard Quarter and Quay Park Te Tōangaroa

Addresses the 'connected waterfront' goal by improving pedestrian, cycle and passenger transport to Wynyard Quarter and Quay Park Te Tōangaroa, supporting development.

Refer to *Move 2 East and West Stitch* and *Move 8 Harbour Edge Stitch*.





# 06

## The Green Link

### Summary

A green link through the city centre connects to the waterfront's blue link creating an opportunity for a blue-green park network.

A growing city centre needs to maintain and enhance access to green spaces. This move delivers a connected network of green parks and street spaces from Quay Park Te Toangaroa and the Auckland Domain through to Albert Park, Victoria Park, Wynyard Quarter and a future regional park at Wynyard Point.

### Vision

- Transforming Victoria Street into a high-amenity linear park that will connect Victoria and Albert Parks
- Completing the development of Daldy Street in the Wynyard Quarter as a linear park connection between Victoria Park and a new regional destination park at Wynyard Point
- Connecting new green links through Albert Park and the Learning Quarter and potentially also under the park, using the historic WWII air raid tunnels (private sector funded proposal)
- Achieving better links for walking and cycling across Grafton Gully and better connections to Auckland Domain, to Waipapa and to Quay Street
- More tree cover, planting and access to open space in the city centre

### OUR VISION:

Our vision is to deliver a connected network of signature green parks and street spaces from Quay Park and the Auckland Domain in the eastern city fringe through to Albert and Victoria Parks, and through the Wynyard

Quarter to a future Wynyard Point park that will become an important bookend to the western waterfront.

### Background

In 2010 the renowned Danish urban design firm Gehl Architects undertook a public life survey of the city centre. It identified a lack of attractive walking routes between the city centre's open spaces as our key public realm deficit. Further, the projected residential and employment growth requires a commensurate increase in the distribution of quality public space including more green park space and greener streets.

Several of the larger open spaces (green rooms) are scattered in a loose east-west direction, from the Domain in the east, through to Albert Park, and then west to Victoria Park. Eventually, these parks will be joined by the sizeable addition of Wynyard Point park at the tip of the Wynyard Quarter, blending our green park space into the blue of the Waitematā Harbour.

There are many potential environmental, economic, social, and cultural benefits that will flow from enhanced green links through the city centre.

The masterplan envisages uniting some of our most important and historic parks and open spaces through a network of tree-lined linear park spaces along a key street corridor.

This would give residents, workers and visitors much more access to open space in a way that is also closely interwoven with city life. It would also complement the heritage and character of our existing parks and open spaces, responding in nature to the change in topography, built form and land use along its length.

### Victoria Linear Park - Connecting Victoria Park and Albert Park

A high amenity link is envisaged across the city from Victoria Park to Albert Park to the Domain. The centrepiece of this will take the form of a linear park on Victoria Street linking Victoria Park in the west with Albert Park in the east across the other side of the Waihorotiu Queen Street Valley.

It will complement the function and people carrying capacity of Wellesley Street as a key public transport corridor one block to the south. The vision is for these two streets to complement each other as 'two great streets' redefining the accessibility and amenity of the densely developed and heavily utilised midtown area in the heart of the city.

Victoria Street Linear Park will become the city centre's urban green link, allowing Victoria and Albert parks to merge. It will act as a 'breakout space' for those living, visiting and working in the Queen Street Valley and Victoria Quarter areas and has the potential to become one of the postcard images of Auckland, with a wave of green vegetation down Victoria Street from Albert Park amplifying the already memorable qualities of Albert Park as a dramatic green edge to this side of the Queen Street Valley.

A linear park in Victoria Street will require fewer lanes for vehicles, wider footpaths, tree planting, more green amenity and slower traffic movement. This will deliver a sequence of attractive, safe and engaging spaces or rooms that strongly integrate with the surrounding built form and land uses and celebrate the public life of the city centre. The street's traffic function can be maintained for the most part with a reduced number of buses continuing to operate along its length, and an improved cycling environment.





# 06

## The Green Link

Victoria Street Linear Park also provides the opportunity to develop a green infrastructure network, incorporating ecological and biodiversity corridor principles to enhance environmental sustainability.

This connection of two of the city's greatest assets with a linear park is subject to a full business case process involving further feasibility studies, design development and public consultation to land on a preferred design and address the integrated transport and access considerations as well as public space outcomes desired. The implementation programme for this green link can be incremental and will likely start with a first phase associated with the opening of the Aotea Station upon completion of the City Rail Link.

### Daldy Street Linear Park - Connecting Wynyard Point park and Victoria Park

Opportunities for new, sizeable open spaces in the city centre are mostly limited to the waterfront areas, particularly Wynyard Point park in the Wynyard Quarter. Daldy Street becomes vital as a linear park, stitching Wynyard Point park and Victoria Park together across Fanshawe Street; and joining the city centre's open space network with the Waitematā Harbour.

### Albert Park and the Domain

The steeply undulating topography of Albert Park, the Symonds Street ridge and Grafton Gully, exacerbated by SH16, limits the connection between the city centre and the Auckland Domain. It also affects connections with city fringe destinations including Auckland Hospital, Grafton and Parnell.

There is a bold proposal from an interest group to reopen the protected historic heritage WWII Albert Park air raid shelter tunnels (now backfilled) as a visitor destination and walking and cycling connection between Victoria

Street East and Beach Road/Parnell Rise and Stanley Street/Grafton Gully via Churchill Street, with lifts providing direct, accessible vertical connections to Princes and Symonds Street. The feasibility of this proposal is to be assessed.

In addition to the tunnels proposal, improvements could be made to the pedestrian and cycle facilities along Wellesley Street and Grafton Road including addressing the missing link for active modes across the motorway on this corridor. The intersections of Grafton Road and Wellesley Street with Stanley Street could become tighter, more attractive, and offer safer pedestrian mobility at modest cost.

Future enhanced green connections to the port are being planned as part of the multi-way boulevard (Stanley Street / The Strand) concept and the masterplan for Te Toangaroa Quay Park which will deliver future links through to Quay Street.





# 07

## City to the Villages



### Summary

Natural and artificial barriers restrict movement between the city centre and the city fringe. This move will improve the links to areas surrounding the city centre.

### Vision

- The walking and cycling journeys between the city centre and its fringe suburbs will be safe and enjoyable
- Gateways into the city centre, including bridges across the urban motorway system, are celebrated and take advantage of views
- Development of under-developed sites on the immediate fringes of the city centre is supported
- Convenient and frequent bus, heavy rail, ferry and possible future light rail services connect the city centre and its inner suburbs

### OUR VISION:

Improving connections between the city centre and its surroundings.

### Background

The central motorway junction, known as spaghetti junction, signalled the start of a new freedom of movement to the north and south of the city, and then the west and east. When work began in the 1950s, the emphasis was on getting through and past the city. This has been at the expense of the city centre's connections with the historic urban villages on its edge at the city fringe.

These villages, in particular Parnell, Ponsonby and Eden Terrace, are vital to the city centre, as they house a large residential population

within easy reach of the city centre by foot or bicycle. Increasing city centre access by active modes will help achieve the transport goals for the city centre of reduced car travel.

For those already inside the city centre, particularly residents and visitors, these connections to the city fringe provide access to multiple destinations that are missing from or complement the offering in the city centre, including:

- The Domain
- Auckland Hospital
- Inner-city schools, educational and healthcare providers

They also encompass the rich range of mixed-use village centres, main streets and inner-city neighbourhoods including the Newmarket metropolitan centre, Parnell and Ponsonby. All contribute a different character and offering to the city centre, within easy reach of it.

There are walking routes into the city from historic city fringe suburbs like Parnell, Freemans Bay, Ponsonby and Grafton. However, these routes are typically narrow strips alongside several lanes of traffic and the walking experience can be unsafe, unpleasant and confusing. Cycling infrastructure is currently piecemeal, with some key routes, such as Upper Queen Street, Lightpath to Nelson Street, Quay Street and Franklin Road benefiting from safe, separated cycleway access, while other key routes for cycling still need to be developed.

The challenge is to make this journey safer and more pleasant to increase active mode travel between the city centre and also capitalise on the motorway network. Beautifying and softening the motorway infrastructure will allow us to see its viaducts, trenches and sweeping bridges as vantage points for viewing our city, and its historic and natural heritage,

including our maunga volcanic cones and harbour.

Since the 2012 CCMP, considerable investment has gone into extending the off-road pedestrian/cycleway at Grafton Gully through spaghetti junction and connecting it to the city centre at Upper Queen Street, Symonds Street and Beach Road which has itself been upgraded. Perhaps the most symbolic project under this transformational move in 2012 now delivered - Te Ara I Whiti, the Lightpath - best captures the ambition to improve connectivity in creative and uplifting ways.

Walkability is just one aspect of the city to village connection. Auckland Transport will continue to work on providing more convenient and frequent bus services, and with the New Zealand Transport Agency will continue to develop proposals for Light Rail Transit to and through the city centre. This has the potential to significantly improve connections between the city centre and city fringe locations to the south such as Eden Terrace and the city end of Dominion Road.

The completion of the City Rail Link will likewise greatly improve rapid transit links between the city centre, Mt Eden, Grafton and Kingsland Stations. The Council and Auckland Transport will continue improving footpaths and providing more dedicated cycle infrastructure, trees, and better street lighting.

As improvements to transport connections to the city fringe are made, we can expect further intensification and development of under-developed and valued sites on the immediate fringes of the city centre.

This will be most apparent in areas adjoining the motorway network, where currently surface car parking, vacant lots and other low, unproductive uses exacerbate the feeling of passing through traffic-dominated, low-activity areas that sever the centre and the fringe.



# 07

## City to the Villages

The physical extent of the city centre appears to stop at the waterfront. The historic bridgehead to the North Shore communities seems sometimes to be a different world across the harbour; however, in reality, it is similar to the urban villages of Parnell and Ponsonby in character, socio-economic profile and distance from the city. It is only two kilometres away, a 15-minute ferry journey, which is no more of a barrier than the motorway system.

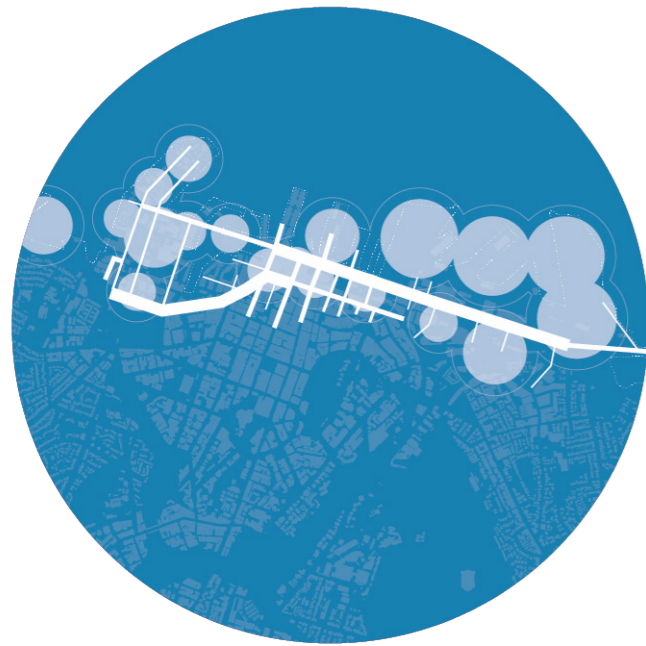
The 2012 CCMP saw Devonport as part of the city fringe, and the harbour as being at the heart of the city centre, a blue central park. This perspective supported the improvement of ferry facilities and wharf on the Devonport side over the past few years and the proposed upgrade of the Downtown Ferry facility.

Further transformations to North Shore connectivity will be delivered via the proposed Harbour Bridge Shared Path. This will address a critical missing link in Auckland's urban micromobility network.

Opportunities for future action under this transformational move include an upgrade to:

- Harbour Bridge Shared Path / Harbour Bridge Park – connecting the North Shore and, more locally, Herne Bay
- College Road – connecting Ponsonby
- Wellington Street – connecting Freemans Bay
- Upper Queen Street - connecting Newton and Eden Terrace
- Upper Symonds Street - connecting Grafton
- The Strand – connecting Parnell





# 08

## Harbour Edge Stitch



### Summary

The city centre is shaped by its historic and ongoing relationship with the Waitematā Harbour.

The waterfront has transformed from a gritty industrial area to a much-loved destination for Aucklanders and visitors.

This move incorporates Auckland's Waterfront Plan. It is also consistent with the Ports Master Plan. It will unite the city centre with the waterfront through public realm improvements and the development of new mixed-use destinations.

### Vision

- The waterfront 'axis' from Silo Park in the west to Teal Park in the east including Quay Street is fully transformed as a high-quality harbour edge pedestrian-friendly space
- Regeneration of Wynyard Quarter continues with more homes, businesses, open spaces and recreation
- Delivery of new harbour edge public spaces, including Wynyard Point park, Eastern Viaduct and a new, yet to be named, public space developed in the ferry basin (the downtown public space)
- Better north-south connections to the harbour edge including improvements to Lower Hobson Street and improving pedestrian amenity and connectivity
- Queens Wharf becomes part of seamless public space incorporating Quay Street and Lower Queen Street
- Development of destinations along the harbour edge that celebrate the heritage values, places and stories of the waterfront

### Background

Aucklanders have access to an incredible coastline, from the suburban beaches of Kohimarama and Ōrewa to the wild beauty of the west coast. New waterfront development is enabling us to re-engage with the water's edge in the city centre.

Auckland's city centre has a strong historical relationship with the waterfront. From early Māori settlement, Tāmaki Makaurau was renowned for its rich soils, multiple waterways, twin harbours and bountiful wealth bestowed on those who occupied the region. Throughout the leadership of Hua-kai-waka (Hua, the consumer of canoes), a chief of Tāmaki Makaurau during the 16th century, all external iwi who came to the area via harbours, waterways and portages had to pay respect to this chief and be governed by his rule. Those who chose not to do so had their waka destroyed, which is how he earned his name.

Over time, the region's inherent qualities invited contest and occupation by numerous iwi groupings. Many Tāmaki iwi have associations with the waterfront for gathering fish and shellfish, harvesting crops, seasonal occupation, and as a hub for trade. This area increasingly became a centre for trade from the time of early European settlement to the present.

From the mid-1990s the development of the Viaduct Harbour and Princes Wharf provided a new, sought-after location for corporate office space, food and beverage, and a new residential community. Better connections are now available via ferry, bus and rail. The precinct has also hosted events including the America's Cup, Louis Vuitton Regattas, the Whitbread (now Volvo) Round the World Races, the Auckland International Boat Show and New Zealand Fashion Week.

### 2012 Waterfront Plan

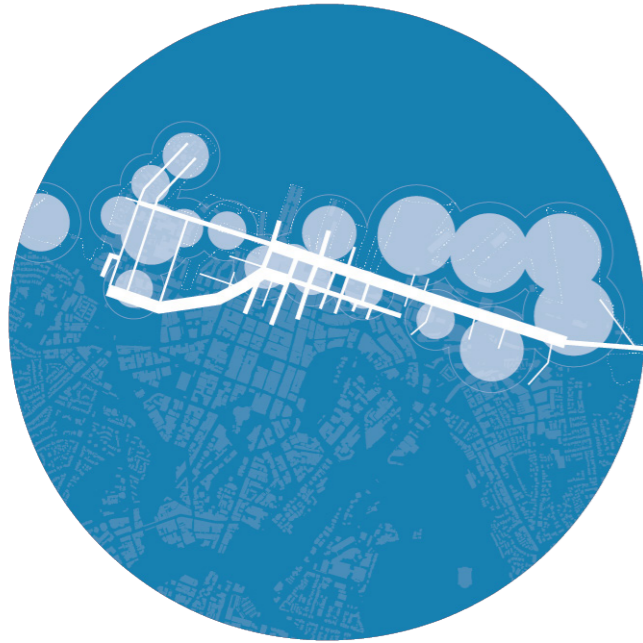
Like the 2012 City Centre Masterplan, the Waterfront Plan captured the aspirations of the first Auckland Plan for a liveable city. The vision is for a waterfront that is a world-class destination, that excites the senses and celebrates our sea-loving Pacific culture and maritime history. It supports 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.

To support this vision, there are five goals that continue to guide the regeneration of the waterfront:

- A blue-green waterfront – sustainable and resilient in the face of climate change
- A public waterfront – a place for all Aucklanders and visitors
- A smart working waterfront – retains authentic waterfront uses and attracts innovative business and investment
- A connected waterfront – accessible, easy to get to and move around
- A liveable waterfront – a welcoming and resilient neighbourhood, with diverse mix of uses and people

The 2011 Rugby World Cup saw Queens Wharf and Silo Park come alive as exciting new public spaces, and a temporary cruise ship terminal on Queens Wharf.

The Wynyard Quarter covering several city blocks has become a new mixed-use waterfront playground for Aucklanders and Britomart. Commercial Bay is developing as a new destination retail and leisure experience right next the harbour edge.



# 08

## Harbour Edge Stitch

The challenge people face is getting to these destinations on foot from the rest of the city. This could jeopardise their long-term vitality and viability whilst also failing to deliver the engaging and inclusive city centre outcomes.

Progress on this move since 2012 has been impressive:

- Many development opportunities have been realised or are near completion including across multiple Wynyard Central sites, Commercial Bay on the former Downtown Shopping Centre block and within the Britomart precinct
  - A rolling programme of new or improved north-south stitches is underway with Halsey Street completed and Daldy Street, Lower Albert Street and Lower Queen Street scheduled to be completed within the next year
  - New waterfront spaces have been delivered including an upgraded Waitemata Plaza and the new Tiramarama Way. Over the next year new spaces include the completion of Daldy Street linear park and a new Wynyard neighbourhood park, Madden Plaza, Eastern Viaduct upgrade and the strategically important Downtown Public Space in the Ferry Basin
  - Works have commenced on turning Quay Street into a people-focused promenade with only a single lane of traffic in either direction as the final section of the waterfront axis with Silo Park, Karanga Plaza, North Wharf, Jellicoe Street delivered earlier in the decade
  - Future-proofing the east-west pedestrian and cycle link with an upgraded Wynyard Crossing bridge
- The focus for this move is now on:
- The east-west movement corridor of Fanshawe Street, Custom Street, Beach Road and The Strand. With heavy traffic flows and limited pedestrian amenity and crossing points, it forms a secondary east-west barrier to pedestrian movement that need to be reconciled having regard to Access for Everyone ([LINK TO A4E SUMMARY](#));
  - Advancing the final key north-south stitches i.e. Beaumont Street and Lower Hobson Street
  - Unlocking outstanding development opportunities including the Downtown Carpark (downtown west), Central Britomart and Quay Park
  - Fully leveraging off the America's Cup which will be hosted across the waterfront, activating temporary and permanent public spaces
  - Optimising Wynyard Point (tank farm area) to include a new regional destination park, alongside mixed-used development
  - Development of Queens Wharf as part of a seamless public space incorporating Quay Street and Lower Queen Street as port operations consolidate to the east and long-term cruise berths are developed on Captain Cook Wharf
  - Reconciling the strategy for the central wharves including Queens Wharf (taking into account future decisions over the Port of Auckland) ([LINK TO MOVE 8 TMs SUMMARY](#))



Find out more: phone 09 301 0101  
or visit [aucklandcouncil.govt.nz](http://aucklandcouncil.govt.nz)