

Waterfront Vision Consultation: Phase 2 Summary of Workshop Participant Feedback

September 2005

INTRODUCTION

This document summarises all feedback received in three consultation workshops during August and September 2005. The purpose of the workshops was to explore how to apply the waterfront visioning principles, in design reality.

The consultation process consisted of two stakeholder workshops and one open public workshop. Overall, 200 people attended, with approximately 150 attending the public workshop and approximately 50 attending both stakeholder workshops.

From here all feedback will be considered and will help to inform the final waterfront vision document.

STAKEHOLDER WORKSHOPS

The following section summarises key points and concerns that were raised in the first of two stakeholder workshops, held on the 24th of August 2005.

Industry and infrastructure

- Critical role of the port for moving goods
- Tank farm – is a key area
- Move some activities – tanks/storage could be moved to the port area, marine services moved. The tank farm area could become a unique public area
- Marine industry relies on slip ways
- As a general principle we should capitalise on existing usages e.g. port, western rec, fishing
- Ownership structures provide some key issues that will need to be resolved
- Industries need to be able to remain viable
- How big should the marine industry be?
- The compromises need to be managed to ensure that industry can remain viable with public use
- Ownership structure – if one owns the land then the development will happen. Leases may restrict viability for development funds to be spent
- Generally, relocate industry to the east
- Bulk liquid and cement industries to Port area or Devonport or ?? – needs to be proactive and assisted
- Shift black boat industry out of WRA – move East or Hobsonville or...

Design and public space

- Interface of the CBD and waterfront is critical – needs good connectivity for people and vehicles.
- Connectivity is important – green spaces need to be connected and extended
- Quay street is a bit of a barrier – go underground
- Welcome mat area and extend CBD core could be extended out – tourist focus
- Create magnets e.g. Wynyard Point becoming a focus point for tourism and culture

- Reveal the old coastline and reveal and protect the heritage sites
- Iconic branding – volcanoes, Rangitoto
- Eastern area – squaring off a lot of Port land with reclamation but not further encroachment in to the harbour
- Westhaven retained – no extra development. NB access is poor to Westhaven at present which will restrict options
- Western rec. – dedicated marine zone/deep water with an open area at the end – well linked with a lifting bridge and maybe tramways
- Outer viaduct for fishing
- Inner viaduct retained
- WOW place for tourists
- Views need to be retained
- Heights - differing views, some wanted no high rise on waterfront, others supported height to add to variety, design and funding for public space
- Concern – port might become an island so the recreation area may need to be extended to the East
- Depth of water/seabed is a key factor and needs to be kept in front of mind when prescribing usage

Access and transport

- Improve access – a second bridge, no major exits of any system coming out in this area
- Ferry access to all points needs to be improved
- Public access is key and needs to be improved – live, work, recreate
- Good transport systems
- Roding and parking – not enough parking so far
- Access to undeveloped area needs to be improved
- Ferry area – needs to accommodate liners

Mixed use

- Expanse of CBD- commercial plus residential
- Too much residential activity will conflict with tourism
- Reverse sensitivities – a mixture of uses will create problems e.g. nightlife and industry
- Give some thought to 3 dimensional carving up – ground floor use differing to second and third floor e.g. industry with nightlife upstairs

Process cost, timing and governance

- Anzac day 2015 may be a milestone worth working towards
- Need to develop a 10, 20 and 40 year picture
- Major change in attitude to regulatory processes is required to enable the development to be successful
- Affordability/sustainability – the economics is missing at present, need to start talking realities
- A question as to whether this group is qualified to be the design team
- Timing – the transport infrastructure needs to be developed prior to other projects
- How to make it happen is a key issue – who will pay?
- Conflicting needs: Port of Auckland return on investment versus best usage

Below is a summary of key issues that the group wanted to have addressed at the second stakeholder workshop.

Cost and governance

- Infrastructure – who, timing, and links between
- Who's going to pay for it all and how does this impact on choices?
- Layers of bureaucracy - ARC, ARH, POAL
- Is there clear leadership?
- Who has authority?
- Ownership structure
- Who do you go to see and talk to? Who is responsible?
- ARC, Akl City, POAL need to be on the same songsheet and need to be telling us what they are doing
- Can we have ARC policy positions – control of the process
- Who's going to pay? Looking inter-generational – landbanking?
- More information on decisions already made behind the scenes
- Need some decision-making as to ARC's vis-à-vis POAL plans – need answers at next session

Process moving forward

- What happens in the process post May 06?
- Timing
- As much information beforehand as possible

Parallel Processes

- Plan Changes – processes – how does it all fit together?
- Parallel processes (concern separate processes)
- Ports plan, staging of – links with vision how?
- Work at the precinct level – available at workshop
- Can it be available beforehand?
- Can we get a summary of design ideas before next workshop
- Transit + POAL plans
- Need Transit here

Industry and infrastructure

- Allocation of industry
- Finding a home for the bulk liquid industry
- What are the generators of wealth and opportunity?
- Priorities – port, marine umbrella
- Dock yards – looking across area
- Mixed uses – guidelines (design)
- Details, legislation for dealing with issues associated with mixed use

Design and public space

- Tourism – contribution
- Great waterfronts have lots of people
- Value of tourism for the Auckland economy?
- How hard edged do we look at space? Hobson Bay – sewer lines. Ferry service – more water activities, links with other areas – like Orakei etc – scope of the area we are looking at
- Harbourfront rather than waterfront
- Areas of public usage

- What are the other opportunities for Auckland to grow – bearing in mind future generations
- Culture – people places,
- Input from Maori, Pacific etc
- Identity of the city

In the second stakeholder workshop, held on the 7th of September 2005, participants divided into groups that worked on specific topics of interest. The key feedback in relation to these issues was as follows.

List of specific areas or issues discussed

1. Existing uses – bulk materials, fishing and marine
2. Connectivity and transport
3. Westhaven
4. Public Use – tourism, culture, access
5. How will it happen? – governance, ownership structures, funding
6. Mixed uses – conflicting needs,
7. The Whole Lot – overall design, sustainability – economic and environmental

Existing uses – bulk materials, fishing and marine

Key points

- Bulk materials need an alternative facility – decided there are no suitable options for this
- The Eastern Port is as congested as the Western Reclamation
- Shift to a greenfields site as part of 50 year plan – take port as well. Service/slipway capacity Hauraki Gulf in 50 yr plan
- We need a marine zone on the Western Rec area for marine services i.e. slips etc.
- Fishing - pressure off retail
- Vision needs to be more than 50 years because East Port will outgrow its facilities
- RMA issues and land use/purchases need to be addressed
- ARC, PoA, ACC, ARH and businesses all have significant and conflicting agendas/interests. The challenge will be to find a mechanism for fair decision making for the greater good or the region.

Actions

- PoA are suffocating local businesses and they need to lift constraints on marine and fishing leases
- Local businesses are willing to invest \$ in development but are reluctant due to uncertainty of leases
- ACC needs to rezone certain areas i.e marine
- A co-ordinator is required as link between businesses and public bodies to manage land deals
- A central body is needed to drive this project – could be ARC
- Preference is for decisions to be made at a local level rather than need to involve central government
- To avoid conflicts of interest, the government may need to appoint a development commission to drive this, with powers like Melbourne's Port development project
- The project at least needs a 50 year vision

Connectivity and transport

Key Points

- Safe, multi-modal sustainable transport system (outcome)
- Integration of transport systems should be first on the list
- Routes need to be protected
- Heavy freight should be on rail only
- There should be restricted inner city carparking
- Capital costs for transport development need to be met up front
- Transit or car based?
- Determine other outcomes from transport e.g. density, parking.
- Lower parking requirements (transit oriented) e.g. Melbourne Docklands 90% non-car, 0.7 spaces/dwelling
- ensure + protect future transport routes
- Easiest place in Auckland to achieve a modal shift (mode share targets) – big decisions, need to change mind-set
- Funding – development levies aligned.
- Freight – heavy freight strategic routes (rail + road).
- Constraints – shape of area, peninsula
- Achieve good transport outcome through structure planning
- Need to integrate with Transit + ARTA 10 year funding plan (transport-land use mix) - A transport group needs to study transport needs further

Westhaven

Key Points

- Should be left as it is – it works well
- West of the bridge could be a park land
- Walkways to link this area to Westhaven
- Marine pedestrian access needs to be retained
- Reclaim area from harbour bridge to RNZYS
- Remember this is the city of sails – should be sufficient activities to reflect that

Issues

- Zoning of land for recreational and club use
- Some areas need restricted access for vehicles and pedestrians
- Parking is a problem
- There needs to be a concept plan for development
- Full consultation between all interest groups involved

Public Use – tourism, culture, recreation

Purpose/mission/goals and objectives

- As more people move in to the area, workers residents and visitors need to be catered for
- There will be a diverse range of people – not mono cultural
- The vital area is between the Ports
- Ports to the East have a reclamation possibility
- Need a full working marine industry
- Need good Hauraki Gulf access – flow
- The CBD needs to undergo a transition with access to fishing village in viaduct, events centre, maritime facilities, large parks which identify Auckland, exhibitions, conference centres and any of these could be floating

Issues

- Transport and access is a problem
- Conflicts will arise between different uses of area
- There are already problems with governance
- Central government may need to be involved
- There are some big infrastructure decisions that need to be made
- There needs to be a positive drive to do the right things once

How will it happen? – governance, ownership structures, funding

Key points

- Can we afford this?/not to do it? How much do the public want to spend?
- We need a separate land holding group
- We need open spaces and good transport
- Stakeholders need to be considered and different groups need to be consulted – public versus commercial. ARC to liaise with government
- Governance – who is leading this and who can we talk to – need an independent body?
- Collaboration – who pays for it?
- Iconic bridge needed to Te Wero Island to fishing village
- We need a timeline – bulk liquids need to move
- Councils to pay?
- Certainty on leases required
- Infrastructure costs need to be determined
- Some industries are compatible with each other, some are not – they need to be determined

Action Plans

- Further discussions needed to address issues and develop strategies, especially zoning, leases and infrastructure costs
- Plans and visions need to be finalised with joint ventures and collaborators working together
- Parking and transport need to be addressed

Mixed uses – conflicting needs

Key points

- This is an exciting project but we need certainty and clarity of vision for the area
- We need a good mix of marine, residential, fishing, heritage and tourism industries
- Queens is our Darling Harbour, avoid privatisation as occurred in Princes Wharf.
- Clever planning needed - there should be buffers between different areas both horizontally and vertically
- We need a unique, international CBD density solution. Scale and grandness, focus on centre and west
- The Ports need to reclaim additional land both East and West
- Queens Wharf needs an iconic 'magnet' – building/park...

Issues

- The industries, especially marine and fishing require clarity on their leases.

- Pollution – land and harbour pollution needs to be managed. Water quality attracts people

Action Plans

- We suggest a single body, one stop shop to handle private businesses, lease holders, design ideas, conflicts and landlord's interests
- More people will be coming to this area and we want to attract them – both domestic and international visitors
- Our iconic brand is marine and South Pacific for this area

The Whole Lot – overall design, sustainability – economic and environmental

Key Points

- What will the inner city population be – 10,000? 20,000? Certainty is required for planning
- This area will be of mixed use
- Design ideology – how you might design infrastructure + apartment buildings – shop window for environmental technology
- Design regime rather than 'master plan' activate the edges
- We need an infrastructure to pin down the uses
- We need open spaces linking to developed areas
- We need to clean up the harbour
- Public transport – walking essential
- CBD as a shop window for Auckland –
- World class - icons, sustainable, marine/urban, enviro technologies, ecologically appropriate at all levels
- Apartment design critical

Issues

- Auckland doesn't carry things through and this time we must

Action Plan

- Design requires shop window sustainable development
- Edge of waterfront to be of mixed use
- Sits by CBD, needs business but not bank type businesses
- District plan needs teeth to fight battles at once i.e. RMA versus ports
- Deal with really hard issues – public good – v development. Link infrastructure with development. Timing issues.
- We need to link development with infrastructure with public use
- Need a dedicated team to take information forward – seriously and with commitment
- Waterfront development corporation – right people working together.

General discussion

- Do we need a conference venue – yes or no? and will it be on waterfront area of somewhere else
- Concern was raised about the speed of the process. This is the 8th year of consultation and significant investment of time and money from

PUBLIC WORKSHOP

The following provides a summary of key feedback received at the end of the public workshop, held on the 5th of September 2005. Groups were asked to give their 'top two or three' issues and ideas. These are summarised as follows.

General

- Busy viaduct
- Western side could be more developed
- Iconic use of a building – Queens Wharf or tank farm
- City of sails – lots of water based activities
- Residential – encourage people to live in Western Rec area
- Balancing uses – public access and business
- Multi layered approach to development e.g. green open space suspended above other uses
- Commerce area – intermediate area
- Mixed use of everything in Wynyard Wharf to Victoria Market area

Industry

- Keeping the ports to the port area
- Shifting bulk liquid to Eastern area
- Concentrate fishing industry where markets are
- Marine industry concentrate Western side
- Marine industry is important – Fishing fleet is a maintainer of Auckland's heritage
- Container wharf area to be revamped and remove storage inland – only low impact loading in this area and make land available for a tunnel
- Marine industry can co-exist with parks
- Ports move right out or concentrated to the East
- Focus of development should be from tank farm to Bledisloe wharf
- Western Rec area retained for Marine industry to preserve its viability
- Working Port – Freyburg Wharf to East
- Underground tanks in Fergusson Wharf for bulk liquids
- Consolidating Port to East may entail more reclamation
- Extend Fergusson Wharf for bigger ships

Connectivity and transport

- More emphasis and planning on transport
- Accessible to CBD – connectivity
- Monorail – light monorail around waterfront right up to Mission Bay
- Second harbour crossing to Bayswater
- Underground car parking in area
- Extra space for ferry development – maintain existing and extend to wharf next door
- Extend free bus/Link bus
- Water taxis
- Link Westhaven to St. Heliers
- Widen sidewalks
- Link to viaduct island
- Need better access – St Mary's Bay to Westhaven
- Practical extension of existing uses – Queens Wharf, public water transport
- Second harbour crossing needs to be ascertained

Public Access

- Large green area
- Zoning should include a park on the end of the tank farm as it is the greatest vantage point by foot
- Landmark building on end of tank farm area – magnificent, iconic, museum of design?
- Preserve as many heritage buildings as possible
- Parks linking out to waterfront
- Linking bridges used to connect areas for pedestrians
- Beach in the middle of the city
- Plenty of walking areas – red fence maintained
- Open space on Wynyard Wharf/Western Rec area with viewing areas linked via transport
- Pedestrian access and linkages
- Places to sit and have lunch
- Signage – clear notices of public space
- Queens Wharf – signature park that is visible as you approach Auckland
- Separate pedestrian and cycle routes – wider
- Extension of walking promenades to create continuity and connections
- Protect views
- Dedicated parks on land and sea
- Link Victoria Park to Wynyard Wharf- Fanshawe street underground
- Link Wynyard Wharf to city – pedestrian and cyclists only
- Maintain link around foreshore
- Link to Tamaki Drive and Westhaven
- Distinct land and sea interface – canals
- Extend Queen Street to Queens wharf – links CBD to the sea
- Linkage of CBD with Queens Wharf
- Walking linkages from Quay Street

Planning Process

- Public sector needs to speed up processes (consents..) in return for private sector development
- Appropriate level of engagement with private sector

Infrastructure

- Storm water – outward areas need to be developed

Tourism

- Tourism – good source of dollars so tourist access is important
- Victoria Market brought to sea
- More people in to area
- Need a unique waterfront as a destination for tourists and visitors

Activities

- Music and dancing
- Libraries, community facilities
- Man made areas e.g. conference centres
- Worlds first digital eco harbour – natural environment/people/technology integrated e.g. wireless areas

Building

- Building heights – graduation of heights as we move further from the sea
- Gothic quarter like in Barcelona

Key Concerns

- Residents and industries need to be separated
- Water quality – deal with rainwater effectively
- Essential marine zone
- More parks
- Pollution/ecology – run off in to harbour
- Stringent height restrictions – no more than 2 storey
- No more multi storey car parks or residential buildings
- Eco friendly infrastructure (reusable)
- Ordinary kiwis need access to water's edge, particularly on Western side
- Vision does not recognise long term future/foresight and where the world is going
- Principles are still general – what does it all mean?
- Public spaces overdone? - obstacles to vibrancy of commercial areas
- Views have to be protected- development stepped back
- Public access – continuity along waterfront
- Concern regarding process – big project, how to deepen the ideas
- Negotiation with oil companies re termination of lease on tank farm
- Height restriction is an issue
- Current private operations – what is their future role?
- Current applications for resource consents should go on hold until a concrete proposal is finalised
- Good surfacing is essential for walking/cycling
- Effective lighting is important
- Reluctant to see more apartments
- No mixed use of Western Rec area
- People need to be involved further in consultation process
- ARC and ACC need to recognise public and residential concerns should override commercial ones
- New harbour crossing needs to be identified now
- Governance needs to be finalised
- Lack of action
- Building design codes
- Impact of rising sea levels
- Needs multicultural involvement
- Current residential population is mono cultural demographic
- Lack of flow from CBD and residential areas in to viaduct area
- Lack of community facilities
- Transient population
- Lack of representation from Asian and PI communities at these meetings
- Use of contaminated land – tank farm area
- Oil/cement industry – it needs to be clear where they will go and ensured that problems aren't simply transferred
- Affordability of open space – who pays?
- Reverse sensitivity – residential versus industry
- Positive value of residential development to the area – safety, security, passive surveillance
- What is being done now is already having an impact – harbour front is becoming a transport corridor for boats – water speed and associated impact

- Future uses haven't yet been worked out – 3rd crossing needs planning?
- Green open space needs to be well back, in to city from Victoria Park and link up domain
- Area shouldn't be a rich man's play ground – democratic space including all socio-economic groups
- Improve safe public access
- No change to existing water front profiles until tide studies are complete
- Ports should be limited to existing boundaries
- Right consultants need to be brought on board to develop area
- Plans need to be flexible accommodating future
- What will attract people to this space?

This section provides a summary of all key points and issues raised by participants of the public workshop on the 5th of September. Ideas were captured in written and visual form and these have been summarised by subject/theme below. While this section demonstrates the range of ideas and comments, it does not demonstrate the number of people that supported each of these.

GENERAL / INFRASTRUCTURE

Cost of development

- Who should pay?
- Cost of relocating industry
- Open spaces must be paid for
- Accept that rates may need to be increased to have a world class waterfront
- Wynyard not too expensive to run small businesses

Commercial activity - general

- Less commercial activity in waterfront
- No commercial development
- No more expansion / reclamation
- No more expansion of port
- Remediation of contaminated land
- No sewerage in the harbour/overflows
- Relocate cement industry, raw material – sand and aggregates could be barged in
- Bulk liquid – strategic industry for the region

Queen's wharf:

- Open to public?
- Underutilised?

Port

- Shift port East
- Heavy port activity must stay
- Working port must remain
- Limit port to current boundaries
- Shift container storage inland
- Roadways to service port
- Condense area
- Containers and traffic generation – causes traffic problems, should use train

- Extending the port would cause traffic problems and impede marine movement
- Ports land and marine land should be set aside for uses vital to Auckland economy Move POA to south of Tauranga/Manukau

Other

- Industrial chemicals not appropriate on the Western Rec
- Renewable/sustainable/eco friendly infrastructure e.g. electricity, stormwater, water supply
- No change to waterfront profile until tidal study complete
- Finger wharves x3

TRANSPORT

General

- Make ownership and processes to develop transport
- Must be thought of from the start
- Getting to the waterfront is very important
- Connect ferries/busses/trains/pedestrians

Passenger transport

- Electric buses / transport
- Gondola
- Ferry terminal – near Parnell
- More ferries on Queen’s wharf
- Link passenger ferries to other parts of the waterfront
- Monorail linking ferries,
- Capacity of public transport / ferry connections e.g. high speed lanes,
- Water taxis
- Extend Link bus to cover the Western Rec (fish mart bus is good – make it free)
- Plan for a hovercraft terminal – passengers and individuals – in 50 years time hovercraft may be the mode of transport instead of cars

Walking / accessibility

- Better foot access
- All bridges are foot bridges pedestrian-friendly
- 100% wheelchair accessible
- Disabled access
- Running tracks
- Boardwalk all the way around
- Walkway all the way through (Victoria Park to water)
- Wide walkways – as wide as possible
- Good surface
- Ability to walk/cycle all the way to St Heliers
- Whole waterfront linkage – pedestrian bridge

Roads / connectivity

- Queen St traffic free
- Quay St underground
- Fanshawe St underground – enable integration to water, to link Victoria Park to Wynyard Wharf
- Link between Victoria Park along Beaumont St to Western Rec
- Identify harbour bridge/tunnel and encapsulate into plan

- Link to Tamaki Drive
- Existing transport network can't cope
- Traffic calming along Quay St

Cars

- All parking underground
- No car access Eastern side – cars okay on Western Rec
- Air pollution from cars – car dominated environment
- Parking – increase, double storey, more attractive
- No more multi-storey car parks

PUBLIC OPEN SPACE

For people

- “It's our place”
- What will attract all ages?
- People friendly
- \$ free
- Alcohol free
- Design to attract people
- Destination – walk, jog, dogs, playground,
- Night and daytime,
- If the people come everything will flow

Use of space

- Outward looking
- Connections
- Corridors, not just parks
- Continuity, not separate spaces
- Consideration of use of water
- Define edge – 10m or so
- Access like Mission Bay – maybe not green space, but decking
- Bring water to land and land to water
- Access to water
- More open space – on Wynyard Point, Eastern Viaduct
- Public access open space doesn't need to be all along the waterfront
- Views of harbour, CBD reaching down to sea, views from St Mary's Bay/Freeman's Bay

Functionality

- Seats
- Clear, legible signage
- Walking only
- Surfacing good for activities
- Lighting

ACTIVITIES & ATTRACTIONS

Water based activities

- 'City of Sails'
- Support pleasure boat industry

- Maintain marine industry – tourist attraction
- Ships impeding boat races
- Safety issues on water
- Aquatic centre for water sports
- Recognise the value of marine recreation clubs
- Enclosed rowing/dragon boating racing area
- Rowing course
- Attach tertiary/sports institute – relocate Manukau Technical Marine School
- Look at cruise ships – conflict with Hilton: look at relocating

Community facilities

- Libraries, theatre, cinema (cultural precinct is currently in CBD – Edge, gallery, etc), Arts centre
- Learning institution

Diverse community

- Socio-economic mix of people – develop policies to support this
- Cultural – reflect this in design
- Pacific, Asian (Auckland is 13% Asian)

Lots going on

- A focus for tourists
- Things to use
- Create purpose
- Mix of passive and active activities like Cape Town

Relaxation

- Areas to have lunch
- Play spaces
- Picnics

Wynyard Pt

- Cafés, restaurants
- A reason to go there
- Iconic building
- Art gallery – shift to waterfront/Queen's Wharf
- Park at the end with a pool
- Facilities and attractions
- Rowing clubs at Western Rec
- Road closures and farmer's markets at West end
- No future bridge across Wynyard Wharf – tunnel okay?

DESIGN CONCEPTS

Centre – Heart

- Civic function should be at the waterfront – one great heart beating down at the waterfront – Queen's wharf
- The window of Auckland

Other examples

- More like New York City and Central Park
- Develop like Sydney harbour – strong aesthetic values

Issues

- Harbour is narrow enough – don't encroach any further,
- Viaduct is boring – not world class,
- Height restrictions – PWC too high, 6 stories max?
- Stringent height restrictions – 5 stores at Fanshawe and 2 stories north of Fanshawe, 30 metres is too high

Quay St

- Plant trees
- Widen
- Shops could be better
- Strip retailing

Design ideas

- Y-Fi zone – merge technology and commerce with wireless technology
- New forms of architecture – mid 21st century
- Beachfront on waterfront, steps, canoes
- Bring water in closer via canals
- New island at the end of Westhaven breakwater?
- Preserve heritage buildings, plaque notices telling history of buildings and laces, brass footprint showing where old coastline was
- One structure – an icon
- Urban development – friendly, sustainable

Mixed use

- Low level residential with retail on ground floor, no apartments on ground floor
- Balance between marine/fishing/business
- Commercial/retail take precedence over residential and public space
- Concern about gated communities – but provide security passive surveillance for visitors
- Mixed use residential areas so people live as well as work and play to maintain vibrancy of area
- NO MIXED USE – public space only – no commercial / industrial / private use
- No more apartments