



This is a submission from the Committee for Auckland

Our Members are unified in their support for the redevelopment of Auckland's waterfront, and acknowledge progress

We are appreciative of the briefings and information that is shared with us

Members reciprocate by investing their time and experience in preparing submissions and commentary

We are convinced by our researches and our international contacts that good governance and leadership is a pre requisite for the delivery of a quality waterfront.



## Committee for Auckland has highlighted specific benefits for New Zealand and Auckland



1. a vital people centric development
2. new cultural, commercial and leisure assets
3. growing Auckland and New Zealand's economy
4. return on investment
5. world-class architecture and urban design
6. increasing the volume and value of tourism.

(Committee for Auckland Submission 2006)



- Committee for Auckland supports the masterplan - a coherent concept with a clear lineal spine
- support the 5 urban design themes, some can be emphasised more strongly
- motorway and harbour crossings must be resolved or agreed to go elsewhere – this is urgent and difficult
- economic benefit to NZ is underplayed by the masterplan – tourism , new businesses, and property value-add
- must create ‘jewels’ as CBD destinations - this means preserving sites for people/visit generators, and opportunities for public and private development – for waterfront to become NZ’s premier destination
- a single entity is needed for driving results
- programme should be more aggressive but the release for sale/development must be managed prudently for maximum gain.

## Physical Masterplan Design



- provides a coherent plan for the waterfront linking Harbour Park in the west and Teal Park in the east
- a clear straightforward structure that supports a lineal spine - this underlying structure is the strength of the masterplan
- Teal Park and Harbour Park are logical bookends to this spine
- Spine depends on two key opening bridges Te Wero, and the pedestrian/cycling bridge linking Westhaven to the CBD
  - allows for flexibility in provision of opportunities along its path
  - suggestions for more 'ribs' on the spine in Appendix



Committee for Auckland supports the five design themes :

- The linkages with a future harbour crossing and the motorway must be resolved by central government with urgency. The options are difficult. If a terminal/traffic interface is to be provided anywhere within this masterplan area there will be significant works required at an early stage to permit such a later linkage otherwise the masterplan will be unravelled.
- Must not permit transport linkages to compromise the redevelopment of this area which will be Auckland's international face- but rather consider transport investments as a way of maximising value from the redevelopment
- the east west pedestrian and cycleway options connecting Westhaven to the eastern bays provide great potential for visits and events, and for the enjoyment of Aucklanders and our visitors

## Masterplan themes – working waterfront



- the masterplan underplays the economic benefit of the whole of waterfront to Auckland and NZ – far greater than the value of marine and fishing although these are important too
- the waterfront's key economic role includes driving gains for NZ's biggest growth sector ie the visit industry – worth billions to Auckland and to NZ
- expected growth in Auckland's performance as a visitor destination is also very large if higher spend visitors are attracted for a longer stay in Auckland
- rests on the completion of CBD visitor 'jewels' which complement the superb offer of Auckland's periphery

### (3) Masterplan themes – working waterfront for new businesses and global talent



- Masterplan needs to deepen the approach to the waterfront as a tool to attract and hold global talent and to transform the NZ economy...

*"These (waterfront) projects have five things in common - They are populated by technology enterprise, workers with twenty-first century skills, r & d and educational institutions, and provide housing, amenities, and services to their inhabitants.*

*They aim to develop the human and social capital needed to put their host cities – if not their nations - in globally competitive positions.*

*They provide living facilities that promote creativity, anticipate emerging lifestyles, and celebrate the experience of "place".*

*They integrate the latest information, communication, and media technologies into the physical, social, and commercial fabric of the community.*

*They are guided and managed by partnerships between governments, real estate developers, educational or research institutions, and information and new media companies. (MIT, 2005):*

*What distinguishes these projects is that they are living laboratories in which companies as well as people can experience and test some of the future today. They are breeding grounds for new ideas that embody new kinds of places for living and working, new activities, and new lifestyles. "*

Chairman TWRC Bob Fung to HBK International Speakers Lunch Hong Kong November 2006

## (4) Masterplan themes – Auckland’s playground



- Committee for Auckland supports the masterplan features for Auckland’s playground with a mix of activity, new visitor attractions, landmark sites and public buildings - and supports a **defined** investment timeframe and mechanism for these
- waterfront has the potential to extend role beyond being ‘the destination for the region’ and position Auckland’s waterfront as New Zealanders’ destination of choice
- Queens Wharf and Captain Cook have significant potential as visit magnets and leverage if timing is reviewed in sync with completion of \$350 million investment in Britomart
- concepts should be tested to compete head on with Sydney Melbourne and Brisbane which currently host visits from Nzers.

## Masterplan Areas - Westhaven



- the masterplan now raises the issue of whether the ‘premier park’ idea for Harbour Park means we can redefine the extent of landbanking on Wynyard Point for public spaces?
- marina 5<sup>th</sup> largest and makes real the identity of City of Sails – yes good to link from CBD
- but potential to drive ‘transformative’ agenda through this easternmost investment lower in potential gains than wharves - what is ROI from Westhaven? Is the programme for west as opposed to the central wharves in the right order?



- reiterate comments to Wynyard Point Plan Change about maximising returns – consider freeholding specific sites to generate returns
- strongly support retention of landmark sites for visitor attractions or ‘jewels’
- the master plan does not contemplate the leverage of private development from public sector kick start funding and investment in the ‘public realm’ – what degree of leverage is expected? Eg Melbourne Docklands target by completion is 70 : 1
- desirable to adopt a more aggressive programme for wharf development pre 2011 without cannibalising Wynyard Point

## Masterplan Areas - Central wharves and port



- investigate the economic benefit of wharf redevelopment as an integral component of economic viability/working waterfront – in addition to gain from cruise ships ; would appear to have a greater return than Westhaven investment
- support the idea of an international design competition for Queens and the finger wharves – this waterfront can be the best in the world but question the time frame given the completion date for the Britomart precinct
- leverage of wharves for economic transformation not yet fully articulated
- desirable to include any 30 year port expansion plans in masterplan eg Port of Melbourne future plan is widely known.



- who is in charge - SeaCity and Joint ACC/ARH/SeaCity Board?

***“ I would like to suggest that the stronger and clearer the revitalization mandate, the better. The governance structure should be equally streamlined and precise. It must be clear who has the lead and the responsibility to act as master developer and to whom that entity is accountable.”***

Bob Fung November 2006

## Appendix: Additional Connections to the Spine



- Westhaven to the CBD
  - suggestions for more 'ribs' on the spine
    - Pedestrian bridge to St Mary's Bay through the unformed road at the end of Amira Street, linking directly to the spine and further strengthening the underlying structure of the plan. Provides increased permeability to the waterfront, may be a preferable to the link with Jacobs Ladder
    - Consider a pedestrian footpath along the base of the St Mary's Bay cliffs. Continuity of a link along here is broken by the Naval base but plans to reconsider its location provide an opportunity to explore this link between Harbour Park and Victoria Park
    - Explore a more direct pedestrian link between Westhaven and Victoria Park even if involves small land purchase; this area will change radically with new workplaces and young knowledge workers resident nearby ( see impact of Vodafone workforce on foot).