America’s Cup Wynyard Hobson: Legacy benefits for Auckland

Summary

Hosting major international event like the 36th America’s Cup (AC36) is a chance to showcase Auckland and New Zealand. For the duration of the event, Auckland has a chance to show off our beautiful harbour and share the nation’s incredible sailing technology.

Once the events are over, Auckland will also enjoy some significant legacy benefits. Ongoing design and planning for AC36 takes into account the legacy for the city centre, including how any new infrastructure contributes to both waterfront business-as-usual, and to future planning.

International best practice now focuses not only on the benefits of any infrastructure established principally for the purpose of a major event, but also on the social, economic and environmental benefits gained by the host city in the planning and delivery of significant international events.

Auckland Council is working with its partners and stakeholders to define what success looks like, in terms of legacy outcomes such as:

- environmental outcomes that build on the Wynyard Quarter’s sustainable development framework, including water quality, low carbon and waste minimisation measures, as well as resilient design that recognises the challenges of climate change
- economic and social outcomes that enable all Aucklanders to enjoy the benefits of an international event, with activation across the city, and local training, employment and business opportunities
- Māori outcomes as defined by Auckland Council’s Regional Mana Whenua Kaitiaki Forum
- business-as-usual, continuing the successful waterfront development and collaboration with private investors and business operators, and strengthening the operations and capacity of the marine, ferry and fishing industries
- new and improved infrastructure that adds to the network of waterfront public spaces, enabling future water- and land-based events and informal activation
- the importance of well-designed and well-managed public space, creating urban environments that promote belonging and participation for visitors and citizens alike

The Wynyard Hobson resource consent application enables the delivery of physical infrastructure for the 36th America’s Cup regatta over the summer of 2020 – 2021, with the option to retain the infrastructure and buildings for 10 years to allow future defence events.

The Wynyard Hobson proposal delivers an extension on Hobson Wharf for one double base, remodelling of the Viaduct Events Centre to provide a base and yard for Emirates Team New Zealand (ETNZ), and five bases on Wynyard Point. Wharf infill between Wynyard Wharf and Brigham Street provides yards for the five bases, and breakwater extensions from Wynyard, Halsey and Hobson wharves will provide protected water space.
In terms of infrastructure, once the 10-year consent period has elapsed, the Wynyard Hobson proposal will have established infrastructure for future legacy use:

- A 74-metre extension of Hobson Wharf to create a new public space, with potential for marine and land-based events and activation
- An extension of the waterfront pedestrian network around the Hobson and Halsey wharves and breakwaters, allowing public access to the water’s edge and views across the basin
- New sheltered water space in the Outer Viaduct Harbour and Wynyard Wharf South Waterspace to enable water-based events, both local and international
- Upgrade to Wynyard Wharf and sea wall, with wharf infill spaces that can be temporarily used for public activation until the proposed Wynyard Point linear park can be developed

Auckland Council’s Waterfront Plan (and a planning refresh adopted by council in 2017) and Unitary Plan identify Wynyard Point as a location for future mixed-use development, marine industry uses, and a 4.4 hectare public park. The Wynyard Hobson proposal locates the bases on Wynyard Point for a period of up to ten years, thereby retaining the flexibility for Council to undertake development works on these sites in the future.

Delivering on the waterfront vision

This next phase of waterfront regeneration builds on decades of planning that envisaged a working waterfront that linked the city to the sea, and reflected our marine heritage and culture.

Prior to accelerated negotiations for the America’s Cup, it was assumed that by 2025, the last of the bulk liquids industry would have departed from Wynyard Point. This would allow Council to complete the vision of generous public spaces where people can experience the harbour up close and personal – without needing a boat. Refreshed planning in 2017 retained the 3 ha. park on the headland, with an eastern linear park adjacent to Wynyard Wharf. This will provide a direct connection to the Daldy Street linear park – and beyond to Victoria Park - and more efficient mixed use development blocks on the western edge and Halsey Street.

The 36th America’s Cup will leave Auckland with another piece of the ‘harbour edge stitch’ completed, with new sheltered water space, and more places and spaces to enjoy the water between the city centre and Silo park.

The city’s valuable marine industry will continue to thrive, supporting the goals of a sustainable and accessible working waterfront.

This builds on the waterfront’s regeneration from gritty industrial areas to much-loved and well-used parts of the city. Since the 1994 Whitbread Round the World spurred the creation of a new public destination on the Viaduct Harbour, major international events – including America’s Cup and Rugby World Cup - have triggered each stage of Auckland’s waterfront transformation.

Design and development of the new waterfront spaces delivered by the America’s Cup – particularly Hobson Wharf – will build on the success (and learnings) of Wynyard Quarter, using a ‘place-making’ approach to design, management and activation of public spaces.

In addition to the dedicated America’s Cup facilities, Council will also be fast-tracking critical work in the downtown area to support a successful event. That work includes upgrading the Quay Street seawall,
new public transport facilities (bus and ferry), a new waterfront public space and improved Quay Street streetscape.

Public parking has now been removed from the Eastern Viaduct, enabling the development of a new public space with prime viewing into the Outer Basin. This new public space and an improved Wynyard Crossing bridge will complete the journey from downtown to Wynyard Quarter – the event hub and fan-zone for the event and beyond.

Another legacy benefit is the strengthening of relationships between Mana Whenua, council and the crown. Due to the timeframes for this project, it has meant that council has had to move at pace and think about ways of doing things differently. The America's Cup discussion has brought Mana Whenua, Council and Government to the table and has progressed conversations around partnership, governance and ownership, particularly in the Coastal Marine Area.
1. Creating places for people – design and activation

Stage 1 of Wynyard Quarter’s regeneration was completed in 2011, in time for the excitement of the Rugby World Cup to introduce locals and visitors to the city’s newest urban community. The mix of residential, commercial and retail development emphasises sustainability, and complements the existing marine and fishing industries.

Since then, Aucklanders and visitors have been drawn to the evolving spaces and places right next to the harbour. A carefully-curated calendar of events and activation attracts nearly 2 million visitors a year. Focused around the fish market and the working wharfs, the Wynyard Quarter provides authenticity, which speaks to the broader communities of Auckland.

Design and development of the new waterfront spaces delivered by the America’s Cup will build on the success (and learnings) of Wynyard Quarter, using a ‘place-making’ approach:

- people-centred approach to engagement, design, management and activation of public spaces
- activation - new uses and informal activities generated by the thoughtful design of public spaces and design cues. On Wynyard Quarter uses that attract a wide range of people and communities include the children’s play spaces, basketball hoops and bombing off Karanga Plaza for young adults. Informal activities not only attract the ‘actors’, but also the ‘audience’ who enjoy watching other people. Other cues such as safe cycleways attract people to enjoy the waterfront as part of a longer journey.
- events and programming – infrastructure built into public spaces and streets to enable events ranging from small neighbourhood occasions, to signature events (e.g. Silo Cinema) and larger festivals and/or commercial events across the whole precinct. A number of these events are out-growing their current locations, and could spread across multiple waterfront sites, completing the city centre’s ‘blue link’ from Queens Wharf to Westhaven

The new public spaces provide another opportunity to democratise the waterfront, i.e. provide people an opportunity to experience and interact with the harbour from the land - without needing a boat. The principles that made the Wynyard Quarter so attractive to Aucklanders and visitors can be extended across the next part of the waterfront link, including:

- active waterfront – exploit the natural theatre of a working waterfront, use the water as part of the attraction and identity of the spaces and activities
- equity and community – invite people into the area, to enjoy it on their own terms; provide neutral, free and accessible spaces, not limited to commercial or programmed activities
- creative input – a genuine invitation to the creative sector to contribute and use public space that leaves room for discovery, interaction and individual interpretation. Behind this principle is the belief that clearly welcoming creative industries is good for the artists, the space and the audience, which in turn is good for the city.

There will be events management plans for both the America’s Cup events and any other activation during or between events, to ensure events are safe, accessible and support the local businesses.

The 2012 Waterfront Plan also committed to a sustainable ‘blue-green’ waterfront, further articulated in the Wynyard Quarter’s Sustainable Development Framework. The next phase of waterfront planning and development can reframe the challenges of climate change as a ‘transformational opportunity’ to deliver high-value, sustainable and resilient urbanism. Consideration of energy use, water, eco-systems and waste can be built into the design and management of the new public spaces, as they have been in the streets and open spaces of Wynyard Quarter.
2. Water space and land - future uses and events

2.1 America’s Cup event mode

The resource consent application enables the delivery of base infrastructure for the 36th America’s Cup regatta over the summer of 2020 – 2021, with the option to retain the infrastructure and buildings for ten years to allow future defence events.

The Wynyard Hobson proposal delivers a Hobson Wharf extension for one double base, remodelling of the Viaduct Events Centre to provide a base and yard for Emirates Team New Zealand (ETNZ), and five bases on Wynyard Point. Wharf infill between Wynyard Wharf and Brigham Street provides yards for the five bases, and breakwater extensions from Wynyard, Halsey and Hobson wharves will provide protected water space.

![Figure 1: Proposed bases and fan zone – America’s Cup event mode](image)

The layout also provides sheltered water space for the race teams, as well as support vessels and superyacht berths.

This allows delivers an accessible ‘fan-zone’ connecting people to boats, bases and events, in a linear village spread across the waterfront from the Eastern Viaduct to North Wharf and Silo Park. The existing entertainment hubs of Viaduct Harbour and North Wharf provide additional food and beverage offerings, within easy walking distance of the Britomart transport hub and downtown hot-spots.

As noted in the Urban Design Report, safe and accessible pedestrian promenades around Halsey Wharf, Hobson Wharf and the breakwaters will be retained both during and after the main events.

In addition to the dedicated America’s Cup facilities, Council will also be fast-tracking critical work in the downtown area to support a successful event. That work includes upgrading the Quay Street seawall,
new public transport facilities (bus and ferry), a new waterfront public space and improved Quay Street streetscape.

Public parking has now been removed from the Eastern Viaduct, enabling a new public space with prime viewing into the Outer Basin. This new public space and an improved Wynyard Crossing bridge will complete the journey from downtown to Wynyard Quarter – the event hub and fan-zone for the event and beyond.

Queens Wharf, a pedestrianised Queen Elizabeth Square and people-friendly Quay Street zone will create a generous public space in the centre of town, for use during the America’s Cup and beyond.

2.2 Legacy: public space and access to the harbour

Once the America’s Cup events are over, Auckland will gain a sequence of new publicly-accessible wharves and breakwater areas, democratising the harbour and allowing people to experience the water space without a boat.

The new walkways and public spaces will continue the city centre's 'blue link' (the 'waterfront axis') from Queens Wharf to Westhaven, a journey with an ever-changing sequence of views and activities across the waterfront. This was signalled in the 2012 Waterfront Plan and City Centre Master Plan, and further updated in the recent planning refresh approved by Council in 2017.

Figure 2 below summarises the mix of activities and character along the downtown waterfront, and the connection to the rest of the city centre.

Figure 2: Waterfront function and character (based on 2012 Waterfront Plan, 2017 planning refresh and AC36 proposal)
It is anticipated that following the 10-year consent period and the removal of Base B from Hobson Wharf, public access will be retained around the Hobson Wharf extension and the new breakwaters. The extended pedestrian promenade will enable people to enjoy the projecting views out to the harbour and across the sheltered water space, delivering a different pedestrian experience from the existing east-west journey along the Quay Street axis.

The future uses of Hobson Wharf could be in conjunction with the existing buildings owned by the council group and presently occupied by the New Zealand Maritime Museum. Other options are possible, including a new standalone building, a connection to the existing building, or a redevelopment of the entire wharf.

The selection of such a future option will need a rigorous business case to determine the best use, management and financial implications. Any selected option will also require a thorough assessment of effects as part of the necessary resource consent application.

The on-going activity and retention of the fishing industry, and the potential to consolidate charter boats and tourism vessels in the more sheltered outer Viaduct Basin, will also generate activity and interest.

As described below, the new wharf extension and the breakwaters which provide the sheltered water space, also mean that there are additional land and water spaces to accommodate specialist events.

Further west, the wharf infill between Wynyard Wharf and Brigham Street signals the start of the proposed new linear park on Wynyard Point and introduces people to the idea of the large new destination park on the headland. This is described in more detail in Section 2.6 below.

Figure 3: Post-America’s Cup legacy mode – activation and open space
2.3 Legacy: land and water event space

The permanent land and water spaces create a legacy for Auckland, for existing and future water-based events in the Viaduct Harbour.

Once Base B building has been removed, the new space on Hobson Wharf will allow for overflow events that are currently located on Halsey Wharf and into the Wynyard Quarter. This has the potential to reduce the impact on the business-as-usual activities across the Viaduct and Wynyard Quarter, by providing a dedicated space that does not require the relocation of other users (such as the fishing fleet).

This will make it easier for Auckland to bid for large international events. Bidding for, and commitment to, the longer duration and bigger footprint events has a long lead time. Certainty of site availability is required several years in advance – reinforcing the need for permanent, dedicated space.

The table below summarises some of those new or expanded events that ATEED can start to bid for, once the timing and availability of the Hobson Wharf extension is confirmed.

As noted, the wharf and breakwater extensions create more sheltered water space within the Outer Viaduct Harbour. This can not only accommodate water-based events that require the adjacent hard-stand area, but also provide space for a mix of commercial marine uses, such as the fishing fleet, super yacht berths and tourism/charter boats.

The additional waterfront event space also recognises that during the peak season Queens Wharf cannot be used for events with a longer duration and bigger footprint. Although it will eventually become the ‘people’s wharf’, for at least the next decade (or more), Queens Wharf has only limited availability and use for multi-day duration public events during the prime summer season, because its primary purpose over that time is for cruise. When cruise ships are berthed, Queens Wharf becomes a secure zone for cruise ship servicing and access, and public access is severely restricted.

As noted in the table and figures below, an extended Hobson Wharf has potential for:

- Overflow activation associated with existing major events based on Halsey Wharf (e.g. Boat Show – see Figure 3)
- Smaller events and activation focussed only on Hobson Wharf, with business-as-usual at the Viaduct Events Centre and Halsey Wharf (see Figure 4)
- Informal activation and passive recreation (e.g. interactive art projects, games and ball courts, picnic tables)

However, the Hobson Wharf extension does have some constraints in terms of its use for events. As noted in the transport and fire reports, the critical issue for Hobson Wharf is the limited access to and from the Eastern Viaduct. The need for emergency evacuation of people, and access by emergency services vehicles, limits the actual capacity of the space to around 1,000 people.

Fire/egress and pedestrian reports have noted that there is a potential to increase that number, depending on the type of event, infrastructure required, and event management plans. Within that constraint, a number of potential event and activation scenarios are outlined below.

Preliminary investigations suggest that there are potentially major events and local sports interests that could utilise the Hobson Wharf extension, once Base B has been removed. The repurposing of space after an event will require thoughtful design of the areas, to enable the public spaces to be transformed from public realm to flat concrete with appropriate event infrastructure.
Some of the potential events that can make use of Hobson Wharf are existing ones that could grow, some are potential new events that Auckland could now confidently bid for, and some are community and cultural events that could spread from other venues and/or grow organically as the spaces become known as part of the mix of city centre venues.

For example, the Hobson wharf extension and more sheltered basins would also create significantly improved seating and viewing areas for any on-water displays or shows. Fireworks and New Year’s Eve celebrations could be staged from this position, allowing close viewing and some relaxed spaces to sit and watch.

The following table outlines current and potential events that could make use of the new spaces, particularly the Hobson extension, once the ten-year consents have expired. All the events and activation assume that the Hobson Wharf extension is part of an inviting and legible pedestrian network stretching around the waterfront, from the Eastern Viaduct to Silo Park.

The larger proposed events assume that Base B building has been removed and the VEC has returned to use as an events space.

**Potential events for the Hobson/Halsey/Viaduct legacy spaces:**

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<thead>
<tr>
<th>Water-based &amp; marine</th>
<th>Major events</th>
<th>Local events &amp; activation</th>
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<tbody>
<tr>
<td></td>
<td>• Boat show (existing event, but with room to grow)</td>
<td>• Anniversary Weekend regatta</td>
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<td></td>
<td>• Volvo Ocean Race (existing event, but with room to grow)</td>
<td>• Ocean swim events</td>
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<td>• Sailing dinghy nationals/Worlds</td>
<td>• Triathlon</td>
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<td></td>
<td>• Offshore power boats</td>
<td>• Part of the marathon circuit</td>
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<td>• Kayak/Rowing 500m Sprint series</td>
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<td>• Extreme Catamaran Series</td>
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<td>• World Match Racing</td>
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<td>• Etchells World Champs</td>
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<td>• SUP events</td>
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<td></td>
<td>• Tall Ship regatta</td>
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<td></td>
<td>• Other international sailing and power-boat events, as noted above</td>
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<table>
<thead>
<tr>
<th>Land-based</th>
<th>Major events</th>
<th>Local events &amp; activation</th>
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<tbody>
<tr>
<td></td>
<td>• Outdoor theatre, concerts or long-term seasons e.g. The Globe</td>
<td>• Fan-zones for sports events e.g. cup finals</td>
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<td></td>
<td>• Food shows</td>
<td>• Viewing platforms for fireworks, Harbour Bridge lighting</td>
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<td></td>
<td>• Cultural events and sites for existing festivals, such as Arts Festival, heritage or art weeks</td>
<td>• Seasonal markets and food-trucks</td>
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<td></td>
<td>• Car shows</td>
<td>• Overflow from Wynyard Quarter programmes</td>
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<td></td>
<td>• Outdoor receptions &amp; Viaduct</td>
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<tr>
<td><strong>Major events</strong></td>
<td><strong>Local events &amp; activation</strong></td>
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<tr>
<td>Events Centre overflow</td>
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**Figure 4:** Example of a major land and water event expanded across Viaduct Basin onto Hobson (e.g. Boat Show)

**Figure 5:** A range of potential event and activation layouts for Hobson wharf and the wider Viaduct Basin, post-America’s Cup (and removal of Base B)
2.4 Legacy: marine events

The high profile of the America’s Cup will also attract participants in specialist international events over the same period, including:

- NZ Millennium Cup – superyacht race which has been based in Bay of Islands since the AC departed in 2003, and which will be based again in Auckland in February 2021
- J Class Yacht Regatta – 1930s yachts, Auckland harbour, March 2021

The infrastructure used for the America’s Cup will provide Auckland a huge advantage in gaining other international maritime events in the future, such as the Volvo Ocean Race stopover, Tall Ship regatta and other international sailing and power-boat events.

2.5 Legacy: Emirates Team New Zealand base

The Emirates Team New Zealand (ETNZ) base will be located on Halsey Wharf, in a remodelled Viaduct Events Centre (VEC) building, with a secure yard and launching area along the eastern side of the wharf. There will be publicly accessible areas to the west and north of the building, and along the Halsey Wharf and the northern breakwater.

During the America’s Cup event, the base will provide an interactive experience for visitors, with viewing and hospitality areas along with the restricted and secure working areas.

The resource consent application proposes to convert the VEC building into a home base for ETNZ for up to ten years. It is assumed that in between the cup events, the renovated building and associated hard-stand can contribute to the community’s understanding and enjoyment of Auckland’s maritime heritage.

A key to enabling those future uses is the design of flexible spaces that, like the former Gaunt Street Team New Zealand base, delivers a building that is robust and adaptable. This can complement the current fit-out of the Viaduct Events Centre, which is better suited to more corporate or commercial events.

ETNZ suggests that the community legacy uses for their base building between America’s Cup events can include:

- Community opportunities – sailing, education, marine technology
- Pacific navigation centre
- Opportunity for waka and associated crafts
- Centre of excellence – training, technology, high performance institute for future sailing champions
- Link to innovation precinct and surrounding Hub Auckland activities

It is assumed that during the next decade and between America’s Cup events, many of these activities and offerings can evolve over time, continuing to reinforce Auckland’s fascination with the harbour and interacting with the water.

After the 10-year duration of the consent, the VEC building will revert to its existing use as an events centre.
2.6 Legacy: Wynyard Point

As noted below, a recent refresh of the planning for Wynyard Point built on lessons learned from early development in Wynyard Central, and responded to a more refined brief from Council about the requirements for a regional destination park.

The revised Wynyard Point layout retains a large open space on the headland, and proposes a realignment of the 2012 proposed open spaces, with a linear park on the eastern edge connected to the existing Daldy Street linear park and onwards to Victoria Park. This creates a legible sequence of open spaces for recreation and events, and delivers more optimal development sites for private investment.

The Wynyard Hobson proposal, with bases on the eastern edge of Wynyard Point and infill between Brigham Street and the Wharf, starts to reflect that future planning. Temporary public open spaces south of the bases and along Hamer Street connect to Silo Park and provide opportunity for public access along the previously industrial parts of Wynyard Point.

It also enables an extension of the activation north towards the headland, both during the America’s Cup event and afterwards, introducing Aucklanders to a new piece of the waterfront.

It is assumed that between America’s Cup 36 and 37, the infill remains in place between Brigham Street and the wharf, and is not required for marine uses. Between America’s Cup events, assuming the bases are not required for challenger teams, there is potential to activate the infill spaces and lower Wynyard Wharf.

During that between-challenge period, the wharf plus new hardscape creates an additional 7,000m² of open space (36m. wide by approximately 197m. long) that provides an opportunity for activation or informal recreation adjacent to the water.

For example, Panuku can use ‘evolutionary design’ processes (also known as ‘tactical urbanism’), enabling temporary activation to explore uses and layout of the space. In addition to providing informal open space and activation, these processes can inform the eventual design brief for the eastern linear park, once the bases are removed.

As noted in the application, once the consent period is over, around half of the wharf infill between Brigham Street and Wynyard Wharf can be retained. As illustrated in the refreshed proposals for the Wynyard Point redevelopment, the locations for the retained infill will align with a series of east/west lanes and streets. This creates a permeable grid to define the new mixed use development blocks, and to create a legible east/west pedestrian network between either side of the point. There is potential for small buildings to activate those links, and/or to create opportunities for people to access the inter-tidal zone between the wharf and land, but further detailed planning is required.

With uncertainty about the number of potential America’s Cup challenges to be hosted on the site, and noting that the resource consent is for a 10-year period, Council is now preparing a number of scenarios for the future development of Wynyard Point. These scenarios will inform a Programme Business Case and Council’s 10-year Budget (Long-term Plan).

The Business Case will provide the rationale to allocate resources for the required planning, engagement and development of new public spaces, as well as the release of private development sites to the market.

It is assumed that following the 10-year consent period for the Wynyard Point bases, design and delivery of the eastern linear park can resume. Retention of the bases on the eastern side of the point
for the consent period will not hinder the proposal to design and develop the generous headland open space, as the remaining commercial leases do not expire until 2025. As noted above, the headland open space on Wynyard Point is dependent on confirmed Council funding in its Long-term Plan.

3. Refreshed waterfront and city centre planning

During 2016 and 2017, a cross-council team has reviewed the Waterfront Plan, and the City Centre Master Plan, both part of a suite of place-based plans emerging from the 2012 Auckland Plan. The refreshed planning maintains the vision and direction of both plans, and focuses on the next phase of delivery for the downtown waterfront corridor, mid-town area, central wharves and Wynyard Quarter.

Auckland city centre and waterfront has changed since Council adopted the 2012 Waterfront Plan as a road-map for regeneration. Significant progress has been made towards achieving the vision of a world-class destination that reflects our Pacific culture and marine history.

The first phases of commercial and residential development in Wynyard Quarter have also provided invaluable lessons about the complexities of redeveloping a former industrial area, and the critical energy and economy generated by the marine and fishing industries.

The downtown and mid-town focus areas are critical parts of Auckland’s city centre and waterfront. All have high visibility and public interest, with competing demands and immense pressure on space. They are key to unlocking growing expectations for waterfront access, public transport, and high quality public realm.

The refreshed plans illustrate a series of projects that deliver the transformational move of a ‘harbour edge stitch’, uniting the waterfront with the city centre. Delivery of the plans continues to support a ‘smart working waterfront’, and growing the network of publicly-accessible waterfront spaces.

3.1 Role of the downtown wharves

The figure below represents the Council’s over-arching vision for the city centre waterfront and downtown wharves, which could be achieved over the next 10-15 years. The plan illustrates the preferred strategy proposed in the recent refresh of the Waterfront Plan (2012) and City Centre Masterplan (2012), as agreed by the September 2017 Planning Committee.
With complex and competing demands, and limited land and water space, each part of the downtown and waterfront has its role to play – for working waterfront, public access, events and transport. Collectively the plans illustrate that each of the city centre wharves has a distinctive character and uses to serve the city and community’s needs:

a. Wynyard Wharf – Auckland’s premier waterfront public space with a headland park, mixed use development, and a marine and cultural precinct
b. Halsey Wharf, Hobson Wharf and water space – a permanent water-based event space supporting the growth of sporting, recreational, cultural, community, commercial and tourist activities that improves access to the Waitemata Harbour
c. Queens Wharf - transitioning from the primary cruise terminal, back to a public wharf and supporting modernised ferry infrastructure and services
d. Captain Cook Wharf - transitioning from a freight use into New Zealand’s primary cruise terminal
e. Princes Wharf and Queens Wharf Basin - to accommodating better ferry infrastructure and public access to the downtown basin.

In addition to the dedicated America’s Cup facilities, Council will also be fast-tracking critical work in the downtown area to support a successful event. That work includes upgrading the Quay Street seawall, new public transport facilities (bus and ferry), a new waterfront public space and improved Quay Street streetscape.

Public parking has now been removed from the Eastern Viaduct, enabling a new public space with prime viewing into the Outer Basin. This new public space and an improved Wynyard Crossing bridge will complete the journey from downtown to Wynyard Quarter – the event hub and fan-zone for the event and beyond.
3.2 Wynyard Point

Extending the team bases to Wynyard Wharf starts to open up Wynyard Point to the public, leading the way for the future redevelopment of the regional destination park which was programmed to start in 2022 onwards (pending Council funding in its Long-term Plan).

A large urban park on the headland has been always been part of future plans for Wynyard Point. The revised plan creates an iconic 4.3 ha. open space on the headland and eastern edge of the point, alongside Wynyard Wharf.

Visible on the approach from the city, it completes the green link from Victoria Park to the harbour. The park will become another much-loved waterfront destination with generous open spaces for events, and opportunities to interact with the water. A western promenade will be the spot to enjoy sunset views over the marina and harbour bridge.

The mix of marine industry and heritage maritime uses will remain along the southern part of Hamer Street. The relocation of SeaLink ferries to the western edge consolidates all the marine uses - and the associated heavier traffic - to the edge.

Residential-led mixed use development will help frame and shelter the open spaces, with the potential for ground-floor community and cultural uses to complete the waterfront’s cultural precinct.

With the bulk liquids industry scheduled to depart the tank farm from 2022 onwards, Council acknowledged in 2017 that it was time to start the planning for the new precinct. Panuku is working across council to ensure the open space, community and cultural facilities, and transport is delivered in a coordinated fashion. A plan change will be required to designate the new open space and allow for appropriate development scale.

3.3 Background to waterfront planning refresh

Panuku Development Auckland recently reviewed existing planning for Wynyard Quarter, including the Viaduct Harbour. The planning refresh has been driven in part by the changing context around the city centre and waterfront, major transport proposals (including mass rapid transit), and by lessons learned from the regeneration of former industrial sites in Wynyard Central in particular.

In the decade since earlier plans were proposed, Council has also clarified its requirements for a regional destination park on the waterfront to provide for visitors and events, and to mitigate the deficit in open spaces for a rapidly growing city centre population.

The planning refresh took into account revised strategic and operational demands for both passive recreation and for larger events, with the need to improve visibility and access to the headland park for both visitors and locals.

Given the high cost of construction and remediation of former industrial sites, there was also a need to create more rational development blocks, to improve returns to Council and to support the investment in public infrastructure (such as sea walls, streets and open spaces).

The preferred direction proposes a realignment of the Wynyard Point park, connected to the existing Daldy Street linear park and Victoria Park, creating a sequence of open spaces for recreation and events, and delivering more optimal development sites for private investment. This will require a future plan change to update the open space designation.
An early proposal for a ‘signature public building’ on the Wynyard Point park, which was identified as an opportunity in the Waterfront Plan 2012, was further explored in 2017. The proposal for a large building on the headland was rejected in favour of the regional scale open space, necessary to meet the needs of the future city centre population. This does not preclude the opportunity for smaller cultural or community facilities within the park, or in other locations (for example, Silo Park or activating the linear park), nor foreclose it as a long term option. In addition no specific demand for facilities nor budget has been identified for a signature public building at this time.

The existing Wynyard Point leaseholders are due to depart from 2022 – 2025, when it is proposed to commence the development of the park, as this will add value to the future development sites.

The preferred direction for improving the connection from downtown to Wynyard Quarter is to replace the Wynyard Crossing (interim bridge) with a new bridge on the same alignment, supported by an additional link bridge (alongside the current heritage Bascule bridge) to provide an additional point of egress and exit.

With the improvements planned along the Eastern Viaduct (removal of carparks) and increased space for pedestrian, cyclists and for events and small activations, the gateway to the Wynyard Quarter will deliver on the ‘public’ and ‘connected’ waterfront goals.

### 4. Marine industry and superyachts

#### 4.1 Economic and employment benefits

Previous America’s Cup events had a demonstrable major positive economic impact for both Auckland and the rest of New Zealand. The marine industry sector argues that the high profile event also generated greater international awareness of New Zealand and helped consolidate the reputation of our marine sector.

Over the past decade, growth of the marine industry itself also generated a significant increase in employment and apprenticeships in marine and related trades, for both recreational (white boat) and commercial boats (grey/black boats).

NZ Marine and Composites ITO, the industry training organisation, notes that there are currently 430 apprentices in training around the country. The figure below breaks that down within Auckland. Projections suggest that could rise to 600 apprenticeships, generated by the interest in AC36.
The ITO also notes the number of qualified apprentices who are now part of the Emirates Team NZ or Oracle Team USA squads or suppliers, building components and support boats for these and other syndicates. As an aside, the ITO notes that the high-tech marine manufacturing capability now extends to the manufacture and export of other sectors, including aerospace, rockets, racing bikes and wheelchair manufacturing.

The 2017 Market Economics economic benefits report projects similar benefits for AC 36 (M.E. Consulting – 36th America’s Cup: High level Economic Assessment Evaluation – reported to Council’s 23 November Governing Body meeting). The benefits include the potential for New Zealand suppliers to provide components and services to all challenger teams – an opportunity for local boat builders, sail makers, mast builders, electronic component manufacturers and system engineering fit-out specialists. It is anticipated that the event itself will generate additional demand for recreational, charter and support boats, for both the local and international market.

The report shows the impact of investment in infrastructure and focussed on the direct benefits of hosting the event. The report did not consider the benefits of future use of any new infrastructure, or ongoing benefits to the marine industry.

A case study of a Wynyard Quarter boat yard illustrates the range of trades and business that contribute to the marine refit industry – which include working boats (charter, ferries), recreational boats including yachts and superyachts and commercial boats (fishing fleet).
The above is a snapshot of the type of activity that is generated by the marine industry and its contribution to employment. In this case study, a majority of the more than 1,000 suppliers come from all parts of the Auckland region, with others from Northland and Whakatane.

4.2 Superyachts

A notable gain from both previous America’s Cup events was the quantum leap in superyachts visiting New Zealand. Since 2000, the marine industry notes the employment and net economic benefits from not just the vessel refit, servicing and during those visits, but also the tourism and business investment generated by the superyacht owners.

The 2017 Market Economics report on *Auckland’s Super Yacht Industry: outlook and potential impacts* noted that the ‘economic footprint’ of super yachts is wide, setting off a chain of expenditure that flows through the economy, supporting turnover, employment, taxes and profits. As well as the direct benefit to the marine industry, created by demand for refit and maintenance work, the actions of owners, guests and crew spread money across the local and national tourism sectors, and local retail and service sectors.

A major industry focus is to capture a share of the large (and growing) superyacht servicing and refit sector. In addition to the opportunities generated during the event itself, a legacy for the marine industry will include:

- A strong and capable marine industry to meet the future needs of superyachts and owners
- Sufficient and appropriate infrastructure to ensure the yachts are housed appropriately, and the industry is enabled to maximise potential sales

The marine and tourism industries are also working together with Australia, Fiji and Tahiti on the South Pacific Superyachting Accord, to attract northern hemisphere superyacht owners to the area and promote it as a destination for cruising and yacht maintenance/refits.
A snapshot of the current status of super yachts in the Auckland region notes:

- Auckland currently has a total of 89 superyacht berths from 30m to 116m with 5 of these berths distant from the AC36 village at Gulf Harbour.
- Only 10% of the current berths can accommodate a vessel over 55m long.
- It is estimated that vessels over 55m spend between 100% and 350% more than smaller vessels on refit and additional services.
- The total of 54 currently available city centre berths (28m and larger) is far fewer than the estimated demand for 140 vessels in the America’s Cup year.
- More berths may be achievable with some impact on marine industry BAU or significant capital expenditure

During the 2020/21 America’s Cup summer, an additional 17 super yachts will be able to be accommodated immediately adjacent to the team bases making a total of 91 superyacht berths in and around the cup village. Up to 15% of current berths are privately held and are unlikely to be available for hire for the event.

By concentrating the cup bases and event hub around Freemans Bay, it also enables Site 18 on the western edge of Wynyard Quarter to be developed by the marine industry as a large boat haul-out facility. This increases the capacity of the local marine industry to refit and service superyachts, and fully realise the benefits of visiting international vessels.

The Economic Assessment of the Marine Industry (Market Economics) estimates that the legacy benefit of investment in Site 18 and a small increase in superyacht berths (as proposed in the Wynyard Hobson proposal) to be around $240m annually to 2030, an increase from $168m annually without this investment.

5. Mana Whenua legacy

Mana Whenua are a crucial partner across the wider city centre and waterfront programme and as such, Council wants to make sure it effectively partners with Mana Whenua so that their values and interests can be appropriately recognised across this area.

The Waitematā Harbour is a significant taonga to Mana Whenua, protected by the Treaty of Waitangi. Mana Whenua and Council are long-term partners and are jointly invested in making sure meaningful outcomes for Māori are delivered across this location.

As an international showcase event, Mana Whenua have expressed considerable interest in opportunities around the America’s Cup and the resulting legacy. While Panuku has initiated conversations with mana whenua on these opportunities, these discussions are more appropriate at an executive level between council and Mana Whenua representatives.

A related and priority conversation has also been initiated with central government on Treaty related issues, especially as the project will include works and structures within the Waitematā Harbour. These matters were identified as core priorities by Mana Whenua through the East West link project and the Westhaven Marina pile mooring development discussions.

Progressing the legacy outcomes requires a clear council position that is informed through conversations with central government and with Mana Whenua. Council has invited central government agencies including MBIE, Office of Treaty Settlements, and Te Puni Kokiri to be part of these conversations. A preliminary meeting with the agencies confirmed their general support and ongoing involvement to work through these core issues with council and Mana Whenua.
5.1 Opportunity to streamline engagement and create meaningful legacy

Māori engagement is complex with multi layered issues and interdependencies. The need to establish a pragmatic and effective partnership framework with Mana Whenua so a meaningful legacy can be delivered is essential not only for AC36 itself but across the wider city centre and waterfront programme.

As a key partner, Mana Whenua have continuously highlighted the need for council to streamline engagement. The current engagement approach is generally based on individual work streams and places substantial demands on the already stretched resources of mana whenua to be able to effectively participate. The America's Cup victory has led council to consider a new approach on how this work is not only delivered, but also how engagement is undertaken with this crucial partner within challenging timeframes.

Council has been working with Mana Whenua (both collectively and individually for those who do not wish to engage in a collective forum) to develop, implement and monitor an engagement strategy at strategic and operational levels that promotes a best practice approach and efficient use of limited time and resources.

5.2 Co-design of Māori Outcomes Framework

Since December 2017, Council, Mana Whenua and central government have been meeting to discuss the potential to co-design a credible Māori Outcomes Framework across the city centre and waterfront programme, of which AC36 is deemed as the prominent project. Work is progressing on developing this framework.

At the December hui Ngāti Whatua Ōrākei undertook to pull together a proposal for Mana Whenua to engage at a governance and operational level so we can approach the work from a partnership perspective and deliver meaningful outcomes for Māori.

Naturally, not all Mana Whenua will choose to participate in the structure proposed by Ngāti Whatua Ōrākei but it gives a strong starting point and most importantly the thinking will be mana whenua led. Council expects this to continue into 2018 and hear more in regarding this proposal before mid-year.

Mana Whenua have clearly stated that engagement on the city centre and waterfront programme does not form part of consultation on individual resource consent applications. There is a clear expectation from some Mana Whenua that the council family will develop a specific consenting consultation approach that builds on the engagement to date and takes a collective approach to projects, rather than individual and ad hoc engagement on city centre and waterfront projects. Council is responding to this expectation and has put in place a number of measures to support Mana Whenua through the consenting process.