

Title: **Consultation on *The Future of Auckland's CBD Waterfront* – joint vision process**

Report to: **Political Liaison Group – Auckland Regional Council, Auckland City Council**

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1.0 Summary and conclusions

In April 2004, Auckland Regional Council (ARC), Auckland City Council (ACC) and Ports of Auckland Ltd (POAL) agreed to participate, in partnership, in a joint visioning exercise for the whole of the waterfront area. The three organisations worked on developing a set of high level, shared objectives to guide the process and form the basis for developing a 'draft vision' for consultation. In January 2005, a joint Political Liaison Group of the two Councils endorsed the vision and principles to go out for public consultation.

This report outlines the consultation undertaken and summarises the public and stakeholder responses to the draft vision for the CBD waterfront. The report also outlines the proposed process to report this consultation back to the respective Councils, release results to the public and media, and to continue the joint vision process.

The consultation was targeted to several segments of interest, from directly affected parties to the general public. The methodology was used to ensure a high level of awareness and maximise feedback to the joint vision process. Sixteen of the stakeholder groups responded with written comments and 851 feedback forms were received from the general public.

Auckland City also carried out consultation on the future of Westhaven, in parallel with consultation on the overall vision. A further 623 feedback forms were received on Westhaven and these are currently being analysed and will be reported back separately.

In general, the CBD waterfront consultation process reaffirmed the high-level principles outlined in the draft vision. Those involved in previous waterfront consultation exercises expressed frustration at the high level and lack of detail, and expressed concern that the consultation material did not include a lot of previous work, particularly on the western reclamation.

However, the general public feedback confirmed key points in the draft vision which can be taken forward into the development of the final vision document:

- A strong desire for more and better public access
- An interest in the quality of open spaces and type of landscape,
- Support for a range of activities

- An implicit interest in clear criteria for the urban design and development
- Support for the marine industry and a working waterfront

The consultation also highlights issues that were not made explicit in the draft vision, which will need to be explored further in the final vision document if it is to set the framework for more detailed precinct planning:

- Americas Cup Village Ltd
- Western reclamation/Wynyard Point
- Transport
- Ports

Taking into account feedback from this consultation on the content and format of the draft vision, officers are proposing that the final vision document should include:

- Maps and graphics indicating precincts and future uses
- Clearer principles for the future redevelopment
- Evaluation criteria which can be used in the future precinct planning
- Explanations of the key issues and options
- Action plan, outlining future processes, opportunities for further input, timing, governance and ownership issues

2.0 Recommendations

- A. That the results of consultation on "*The future of Auckland's CBD Waterfront*" be reported to the ARC Regional Strategy & Planning Committee at its meeting on 10 May 2005 and to the Auckland City Urban Strategy & Governance Committee at its meeting on 5 May 2005.
- B. That a joint press release on the results of the consultation material is prepared for release on 28 April 2005. That following the press release a summary of the report be made available to the community and stakeholders as requested.
- C. That a copy of the report be circulated to POAL, ARH and ACVL following consideration by Political Liaison Group at its meeting on 15 April 2005.
- D.
 - (i) That the Political Liaison Group extend its 6 May meeting to provide an opportunity for stakeholder groups to present their views to the Political Liaison Group.
 - (ii) That this meeting be open to the public
 - (iii) That the PLG notes that there is a further opportunity for public input at the precinct planning stage.
- E. That the final vision incorporate a number of elements to address issues raised in the consultation process including – a map/visual representation of the vision, assessment criteria and principles (based on agreed set of objectives) and an action plan to turn the vision into reality.
- F. That officers report back to the 6 May Political Liaison Group meeting with a preliminary draft of the content and format of the final vision document, in order to meet the timeline of a final vision agreed by June 2005.

3.0 Narrative

3.1 Background

Auckland City Council, Auckland Regional Council and other stakeholders last developed a joint strategy for the waterfront in 1989. A large part of that strategy has been implemented, in particular, consolidating Ports' container activity to the eastern wharves and transforming the Viaduct Harbour from an industrial area to a mixed use commercial, residential, marine and entertainment precinct.

In late 2003, POAL signalled their intention to divest non-core land assets, including Westhaven and Hobson marinas, triggering Auckland City's interest in updating the waterfront strategy and acquiring key waterfront land. As work progressed on an Auckland City bid for the marinas and the evolution of an updated strategy for the entire waterfront, the council sought the support of the Auckland Regional Council.

In April 2004, Auckland Regional Council (ARC), Auckland City Council (Auckland City) and Ports of Auckland Ltd (POAL) agreed to participate, in partnership, in a joint visioning exercise for the whole of the waterfront area. The three organisations worked on developing a set of high level, shared objectives to guide the process and form the basis for developing a 'draft vision' for consultation, which were endorsed by the respective organisations in September/October 2004.

In the meantime, Auckland City acquired the Westhaven and Hobson marina businesses from Ports of Auckland. Work is underway on identifying long-term options for the management of the business and redevelopment of Westhaven as a public open space destination, which was consulted in parallel with the overall vision consultation and will be reported separately.

Auckland City also took over the management of the ACVL former cup bases, with a view to establishing a marine events centre to complement the events and public activities occurring in the rest of the Viaduct Harbour.

In addition, important changes to regional governance came into effect on 1 July 2004 with the Local Government (Auckland) Amendment Act. This saw the establishment of two new regional entities – Auckland Regional Holdings (ARH) and Auckland Regional Transport Authority (ARTA) along with the dissolution of Infrastructure Auckland. ARH has a critical role in the waterfront being the agency which holds a majority shareholding in POAL along with a 100% ownership of subsidiary ACVL.

Following local body elections, a joint Waterfront Political Liaison Group (PLG) was established by ARC and Auckland City. At its first meeting on 15th December 2004, the PLG resolved:

1. *That the joint Political Liaison Group confirm that their respective councils endorse the joint objectives for the waterfront vision, as attached.*
2. *That officers from both councils prepare material and a programme for region-wide consultation on the vision and objectives for the waterfront.*
3. *That an elected member from each Council be delegated authority to consult with their colleagues and to sign off on the consultation material and consultation programme prepared by officers. Cr Walbran and Deputy Mayor Cr Hucker to be appointed as spokespeople for the consultation process.*
4. *That the results of the consultation be reported back on 15 April 2005 to the Political Liaison Group as the basis for the further development of a joint waterfront strategy.*
5. *That officers report back on the process for the PLG following adoption of the vision.*

This report outlines the consultation undertaken and the public and stakeholder responses to the draft vision for the CBD waterfront. The area of interest stretches from the Harbour Bridge in the west to Teal Park in the east.

3.2 Consultation methodology

The programme and consultation material for the draft vision were prepared in January 2005 following the December meeting of the Waterfront PLG. It was agreed at that time that Auckland City would consult on the future of Westhaven (as promised when they purchased the marinas and public spaces in 2004) in parallel to the joint consultation on the overall vision for the Waterfront. That consultation is being analysed separately and will be reported back at the May meeting of the PLG.

The public consultation on the draft waterfront vision was launched on 14 February 2005 coinciding with the Waterfront PLG boat tour around the waterfront. Submissions were open for five weeks, with the closing date for feedback on 18 March 2005. Extensions were negotiated with key stakeholders to allow for their reporting processes.

The consultation was targeted to several layers of interest, from directly affected parties to the general public. The following outlines the methodology used to ensure a high level of awareness and maximise submissions to the joint vision process:

1. Core stakeholders:

Meetings were arranged with core stakeholders identified as having a high level of interest in the waterfront. In general, the meetings were conducted by officers from both ARC and Auckland City (with political attendance as noted), using a standardised presentation format and/or informal discussions. Contributions from these meetings and their written submissions are noted in section 3.3 below. The core stakeholder meetings included:

- Iwi – Ngati Whatua o Orakei
- Transit NZ
- Viaduct Harbour Holdings Ltd
- Hobson Community Board (Cr S Milne, Cr J Bassett)
- Western Bays Community Board
- CBD Residents Group (Cr J Bassett)
- Westhaven Viaduct Tenants & Ratepayers Association (WVTRA) (Cr P Walbran, Deputy Mayor Cr B Hucker, Cr P Sefuiva)
- Westhaven Users Group & St Mary's Bay Association (SMBA)

2. Interest groups and affected parties:

A further 50 groups were identified as being stakeholders in the future of the waterfront and they were sent personalised letters with information and the offer of a meeting with officers if they wished. Only one stakeholder group accepted this offer, and a meeting was hosted by the Urban Design Forum and Institute of Architects for their members.

Affected parties were identified as those living or running businesses in the area and a direct mail of 2200 brochures was sent to residents and ratepayers (generally the occupant business) in the waterfront and St Mary's Bay areas. A further 2000 brochures and submission forms for both the CBD waterfront and Westhaven were sent to the berth-holders at Westhaven and Hobson Marinas.

Submission forms were also left at cafes and some businesses along the waterfront precinct, as well as on ferries and the ferry terminal.

3. General public:

The public consultation was launched with the media on 14 February and throughout the process received good coverage from both print and electronic media. Auckland City distributed 166,000 copies of both the joint vision and Westhaven consultation documents with *City Scene* (delivered to all households, community facilities, and libraries on the isthmus and islands). Two public open days were held at Waitemata Square in Viaduct Harbour on 4 and 5 March

The level of media coverage and distribution of over 180,000 feedback forms resulted in a high level of responses from both the general public and the stakeholder groups. By the closing date 851 submissions had been received, the majority (79%) through the freepost feedback form and a further 21% via the Auckland City or ARC websites. A further 16 more detailed submissions from stakeholder groups were received and they are discussed in part 3.3 below.

Of the 851 public submissions received, 7.3% identified themselves as living in the waterfront, 17.5% working in the waterfront area, 63.5% lived in Auckland city, 21.4% lived in the Auckland region outside of Auckland city, and a further 1.4% were visitors to Auckland. This broad mix of respondents indicates the importance placed on the CBD waterfront area, and the impact this development will have on all Auckland residents.

The volume of submissions received, as well as the breadth of topics mentioned, necessitated a sophisticated set of data analysis techniques. There were two question types included on the submission form: closed ended (quantitative) questions where respondents could tick or circle a particular option; and open ended (qualitative) questions, where there was room to comment freely. Each of these question types were analysed using different techniques. The quantitative question responses were tallied, to calculate total percentages for each response.

To analyse the qualitative responses in a consistent and methodical way, it was firstly necessary to create a code frame of 13 commonly mentioned topic areas and themes. Each response was then assessed according to this code frame, and allocated into one or more of the 13 themes. Officers then derived a total percentage of submissions mentioning each theme.

The breakdown of responses to each question are outlined in Section 3.4 below, with further discussion around the themes of the responses across all the open-ended questions in Section 3.5.

3.3 Stakeholder responses

As noted above, key stakeholders were identified who had a high level of interest in the waterfront or represent those who do (such as business sectors or occupants of waterfront premises). It must be noted that many of these groups (for example Ngati Whatua or Transit NZ) are organisations that have ongoing partnerships and working relationships with both Councils which will continue through and beyond this joint vision process.

Ports of Auckland have also been key partners in the preparation of the joint vision and the consultation process, but their comments are noted below.

Other waterfront interest groups, particularly those industry sectors located on Westhaven or the Western Reclamation (Wynyard Point), have long-standing interests in those areas and were particularly involved in the former AWAG process undertaken by the landowners (Ports of Auckland, Viaduct Harbour Holdings Ltd, Infrastructure Auckland and Americas Cup Village Ltd). In general, those stakeholder comments reflect key concerns around industry and business displacement, escalating rents and rates along with reverse sensitivity issues. In addition, the stakeholder comments tended to reflect a frustration with the high level of the draft vision, which had no spatial component or discussion of previous work, and their desire for more detailed precinct planning to proceed.

A summary of the key points covered in written submissions along with the key issues raised at stakeholder meetings and presentations is provided below.

Ngati Whatua o Orakei

The key concerns for Ngati Whatua o Orakei are to ensure that there are no further breaches of the Treaty of Waitangi in respect to its customary title to the seabed and foreshore of the inner Waitemata harbour, to ensure that the mana whenua and mana moana of Ngati Whatua o Orakei are appropriately recognised in future consultation exercises and to ensure that Maori heritage sites are proactively protected and identified. The incorporation of relevant 'sense of place' elements into design is an important consideration. Ngati Whatua also note their specific landholding interests along the waterfront.

Ports of Auckland Ltd (POAL)

Ports of Auckland is a key partner in the waterfront visioning exercise and has been heavily involved in the process since its inception including the development of the draft vision for consultation. POAL has provided funding for the consultation phase along with the two Councils and POAL staff also assisted at the public open days held at Market Square, Viaduct Harbour.

POAL is supportive and focused on the creation of a world class waterfront development that all New Zealanders can be proud of. Their submission focuses on three key points as follows:

1. Auckland needs its working port and the current location of the working port is the right location for it.
2. With respect to the potential rezoning and redevelopment of the Western Reclamation area of the waterfront, it is important to recognise that commercially successful redevelopment, with residential and other uses, is complementary, not contradictory, to the creation of a thriving, vibrant "people place" in this area.
3. POAL is in the best position to unlock solutions to allow much of the development to progress. Ownership issues should not be allowed to become a hindrance to progress on waterfront development – it is the outcomes that are important.

The submission highlights the economic importance of the commercial port along with the strategic shift and concentration of port activity in the eastern end of the waterfront. The opportunities of the Western Reclamation redevelopment provides are covered noting that successful parts of the existing waterfront rely on a mix of public open space supported by thriving businesses, intensive residential and other uses. The submission concludes with the need to focus on outcomes to achieve the development of a compelling vision and a

waterfront development that Aucklanders and New Zealanders will be proud of for generations to come.

Auckland Regional Holdings (ARH)

ARH consider the visioning process should achieve a robust, long-term framework that facilitates balanced development. ARH suggest that further information is required to form an impartial view on the most appropriate location for the various uses envisaged and optimum outcomes. Specific concerns around ACVL are included, recognising that focusing on one piece of land without discussing detailed uses of the rest runs the risk of fragmented progression of the broader vision. ARH also highlights the need for the vision to be grounded in a robust economic framework to provide sustainable funding for ARH to provide for regional needs (transport and stormwater outcomes). ARH express the need for the vision to drive a world-class redevelopment of real quality with a distinctive Auckland/New Zealand/Pacific flavour and the need for the ARC group, ACC and POAL to work together in a highly cooperative partnership to achieve the outcomes the people of Auckland deserve.

America's Cup Village Ltd (ACVL)

Overall, ACVL support the draft vision and the initiative to articulate a vision for the development of the Auckland waterfront. ACVL notes that the waterfront defines Auckland, and the redevelopment provides a once in a century opportunity to ensure Auckland becomes and is recognised as a world class city for both residents and visitors, as well as providing an important catalyst for new investment. ACVL considers that decision on final uses for the former Bases that will deliver the greatest benefit to the region can only be made after identifying a range of alternative uses for the properties. This work needs to have regard to the overall development and character of the area, and provide a careful analysis of the social, economic, cultural and environmental benefits and costs of each alternative use. ACVL will be undertaking this analysis and will be in a position to express a considered view on the options identified in the consultation document once this work is completed.

Auckland Regional Transport Authority (ARTA)

ARTA's submission covers a range of transport related issues. These include support for retaining the port and greater use of the rail link, the need to take into account the future harbour crossing and existing northern motorway improvements. ARTA consider that issues around ferries and waterspace requirements, expansion and linkages (including ferry service at Wynyard wharf to Great Barrier Island) are crucial aspects of the waterfront. ARTA also support retaining ferry haul out and maintenance facilities in the waterfront area. ARTA also raise the issue of buses and the need for traffic improvements along Quay Street and Fanshawe Street along with the need to provide bus layover facilities. There is also a need to enhance pedestrian access, creating safe and pleasant pedestrian/cycling environment that is separate from the major roads. ARTA would also support limits on carparking to avoid further congestion and pressure on the roading network.

Transit NZ

Transit are adopting a more pro-active interest in land use and planning issues following the introduction of the Land Transport Management Act. Key concerns around the waterfront area include the Northern Busway Project, Harbour Bridge to City and additional Waitemata Harbour crossing which is at preliminary investigation stages. Transit note that one that the preliminary work has for the future harbour crossing has

considered among other options, a tunnel alignment in proximity to the Western Reclamation. Transit considers it essential that the waterfront project acknowledges these projects as best possible but notes that since the visioning process is at an early stage it is not possible to determine whether there are potential traffic implications for state highways. Other issues raised previously include the impact of the port on the roading network and in particular freight movement associated with future port growth.

Viaduct Harbour Holdings Ltd (VHHL)

A meeting was held with VHHL on Friday 11 February 2005. One of their key concerns is the desire for greater certainty and the benefits this will bring in terms of encouraging redevelopment. Both VHHL and Trans Tasman, which has control over much of the development along the Fanshawe Street edge of VHHL's property holding, are committed to continuing the development of the waterfront. Traffic is a major issue in the area and a passenger transport service (preferably an extension of the inner city free bus route) would be supported.

Westhaven Viaduct Tenants & Ratepayers Association (WVTRA)

A meeting held in association with the WVTRA took place on Thursday 17 February 2005. A wide range of issues and concerns were raised including the concern over what the vision will mean in terms of land use zoning under the District Plan, the displacement of the bulk liquid/petrochemical industry and the lack of viable alternatives, contaminated sites issues, involvement of POAL in the process, and the lack of incorporation of Auckland City's '11 point plan' into the consultation document. Specific Westhaven issues (parking, increasing rents, West End Rowing Club building) and concerns over the future of the ACVL property were also expressed.

In their written submission, WVTRA note that the Western Reclamation differs from the rest of the waterfront as it forms the only significant area available for major redevelopment which could easily impact or displace a significant number of existing businesses. WVTRA cannot support the first draft as it is too broad based, lacks detailed information and fails to communicate a substantive vision for the Western Reclamation.

WVTRA raises six key issues as follows:

1. Insufficient detail, poor process and accelerated timeline.
2. Western Reclamation development policy not defined.
3. Auckland City's 11-point plan omitted.
4. Reverse sensitivity issues.
5. Visioning document not binding on key landowner.
6. Insufficient regional weighting.

The submission concludes that a comprehensive waterfront vision that recognises the importance of the Auckland waterfront as regional infrastructure would surely reference the bulk liquid industry. The current draft vision does not.

Golden Bay Cement

Golden Bay Cement are concerned that proposals for the Western Reclamation will have a negative impact on their operation and the cement industry in general. Their submission notes the investment in their current plant, the cost effectiveness of shipping cement into the vibrant Auckland market and the benefits their current location provides. Golden Bay also note that cement requirements and volumes are anticipated to increase, no alternatives are available or proposed along with traffic and economic impacts.

The submission recommends that:

1. The City Council recognise the importance of the industry by providing appropriate zoning in District Plans (as currently the case) and that this is taken into account in further planning for the Western Reclamation precinct.
2. Provision of downtown location to service construction industry with concrete is essential to meet growing demands.
3. As part of the ACC's and ARC's master planning exercise for the Western Reclamation, it is strongly recommended that adequate provision be made to retain the existing cement and concrete facilities at Hamer Street.
4. As a long-term lessee, and a key supplier to the building and construction industry, Golden Bay Cement wish to be involved at every stage of the planning and development of the Western Reclamation/Wynyard Point precinct.

Auckland Fishing Port Ltd & Moana Pacific Fisheries Ltd

The submission begins by noting the potential conflicts that can result between the recognition of the importance of the fishing industry and the promotion of tourist/event activities in the waterfront area. The fishing industry note that the former America's Cup bases provide facilities that are particularly well suited to the operation of marine related activities including the fishing industry. The companies oppose rezoning of the ACVL land that would facilitate the development of residential activities (as sought by ACVL and the former IA) and consider it to be inconsistent with marine related activities in the vicinity.

The fishing industry is also concerned that the potential reallocation of space in the Western Reclamation ensures that marine related activities are not placed in a situation where they are allocated appropriate land but are unable to take up that allocation because of commercial factors (e.g. high rentals). The submission notes the particular requirements for sheltered operational berthage for smaller fishing vessels and notes that the ACVL reclamation and associated wharves are an ideal location for the industry. The submission notes concerns around traffic in the area and seek confirmation that events such as the V8 supercar proposal will not compromise existing activity in the area. The submission concludes with support for the 11 point plan and request that the new Council incorporate it or something at least as comprehensive into the 2005 review.

Shell NZ Ltd

Shell NZ has 4 leases on the Western Reclamation and has been operating in the area for more than 75 years. Shell supports the Auckland City 11 point plan and requests that the principles are explicitly incorporated and adopted into any vision developed for the waterfront area. Shell has a particular concern that any vision for the waterfront must include a corresponding vision for displaced businesses and activities. It considers that the future of the waterfront should not just be about what type of 'land use' there is – it has to include and consider the function and economic imperatives that are required to maintain an operational port, i.e. can the Auckland region afford the port functions to be limited to containers and cruise ship visits?

Shell consider the current location is the most appropriate for bulk liquid storage activities and is not aware of any other locations where a bulk liquid facility could be readily established or meet Shell's requirements. The submission notes the economic importance to the region of the bulk liquid industry (Donnelly Economic Impact Report, 2004) and difficulties with proposals relating to relocation to Ports of Tauranga. Shell also covers the strategic importance of the Wynyard wharf facilities as an alternative access way into Auckland for fuel supply including the Civil Defence Emergency Management provisions, and Ministry of Economic Development national level policy and requirements to

approximately double the current petroleum storage capacity. Shell also supports inclusion of contaminated land issues into the visioning process.

Shell supports a balanced vision for the Auckland waterfront that looks beyond land use and takes into account all local, regional and national aspects. The industry has no immediate desire to relocate and irrespective of the future requests that the vision allows the existing facilities to meet customer demand at least until their leases expire. Shell notes that the bulk liquid industry is a primary supply line into the Auckland region that cannot be turned off without a significant economic and environmental downside. It would like the vision to give explicit consideration to the 11 point plan.

Marine Industry Association (MIA) & New Zealand Trade & Enterprise (NZTE)

The MIA/NZTE submission is a copy of their report “New Zealand Marine Industry, Auckland Precincts – optimising, competing, contributing”. The report provides information on the characteristics of the marine industry in Auckland, associated industries, facilities and activities. It also details information the Viaduct Harbour and current industry and provides information on future demand. The report also provides cluster analysis looking at the NZ industry’s key competitor – the Australian marine industry. The report was commissioned jointly by NZTE (as part of its marine industry strategy) and Auckland City (as part of looking at the operational requirements needed to develop a ‘fit for purpose’ service complex capable of providing a comprehensive range of marine services.

Auckland Chamber of Commerce

The commercial viability of the waterfront is the Chamber of Commerce key concern including retaining the Port of Auckland and its continued to develop as an international hub, enabling growth of the cruise ship and tourism cluster, providing and future proofing the needs of the fishing fleet and sea food processing plants, improving deep water access, berthage and servicing facilities vital to visiting super-yachts and marine industry cluster, improving transport links including future demand for ferry services.

The Chamber considers the core role of both the ARC and Auckland City is one of facilitation of the waterfront development, to provide ‘public good’ services to ratepayers and residents that cannot be provided by the private sector and to administer local regulations. The submission highlights the Chamber’s concern over the role of local government and that a Council’s role should not be about property ownership for the sake of monetary return or profit, but about facilitation of development to achieve benefits to the community. It urges caution over the City Council’s pursuing the purchase from POA of \$400m of wharfs and property.

It considers that the current draft vision, as a shared picture of a compelling future for Auckland’s CBD waterfront, is very weak. The Chamber notes the vision lacks appeal to excite and empower, and lacks supporting coherent integrating goals, strategies and action plan. The document also lacks a clear definition of how each partner supports the ‘vision’ and what role they will have in its delivery.

With regard to Westhaven marina, the Chamber consider that the City Council should give priority to consideration to establish an independent business arrangement for the marina outside the Council, for example a ‘boaties trust’ to enable berth holders and stakeholders to take appropriate ownership and responsibility for the marina’s management and future development. With respect to the marine events centre idea, the Chamber consider that the area should be developed in a way that the water and facilities are able to accessed by commercial marine businesses located in the precinct and include facilities for super-yachts.

The Chamber strongly considers that improvements to waterfront precinct must protect and enhance the areas commercial and wealth creating activities. The concept of a park or static open space would not only be barren but will not create the density and mixed use activity able to generate atmosphere and excitement. In addition, it would deny the region badly needed sustainable revenue for vital transport projects.

The submission expresses the need for business to be able to operate in an environment of certainty, and so avoid some of the issues that have arisen in the Viaduct Harbour. It suggests development of appropriate provisions to deal with reverse sensitivity issues.

The partners are encouraged to promote a waterfront that brings together an exciting and attractive package of high quality commercial and lifestyle opportunities that will reinforce Auckland's high position among global cities as a great place to live and work.

*A quality waterfront equals a working waterfront
A working waterfront equals a successful Auckland*

Committee for Auckland

The Committee for Auckland's submission notes that there is an undisputed need for Auckland to move on with harbourfront development and that the harbour is Auckland's essence and face to the world. The Committee suggest that three key elements are needed:

- The vision
- The development framework
- A delivery vehicle

A harbourfront vision with an economic perspective is supported – *“to a remarkable extent, countries investing in their big cities are focusing their efforts on waterfront improvements, and these investments have been extremely successful from an economic, social and cultural perspective.”* (Toronto Waterfront Revitalisation Corporation – Mercer Delta Consulting review)

In terms of the vision itself, the submission suggests an inspiring vision is needed which lifts our face to the world – *Auckland harbour – our magnificent destination that defines our beginning and celebrates our way of living – quintessentially Auckland, authentic and maritime.*

- The Committee also considers that the vision is only one component of a successful mix – a development framework is also needed and notes that over time, precinct planning has slipped and without a masterplan opportunities are being lost. The Committee recommends a comprehensive programme moving forward covering the vision, policy framework, vehicle, funding plan, public-private partnership, master and precinct planning, stakeholder engagement process, urgent issues addressed and demonstration projects.

The Committee concludes that:

- Harbourfront revitalisation is an important opportunity – seek to maximise the chance of success
- A compelling vision will help to define Auckland, and drive the project over a long time frame.
- This is a once in 50 year opportunity. An independent review would confirm all necessary success factors are in place for long term investment.
- Public-private partnership is crucial for quality investments; a significant public good component will determine character and long term value.
- Need to pick up pace with confidence, build on previous work, and demonstrate progress with tangible projects.

- A roadmap for revitalisation is needed.
- A robust delivery vehicle is needed.

New Zealand Institute of Architects – Urban Issues group

The submission notes some frustration with the high level nature of the document and the desire to move to discussing more substantive proposals in 2005. The NZIA addressed two key concerns relating to the vision and governance.

With regard to the vision itself, NZIA suggest that what is required is a special, inspiring vision for the Auckland waterfront that captures the essence of our unique city. Key urban design issues include connections between city and water, wide public promenade, 'green finger' links between Victoria Park and the harbour, canals in the Western Reclamation, key sites for civic uses, more public parks (especially on Queen's wharf), more greenery, recognition of the old shoreline, pedestrian bridges, gateways and major infrastructure issues (e.g. future harbour crossing).

NZIA Urban issues group consider that the opportunity for a stunning Auckland waterfront will be lost unless the governance structure of the land is not sorted out urgently with all parties involved. The NZIA note that the current sectarian approach by key stakeholders is going to fragment development and the Auckland public will be the losers – as has happened with Quay Park development. The NZIA recommends the City Council consider a public/private development corporation model such as used by Melbourne, London Docklands and Toronto.

Urban Auckland

Urban Auckland's is an incorporated society of interested parties, formerly known as the Society for the Protection of Auckland's Waterfront. Their submission highlights the fact that achieving a world-class waterfront development will take more than good intentions, visionary words and pictures and property. Urban Auckland agree that a mix of uses and activities with a strong emphasis on maritime activities and working waterfront is important. Their concern is a focus on where? and how much? – what form, shape, quality and character of any development.

The submission notes that critical to any successful development or business is the management/governance structure. The group suggests the establishment of a waterfront development agency with the full support of the public sector to work in partnership with other stakeholders. Transparency, community input and stakeholder collaboration are needed to achieve the best overall outcome for the city.

Urban Auckland note that ensuring waterfront development and the rest of the CBD are developed with complementary uses in an integrated way that strengthens connections to and from the waterfront is critical to the overall health of the city. Queen's wharf in particular is considered the most important part of the waterfront – full public ownership by Auckland City Council should be pursued. It is considered the best location for the development of iconic public spaces and iconic public building.

Western Bays Community Board

The Board's submission notes that Auckland has been put to shame by smaller cities such as New Plymouth in the way that it has failed to develop its waterfront as a place for people. In particular the Board refers to work it commissioned 'Auckland Harbour Bridge Park – Issues and Opportunities' and is disappointed that there is no reference in the

public consultation process to this. It is strongly endorsed to the team developing the vision and strategies for the waterfront.

The submission notes the issues around ownership but considers that the grassed area to the west of the harbour bridge is one of the 'jewels in the crown' of the waterfront that cannot be deferred or considered in isolation. It considers that this area, given its existing open space zoning, has little value in real estate terms and that there is a clear moral argument that this area should be vested in Auckland City when the Harbour Board assets were split in 1989. The Board wishes to continue to be involved and play an active and constructive role in the process of planning and developing the waterfront area.

Westhaven Users Association and St Marys Bay Association

A meeting with the Westhaven Users Association combined with representatives from the St Mary's Bay Residents Association was held on Monday 21 February 2005. Whilst many of the issues covered focused on particular aspects of the City Council's Westhaven consultation document, it is considered important in the interests of completeness to incorporate the key issues here. Westhaven is an important part of the waterfront area and needs to be considered in an integrated way.

A number of concerns were expressed at the meeting focusing around the need for further support for youth sailing and training facilities at Westhaven (the importance of the water space area for this activity and lack of suitable on-land facilities), issues around leases, increases in rent, and commercial use of the West End Rowing Club building. There was also a strong level of dissatisfaction expressed with regard to the 'Bridge across the Basin' concept. Issues around parking, consultation and management rights were also raised.

St Mary's Bay representatives were particularly concerned about the proposed expansion of the marina, which did not reflect the Environment Court decision and subsequent agreements. There was also concern over motorway expansion and the bridge over the basin.

St Mary's Bay Association (SMBA) also prepared a written submission that provides further information. SMBA note that Westhaven is a 'jewel in Auckland's crown' and should be preserved as a community based facility owned by the people of Auckland. The Association wishes to be involved with future planning in Westhaven (e.g. development upon building platforms and any proposal to increase the number of marina berths) as a signatory to the Westhaven Concept Plan. There is support for the establishment of a permanent based for the Combined Youth Yachting programme in the West End Rowing Club building noted as vital to sustain the existing yachting clubs. The association opposes the proposed pedestrian bridge across the basin (as this should be preserved in perpetuity for youth yachting). SMBA strongly supports public walkways around the waterfront in general. It also notes its concerns and agreements relating to the motorway and preventing further encroachment. SMBA considers that the 2nd harbour crossing should be considered and that this should be a tunnel arriving into the tank farm connecting to Britomart and the motorway system. SMBA's vision for the Western Reclamation includes great public access, a significant park at the Harbour end, theatres, conference centre, hospitality uses, marina service uses on the west side facing Westhaven, residential and light commercial uses making up the balance.

CBD Residents Association

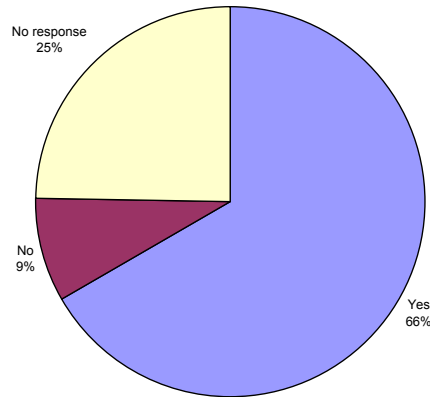
A meeting with the CBD Residents Association was held on Tuesday 15 February 2005. The group raised a number of ideas and issues including the importance of the marine and fishing industry to the character of the area, the failure of a number of small business and market in the Viaduct Harbour area, the charm of the working waterfront and need to

protect historic buildings and items. Views were identified as a critical issue, along with a desire for low-rise buildings. The need for seamless development was identified, *'linking people, city and sea'* and the group also raised issues of the visual barrier created by Fanshawe Street – the 'wall of buildings' being created by Vodafone, Air NZ etc. The desire to be able to look through the area, enhance access and improved signposts and entry points – *"You can live within 100m of the waterfront and not even know it is there."*

3.4 Public responses

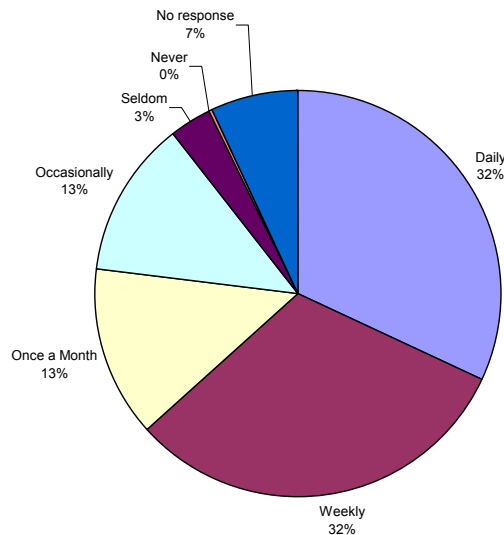
The submission form included both quantitative questions and open-ended questions which were coded separately as noted in part 3.2 above. The following¹ is the analysis of the public submissions (851 responses) for both the closed questions (quantitative) and the open ended questions, analysed against the code framework explained above.

Q1 – Overall do you support the draft vision for the Auckland waterfront?



Overall submitters expressed strong support for the draft vision with 66% in favour. It should be noted that 25% of those who responded on this question did not express an opinion.

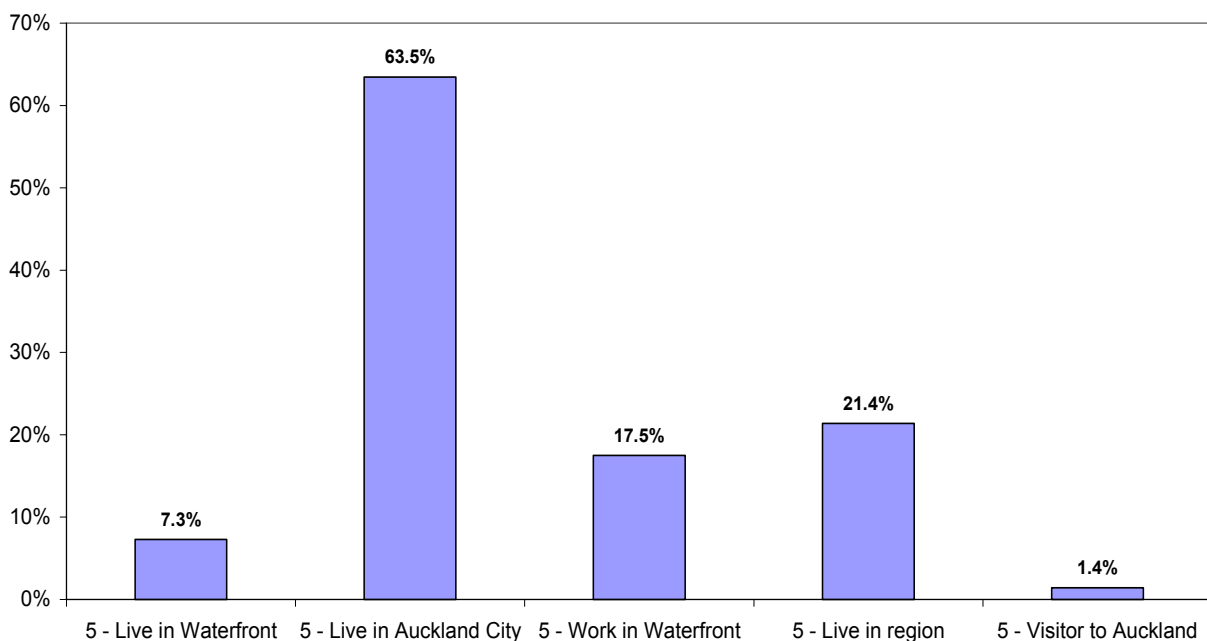
Q2 - How often do you visit the CBD waterfront area?



The majority of submitters visit the waterfront on a regular basis with 64% visiting the waterfront daily or weekly.

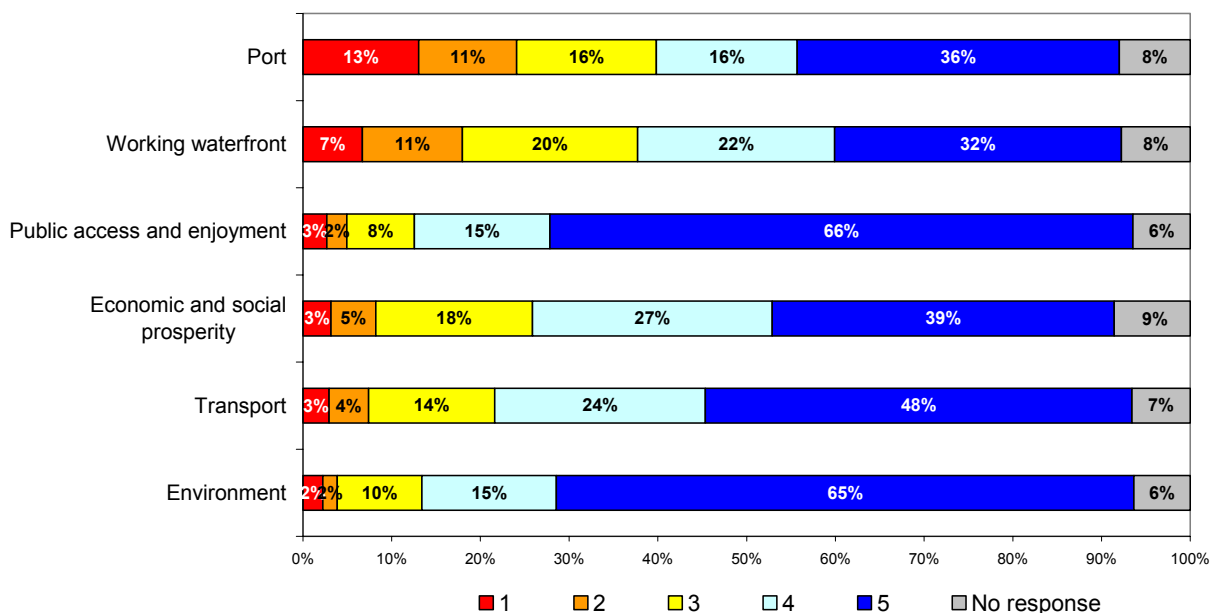
¹ The order of the questions has been altered from the feedback forms to more clearly present the analysis data.

Q3 – Where do you live?



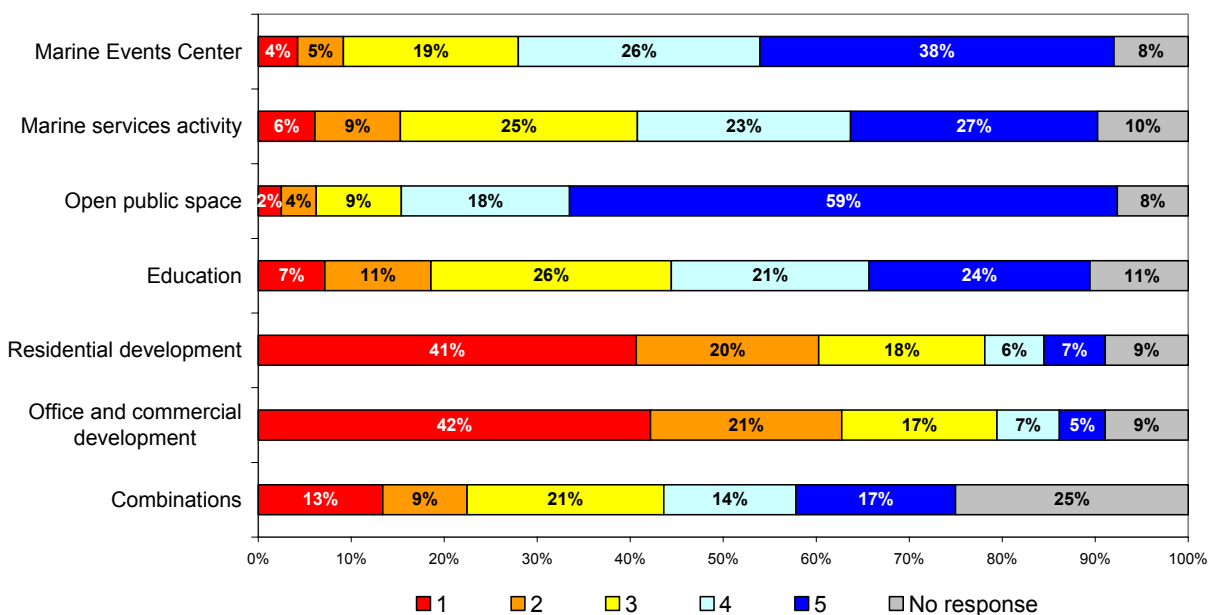
It should be noted that submitters could select more than one of each of the locations. For example, many submitters advised that they lived in Auckland City and worked at the waterfront.

Q4 – How important are the following aspects to you in terms of the draft vision?



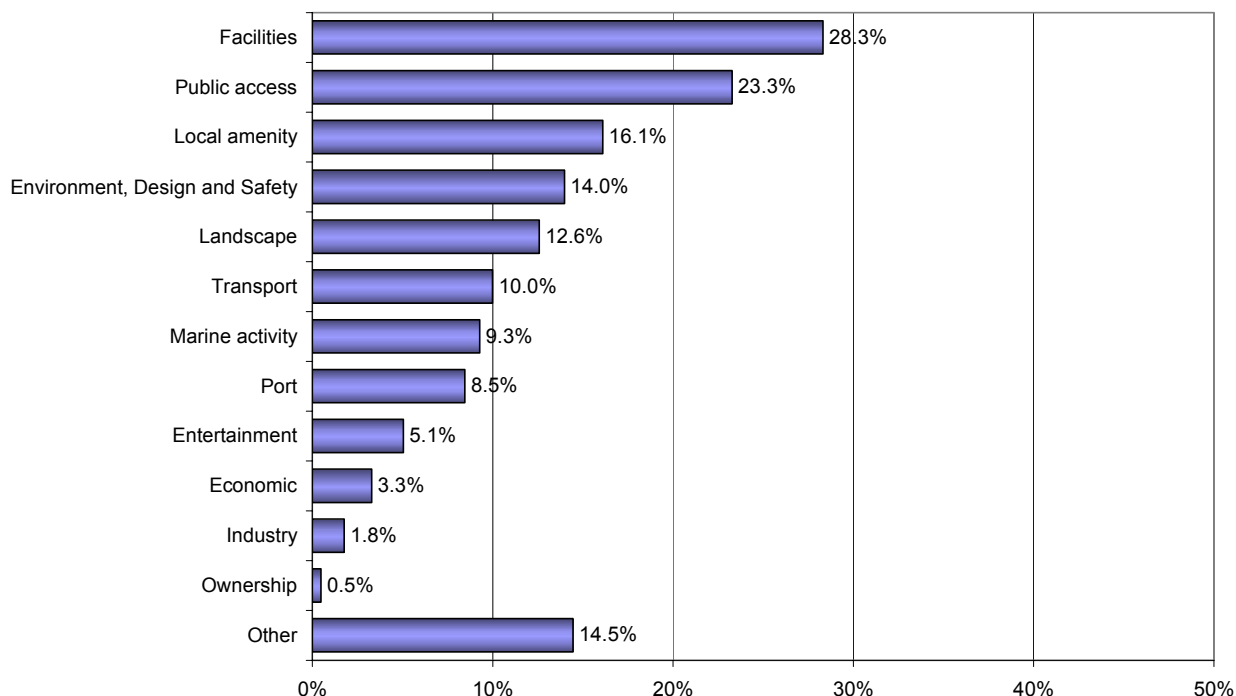
5 represented 'very important' and 1 'not important'. Strong support was expressed for public access and enjoyment as well as the environment.

Q5 - How strongly do you support or oppose some of the future options for the former America's Cup bases?



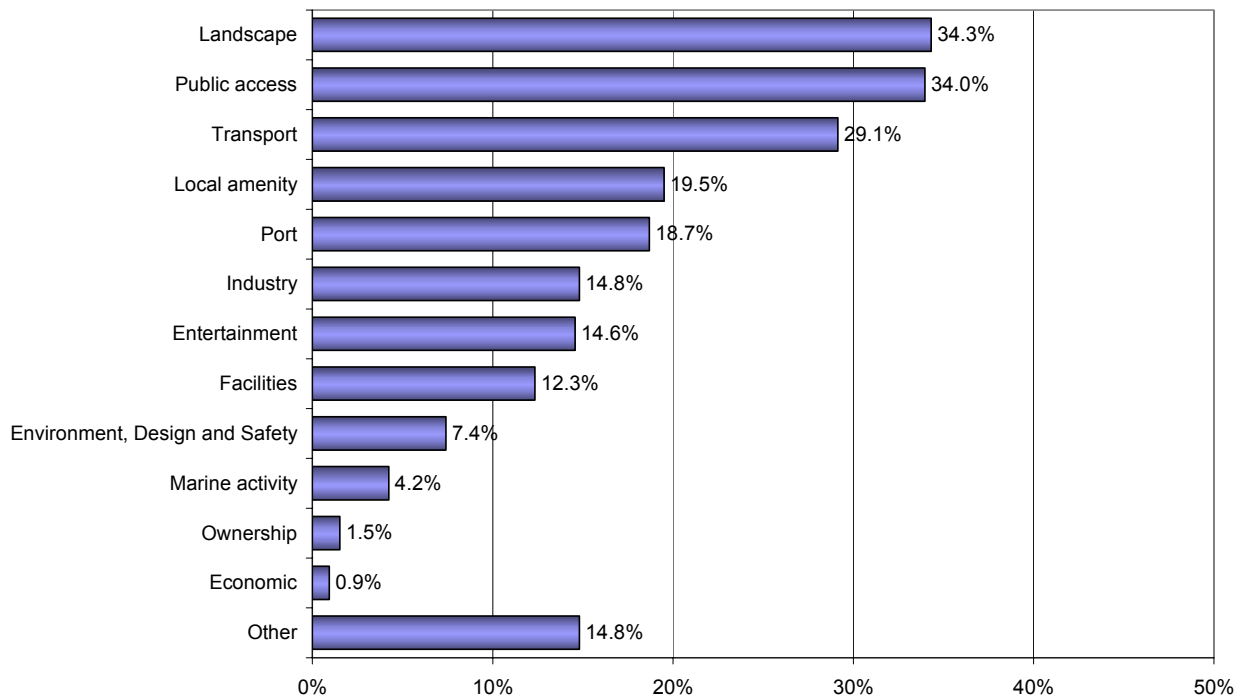
5 represented 'very important' and 1 'not important'. Strong support was expressed for open public space. Many submitters considered residential development and office / commercial development not important.

Q6 - What do you like about Auckland's waterfront as it is now?



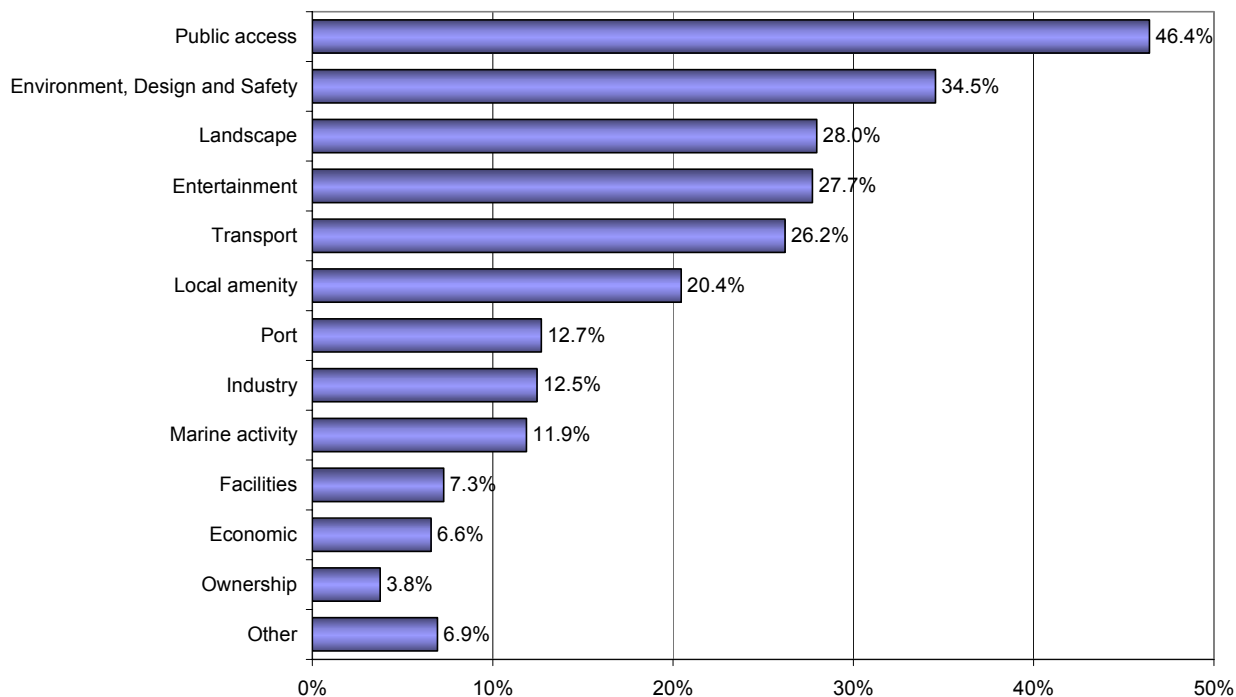
Strong support was expressed for facilities and public access. Specific facilities mentioned as being most important were cafes / bars / restaurants, the viaduct basin and Westhaven Marina.

Q7 - What would you change about the Auckland waterfront if you had the opportunity?

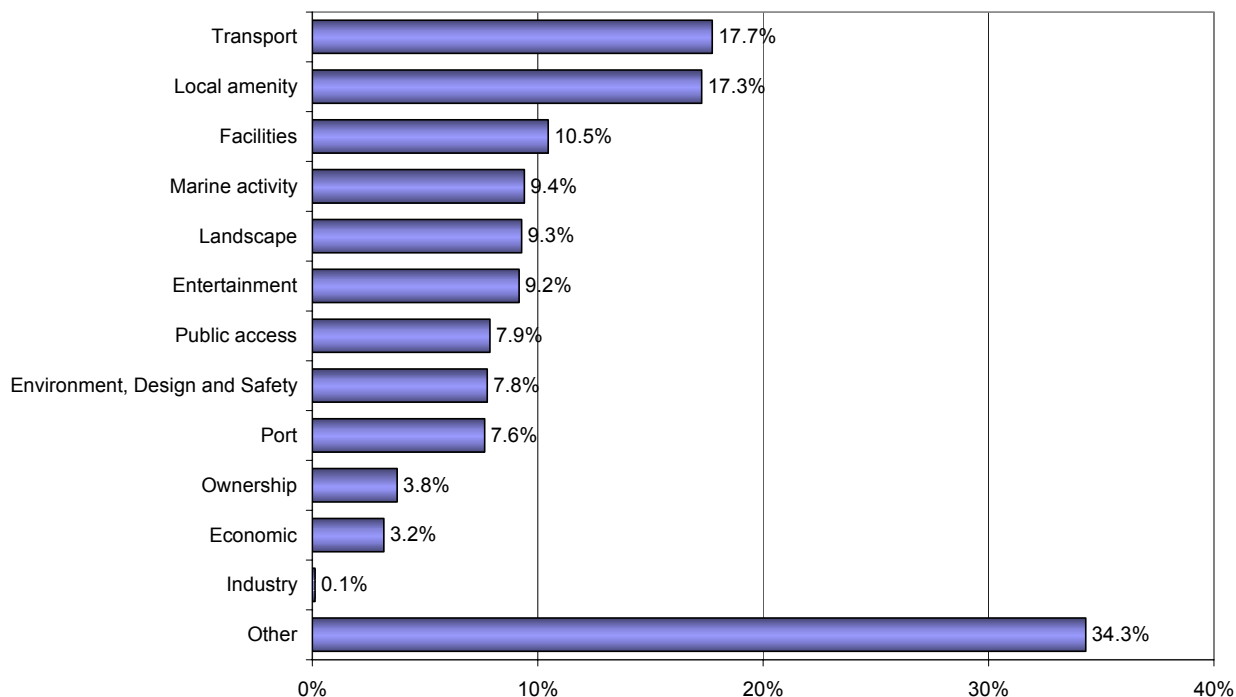


Strong support was expressed for landscape, public access and transport. The most common landscape issue raised was a desire to see more public open spaces / trees / parks. Under public access, submitters wanted improved public access to the waterfront including walkways. The dominant themes mentioned under transport were better public transportation facilities, improved / more parking and redevelopment of roading to improve access to the waterfront area.

Q8 - Overall what three things are most important to you for the future of the Auckland waterfront?



Q9 - What other comments do you have on the future of Auckland's waterfront?



The most commonly mentioned issues on the future of the Auckland waterfront related to local amenity and transport. The most common issues raised under local amenity were a perception that there was too much residential development and that the area would benefit from more mixed-use development. Under transport, many submitters sought more pedestrian walkways and bridges as well as more carparking. The next section explains these themes in more detail, including an outline of the range of comments included in the “other” section.

3.5 Themes

As noted above, the open-ended questions about people's likes, dislikes and priorities for the waterfront produced overlapping answers. Using a single coding framework to analyse the responses demonstrated some of these consistencies and conflicts within each identified theme. The themes identified, and the trends in responses, are discussed below, in order of the frequency with which they were mentioned by respondents.

1. Public Access

Two thirds of respondents (66%) mentioned public access to the waterfront, in particular walkability and the ability for people to get to the water's edge, with almost half of respondents (47.4%) citing it as the most important aspect for the future of the waterfront.

"I'd have more public access along the waterfront - the problem is balancing commercial requirements with the public access and enjoyment."

"Improve public access to amenity spaces around the non container part of the port (i.e. the locality adjacent to the downtown city)."

"Improve public access to the water and the ability for visitors to come by boat to the waterfront / viaduct."

Of all respondents, almost a quarter (23.3%) liked the level of access currently provided but just over a third (34%) would change/improve public access. Changes mentioned included more and better walkways, including bridges across the Viaduct Harbour, and pedestrian-friendly walkways around the waterfront.

"Make better walkways around Westhaven - create a true "broad walk" all around as there is at the northern end."

"Love the idea of the public walkways. Whatever is developed needs to reflect the appreciation of the elements, particularly water, water sports and public access."

"I would like an extensive walking area - not just the marina area, the walkways need to include the area covered by the container area."

These responses confirm the draft vision principle of increased accessibility, and that the published vision could be more specific about the range of potential experiences for people around the water's edge from more urban/active edges (such as those currently around the Viaduct Harbour) to retaining less-developed, more informal opportunities to experience the water and view activities.

2. Open spaces/landscape

Closely related to public access, the amount and quality of open space around the waterfront was mentioned by more than half of respondents (54.5%), with nearly one third (28%) rating it as the most important aspect of the future of the waterfront. Over one third of the respondents (34.3%) wanted improvements such as more open space and/or better landscape amenity (such as more trees or seating, preserving views, creating a "tranquil" environment, promenades along the water's edge), while one eighth (12.6%) liked the current situation.

"We support a fresh view for the open space elements, e.g. promenades, to be generous to cater for a wide range of multifunctional activity areas which can be reinterpreted. The

objective should not be a 'tidy and sanitised' space but should allow a more robust interpretation of the sea/land/weather elements interface."

"There should not be too much large open public space. Smaller squares are more intimate, grassed with fountains or statues and trees for shade. At the moment it is too glary and not enough green."

"Establish large green open spaces suitable for free public events that connect with harbour walkways and cycleways."

"Increase green space, parks and pedestrianised areas. Make it a family space so the inner city doesn't appear so geared up for industry, business, tourism and karaoke bars."

"I'd like a more pedestrian oriented environment, with sections that have a greater association with the harbour. The viaduct basin does not adequately relate to the harbour and to the views across to North Head and Rangitoto."

As expected, the public view the quality of open spaces as important as the quantity, particularly the "green" elements of trees, planting or grass. As noted above, while people enjoy the harder, urban experiences around the Viaduct Harbour (although noting the desire for more trees and weather protection) the future redevelopment of the waterfront needs to offer some alternative experiences. Wynyard Point in particular offers opportunities for a more "natural" interface between land and water, perhaps with places to actually get into the water, and this range of treatments could be noted in the final vision statements.

3. Transport

Transport was the third most frequently mentioned theme, with over half the respondents (54.1%) mentioning factors such as traffic, parking or public transport, and just over a quarter (26.2%) rating it as the most important aspect of the waterfront's future.

"All of the aspects of an exciting waterfront are there but easy transport links are missing as is public access to all areas."

"Accessibility is an issue - there is not a lot of parking and what little there is costs too much for joe public. Either put in a public transport link for outer areas such as Newmarket and Ponsonby or allow for more cars."

"Limited parking, especially mobility card-holder parks, close to Viaduct ferry terminals and family orientated access means that it is too expensive for low-medium income families to visit there. We live close to the city centre but we can't afford to visit the waterfront."

Over a quarter (26.2%) mentioned improvements to transport as important changes in the future, such as roading and motorway connections, more (and cheaper) parking, better links to Quay and Queen Street (and the negative impacts of Quay Street traffic in reaching the Viaduct and beyond). Some respondents also wanted improved ferry services and facilities and there was some mention of new transport means (such as a tram or mono-rail). Comments were also around the need for better pedestrian facilities (including bridges or covered walkways) and cycle facilities. Only 10% liked the current transport situation.

"Encouraging more water transport would be great e.g. ferries to the North Shore and Half Moon Bay. A subsidy for people using these services would encourage the public to use them."

"I love coming to work on the ferry. Water transport should be the big focus of this draft vision."

"Something has to be done about traffic access, especially on the Western Reclamation. The population density cannot keep increasing without major investment in vehicle access infrastructure."

Section 3.4 discusses the transport implications in more detail, but the public feedback indicates that people are concerned about access by car and public transport, wanting more/cheaper car-parking, yet aware of the effects of traffic on the future of the waterfront. The final vision needs to expound on these ideas in more detail, as well as explore the implications of Transit NZ's long-term plans.

4. Environment, design and safety

Environmental and amenity factors such as attractiveness, cleanliness and safety were mentioned by just under half the respondents (47.9%), with 34.5% citing them as the most important aspect of the waterfront's future. This theme closely overlaps with the local amenity theme below, but picks up on the detail of maintenance, water quality, rubbish and architectural quality of buildings. However, fewer than one tenth of respondents (7.8%) specifically mentioned changes to these aspects of the waterfront.

"The harbour should be seen as a marine ecosystem, and particular attention given to improving water quality and addressing contamination so that the area is a gateway for the 'clean green' land we like to advertise."

"Good quality urban design is critical for this city, especially within the waterfront area to create sensible cohesion between all uses. This must then link the waterfront into the city and its entertainment/commercial/residential and park areas. This could transform our city."

"Concentrate on the cleanliness and safety of these areas. Make people feel secure enough to enjoy and be proud to showcase our city's heart."

"Do not allow the development of apartments on wharves or the port area as they may change their use. There are enough apartments in the viaduct and the city."

These responses also reinforce the key principle of environment as well as picking up on the theme of urban design and quality of the built environment. The vision document will need to expand on these principles, with criteria, which can guide the next stage of precinct planning as well as the overall management of land and water.

5. Local amenity

The local amenity theme picked up on the broader aspects of urban design, form and function, including the mix and location of uses, the scale and location of development and the private or public nature of development around the waterfront. Just under half the respondents (49%) mentioned these factors, with nearly a quarter (20.4%) citing them as most important for the waterfront's future. Nearly one fifth (16.1%) liked the amenity and function of the waterfront currently, while slightly more (19.5%) mentioned changes to this aspect.

"The part where I live - Viaduct Harbour - is a very attractive place to live or visit. I like its liveliness and the fact that it is pedestrian friendly. The new buildings are all well designed, low rise, and allow for wide walkways and open views of the areas."

“The most important issue is that the urban design is of the very best quality. The waterfront is our most important asset in my opinion.”

“We currently have a great ‘mixed use’ waterfront with a combination of an active port area, sea-based transport, entertainment, business and events use.”

Comments on the built environment are closely related to the desires for open space which typically figure large in public consultation. The comments around the “artificial nature of the area” (presumably a reference to the existing public spaces around the Viaduct Harbour) align with the desires for more naturalised or green spaces in future phases of development.

As with the activity theme below, there were conflicting comments, for example concerns about the scale of buildings (fear of “high rises”, wind and shadowing) at odds with dislike of “windswept empty spaces” and lack of activity and vibrancy around the water’s edge. Some of the comments were also more generic, about “ugly” architecture, dislike of more intensive residential forms (fear of “future slums”), dislike of “privatising the water’s edge” with certain uses, and dislike of commercial uses and developers in general.

“The developing ‘wall’ of high rise developments is shutting out the inner city.”

“Provide safe seating and shaded areas to enjoy natural views unimpeded by high rise buildings and a forest of masts.”

“The area is mostly a windswept, concrete wasteland completely isolated from the heart of the city. The Viaduct and adjacent developments feel artificial and contrived, not at all human spaces.”

The responses around the first five overlapping themes give a clear direction for the development of the vision, and the need for more specific criteria that can guide the next level of precinct planning. In particular, the vision needs to give a clear indication that there will be a range of built form and open space experiences as future parts of the waterfront are redeveloped, preferably indicating where those might be on a map.

6. Facilities

The coding framework grouped comments on facilities such as cafes and bars, Viaduct Harbour and Princess Wharf developments, arena or events facilities, which are closely linked with the seventh theme of entertainment discussed below. These factors were mentioned by nearly half the respondents (45.4%), although fewer than one tenth (7.3%) actually rated them as important. However, overall these factors were most frequently mentioned as being well-liked in the current waterfront, by nearly one third of respondents (28.3%). However, around one sixth (12.3%) wanted changes, in particular around issues with drinking around the Viaduct Harbour, but comments about “too many bars” were balanced by some calls for more bars and restaurants.

“I like the new development that has taken place from Viaduct Basin to Princes Wharf. Great for the public to enjoy the scenery and restaurants/bars. Good safe public entertainment and leisure area.”

“Enjoyment of the waterfront is just not all about cafes, bars and apartments. Provide areas where everyone can enjoy the area without commercialising it.”

The responses to this and the related theme of entertainment again indicate that the final vision needs to be clear that the waterfront will contain a range of experiences and activities, and that the vibrancy people want is generated by continuous activity (such as commercial operations, bars and restaurants) as well as special events. The physical

location of buildings and open spaces needs to be indicated in the final vision document, again to demonstrate the variety of experiences possible across the entire waterfront.

7. Entertainment/ activities

As noted, the coding framework distinguished the comments about facilities, noted above, from activities, events and public entertainment, which was mentioned by nearly one half of respondents (41.2%). Over a quarter of respondents (27.7%) rated the activities as among the most important aspect of the waterfront's future, with only a very low proportion (5.1%) liking the current mix. One sixth (14.6%) mentioned changes, with comments around the target audience (more for families, not just tourists or "the young and rich") and desire for free social activities and events. Comments about an opera house or "significant building" were included in this category.

"It was a really vibrant place when the America's Cup or Round-the-World events were on. Promotions like this should be encouraged."

"Draw people into the waterfront/Britomart area by making it the 'centre' of the city through an international scale events facility."

"Since the viaduct opened to the public, the waterfront has become a vibrant social area. There are a variety of activities available to suit all budgets."

The final vision also needs to indicate how events, both open air and in the new arena, contribute to the vibrancy of the downtown waterfront, and complement the more passive open space network.

8. Ports activities

Ports of Auckland and its associated activities were mentioned specifically by one third of respondents (36%), although just over one tenth (12.7%) mentioned the port as one of the most important factors for the future. Less than one tenth (8.5%) liked the ports as they are now, while twice as many respondents (18.7%) called for changes. There were some calls for the Ports to relocate out of the CBD (in some cases, out of Auckland altogether), almost balanced by those who noted the Ports was essential to the economy and should stay. Most comments were around the traffic impacts of the ports activities (some noting the greater use of rail), the desire to remove the red fence, desire for continuous access along the waterfront from Tamaki Drive, and the visual intrusion of containers and car storage. Conversely, some liked the containers and cranes and asked for more viewing points to observe the interesting activities around the container terminals.

"Move the container port from its prime Auckland waterfront site, opening up this huge waterfront land area to planned public access, economic and social development."

"We obviously need to have a port. However it is a shame that ours is in the middle of a beautiful harbour. It would ideally be situated in a less visible part of the waterfront."

"The port is an integral part of Auckland City. It must be remembered that Auckland City today is what it is thanks to the port and commercial shipping."

"A working port is a fascinating place and is vital to the economy and for the education of our young people."

"The area is a vibrant maritime precinct that is valued by recreational and commercial maritime users. The area provides a significant focus for the NZ maritime industry and supports our considerable export trade in maritime products. This asset is being eroded by the continued development of non-marine related commercial activities and the

unique character of the area is in danger of being lost. The area should maintain it's working character rather than build a representation of what a working port should be."

The final vision needs to reiterate the importance of the Ports to the economy of the region (and beyond), but note how the impacts of the activity (traffic, noise, visual) can be managed over time as the waterfront is revitalised. Section 3.4 discusses this in more detail.

9. Industry

Related comments about industrial activities, particularly around the Western Reclamation, were coded separately and were mentioned by one quarter (24.7%) of respondents. 12.5% viewed industry as important for the future, but only a tiny proportion (1.8%) of respondents liking the current situation, and one sixth (14.8%) mentioned some aspect they wanted changed. Comments were typically around removing the "ugly" tank farm and the oil and/or toxic materials handled there, but there were submitters (in addition to the industry comments discussed in the stakeholders responses, section 3.3 above) noting the need to retain the marine industry and affordable marine/industrial spaces close to the Viaduct Harbour and waterfront.

"Remove the fuel storage tanks and develop this as an open park space with a marine theme."

"The tank farm should have long term plan incorporating public facilities, access, parking etc."

"We must keep visibility of the fishing industry (like Sanfords Fish market) to provide activity and vibrancy."

A range of comments on the future uses of the Western Reclamation reinforced previously-mentioned points around more open space and parks, the mix of uses, retaining some of the character buildings, and fear of high rises and privatised or exclusive spaces. As discussed in Section 3.4, given its importance and the amount of work already done or underway, the future of the Western Reclamation should be discussed in greater detail in the final vision document.

10. Marine activity

Comments about waterfront functions, the maritime characteristics and mix of water-based activities were coded separately and mentioned by over one quarter of respondents (26.6%). One eighth (11.9%) saw it as important to the future of the waterfront, with a tenth of respondents (9.3%) liking it currently and half that proportion (4.2%) wanting some change. Comments were typically about enjoying watching boats of all scales – from cruise ships to fishing fleet to small yachts and kayaks – and appreciation of the real working maritime character of the waterfront, different from other parts of the city or water's edge. Better facilities for casual boaties were also mentioned by some. Some respondents also made comments about the marine events centre and marine businesses.

"The area is a vibrant maritime precinct that is valued by recreational and commercial maritime users. The area provides a significant focus for the NZ maritime industry and supports our considerable export trade in maritime products."

"There has a good balance of different uses i.e. fishing boats mixed with super-yachts, apartments mixed with shops and yacht services. It is a place of work, play and relaxation."

“Having a working port and waterfront with cargo ships, tugs and fishing boats gives real authenticity to the area and creates much of interest. Don’t push them out.”

The vision document needs to elaborate on the what and where of facilities for marine activities, both commercial and recreational, to pick up on the principle of a working waterfront and the theme of water-based activity as key to the character of the waterfront.

11. Economic development

Fewer than one sixth of respondents (12.1%) mentioned issues around the economy, such as economic growth, the need for sustainable business or the potential of the marine industry and Americas Cup for the region’s economy. Fewer than one tenth (6.6%) mentioned it as important to the future, with a negligible proportion either liking or commenting on changes for the future.

“Marine and fishing activity is undoubtedly economically significant for Auckland’s economy, and the CBD waterfront location provides easy access to markets and transportation. There are potential problems however in maintaining some of these uses alongside uses such as residential and public open space.”

“You are doing well - a great improvement on 10 yrs ago. Thank you Americas Cup. Have you planned for when we get the cup back?”

As noted above, the vision document needs to indicate the types of economic activity supported in the future redevelopment and explain the importance of particular industry sectors in the regional economy. Information from stakeholder submissions, together with previous work from both Councils and AREDS provide useful background material.

12. Ownership

Issues of ownership and governance of the waterfront was mentioned by fewer than a tenth of respondents (8.2%). Some comments suggested the waterfront was a public asset and should not be in private ownership, contrasting with others who felt public agencies should not own land for private development or would be unable to respond to market demands.

“It is important to retain underlying ownership largely in the public’s hands to ensure it continues to have a strong focus on public good benefits.”

“Whatever is decided the preservation of as much public ownership is important along with preventing commercial ownership other than is necessary.”

The general public is not overly aware of the ownership and governance issues affecting the operation and future of the waterfront. While stakeholder groups who have an interest offered in-depth opinions, the issues and options surrounding ownership and governance need to be more clearly explained in the vision document particularly in the light of ARH’s recent proposals.

13. Other

The generic “other” category reinforced many of the other aspects previously noted, and captured comments about issues such as the process of waterfront redevelopment, the need to study and learn from other cities internationally (e.g. Sydney, Vancouver, London Docklands), the need to manage the quality of development with an overall master plan. Some comments were around the consultation itself (positive or negative) and the need to keep people informed and/or contributing at each stage of development.

“I would like to see something like Sydney’s waterfront with wide public walkways, shops and restaurants.”

“Cape Town ought to be your model! It works winter and summer and caters for tourists and locals.”

“We believe the Auckland City Council should also consider a public / private development corporation model, such as is used by Melbourne, London Docklands and Toronto. This would allow the Auckland City Council to maximise its bang for buck by funding the areas of public good, like civic buildings, canal waterways and parks, and allow developers to spend their money on doing high-quality buildings.”

3.4 Implications for Joint Vision process

In general, the consultation process reaffirmed the high-level principles outlined in the draft vision. Those involved in previous waterfront consultation exercises expressed frustration at the high level and lack of detail, particularly stakeholders directly affected in key parts of the waterfront who are generally privy to previous research that was not discussed in this first draft vision.

However, the general public feedback confirmed key points which can be taken forward into the development of the final vision document:

- A strong desire for more public access to the waterfront for walking and watching the activity on the water
- An interest in the quality of open spaces and type of landscape, highlighting the importance of a range of types of open space experience from urban/developed/active waterfront to more natural and interactive spaces around the water’s edge
- Support for a range of activities, both commercial and free/passive activities, which again
- An implicit interest in clear criteria for the location, form, design quality and bulk of development, together with the related urban design elements of the location of particular activities, linkages between them, and the relationship of buildings to the public spaces
- Support for the marine industry and a working waterfront, both as something entertaining for the general public to view, and as critical to the region’s economy

The consultation also highlights issues which were not made explicit in the draft vision, which will need to be explored further in the final vision document if it is to set the framework for more detailed precinct planning:

- **Americas Cup Village Ltd:**

The variety of responses from general public around the future uses of the ACVL land does not give a definitive direction to the Councils, except to reinforce that the general public is more interested in marine and open space uses than commercial or residential development in that precinct. As agreed previously by the PLG, a parallel process is underway to determine the uses and financial structures for the management of that land (reported separately in this agenda) so the final vision document needs to explain:

- Future use of the area
- Management and financial implications for regional and city ratepayers
- Physical links to the remainder of the Viaduct and western reclamation

- Industry links to the marine sectors, rationale for supporting a marine events centre and the marine cluster

- **Western Reclamation/Wynyard Point:**

The western reclamation attracted the greatest amount of interest from both stakeholders and general public, which is not surprising given that it is the largest precinct of the waterfront with the greatest potential for redevelopment and has been the subject of previous studies including the AWAG process. The draft vision did not discuss the previous work or known issues, but these do need to be acknowledged and explored in greater depth in the final vision document.

Auckland City has previously published an “11-point Plan” (2003) outlining the principles it believes should govern the future redevelopment of this precinct and the joint vision could either adopt these or articulate other principles that cover critical issues including:

- Location and mix of uses, particularly the marine and fishing industries in relation to more commercial, residential or public uses
- Rationale for supporting lower-return industries over more commercial income generators, particularly in relation to regional economic strategies
- Relocation of the bulk liquid industry and the timing, cost and implications for the regional economy
- Environmental issues around contamination and the implications on timing and location of future uses
- Location, size and mix of public open space, particularly to address the perceived shortfall in more natural/less developed open space, large event space and continuous access to the water's edge
- Relationship to the Viaduct Harbour and other marine activity on the eastern edge of Western Reclamation/Wynyard Point
- Links to other parts of the city and associated transport issues

- **Transport issues:**

In addition to the issues around pedestrian access, public transport and linkages between parts of the waterfront and the waterfront and CBD, there are some key transport issues, which need to be discussed in the final vision document:

- The most pressing, and currently least resolved, are Transit NZ's long term plans for the Harbour Bridge to city and third harbour crossing. The preliminary proposals for the location of any bridge, tunnel or motorway alignment will impact on the timing and redevelopment particularly of the western reclamation and Westhaven.
- Capacity issues in the roading network and intersections around the western reclamation will affect proposals for that precinct, which also need to address pedestrian connections across critical “dividers” such as Fanshawe Street and the Viaduct
- The link between Quay Street and the Viaduct Harbour/western reclamation and exploration of ideas such as an east/west bridge and/or public transit link
- Relocation and/or contraction of Stagecoach bus layover facilities on Halsey Street
- Articulating future plans for the ferry services and facilities, building on the Regional Ferry Strategy (2002).

- **Ports operations:**

The draft vision material was clear that both councils believe that Ports of Auckland is critical to the region's (and nation's) economy and that their core shipping functions need to remain on the waterfront. The final vision documentation needs to restate that commitment while addressing the issues raised in the consultation, such as:

- Consolidation of Ports activities to the east – timing and implications
- Future of Queens Wharf
- Future of Wynyard Wharf
- Finger wharves – Marsden and Captain Cook

While the consultation has not given definitive responses to all these issues, it has highlighted some of the content (as discussed above) which needs to be developed for the final vision. It has also clarified the need for the final document to be of a format and level of information that better communicates the complexity of the issues around the waterfront and the proposed vision to create a waterfront that is a spectacular gateway to Auckland. Officers are proposing that the final vision document should include:

- Maps and graphics that indicate the “where” as well as the “what” of the waterfront’s future, could also indicate the “when” of timing of future changes
- Clearer principles for the future redevelopment, again relating them to the affected areas (either precinct or whole-of-waterfront)
- Evaluation criteria which can be used in the future precinct planning
- Explanations of the key issues and options, again could be presented in a map or graphic form
- Outline of future processes, opportunities for further input, timing, governance and ownership issues

3.5 Next Steps

In general, the consultation process reaffirmed the high-level principles outlined in the consultation documents. It is proposed that officers develop the content and format of the final vision document as outlined above over the coming month, and report back to this Political Liaison Group at their 6 May meeting with an outline of the look and content of the final vision document.

As discussed at the last Political Liaison Group meeting a copy of this report will be circulated to POAL, ARH and ACVL following the meeting on 15 April. Officers will continue to work with Ports on the development of the final vision document.

As noted at the March meeting, it is understood that this report will be presented to each Council at their relevant Committee meetings (Thursday 5 May Auckland City’s Urban Strategy and Governance Committee, and Tuesday 10 May Auckland Regional Council’s Regional Strategy and Policy Committee) at which time it will become public information.

At that point it is proposed that a media statement be prepared jointly between the two Councils, together with Ports of Auckland if they are willing, outlining the results of the consultation and the process from here. Because of the timing of the two Council meetings, it is proposed that officers prepare a media statement for approval by the designated spokespeople, Cr Paul Walbran for the ARC and Deputy Mayor Cr Bruce Hucker for Auckland City, which can be released prior to the first of the meetings on 5 May.

In the consultation material, the councils committed to keeping respondents informed of the process. It is proposed that the information in this Section 3.4 be summarised and sent out to those who asked to be kept informed.

Some of the stakeholders requested an opportunity to present and discuss their submissions with the PLG. It is proposed to extend the May meeting an extra hour and invite those stakeholders who have expressed an interest to attend. The format would be similar to a hearing with a short time span allotted for each presentation and discussion.

As international and local experience demonstrates, ongoing communication and engagement with both key stakeholders and the wider community will be needed to ensure a broad base of support as the process moves forward.

3.6 Recommendations

- A. That the results of consultation on "*The future of Auckland's CBD Waterfront*" be reported to the ARC Regional Strategy & Planning Committee at its meeting on 10 May 2005 and to the Auckland City Urban Strategy & Governance Committee at its meeting on 5 May 2005.
- B. That a joint press release on the results of the consultation material is prepared for release on 28 April 2005. That following the press release a summary of the report be made available to the community and stakeholders as requested.
- C. That a copy of the report be circulated to POAL, ARH and ACVL following consideration by Political Liaison Group at its meeting on 15 April 2005.
- D. (i) That the Political Liaison Group extend its 6 May meeting to provide an opportunity for stakeholder groups to present their views to the Political Liaison Group.
(ii) That this meeting be open to the public
(iii) That the PLG notes that there is a further opportunity for public input at the precinct planning stage.
- E. That the final vision incorporate a number of elements to address issues raised in the consultation process including – a map/visual representation of the vision, assessment criteria and principles (based on agreed set of objectives) and an action plan to turn the vision into reality.
- F. That officers report back to the 6 May Political Liaison Group meeting with a preliminary draft of the content and format of the final vision document, in order to meet the agreed timeline of a final vision agreed by June 2005.