



America's Cup 36

Auckland 2021

Options and Alternatives Summary

1.0 ATTACHMENTS TO OPTIONS AND ALTERNATIVES ASSESSMENT 7A

Attachment	Title	Author
Attachment 7A Part 1:	America’s Cup 36 Location Analysis – Full Technical Report Version 1.1 16 November 2017	Beca 2017
Attachment 7A Part 2:	Option Sheets: America’s Cup 36 Base Options Halsey Extension, Wynyard basin (clustered model) and Wynyard Point (dispersed option)	Panuku Development Auckland and Beca 2017
Attachment 7A Part 3:	Option Sheets: America’s Cup 36 Base Options Wynyard Basin and Wynyard Point. AND America’s Cup Location Analysis: Final Briefing For Minster Parker (30 November 2017)	Beca/ Panuku Development Auckland 2017 Panuku Development Auckland

2.0 PROJECT OBJECTIVES

Through the development of the design for the America’s Cup 36 (AC36) several key project objectives have evolved which have informed the decisions made around design, location and the proposed functioning of the AC36 village and water space.

These project objectives are required to enable the successful hosting of AC36 and have been considered alongside a suite of other decision making criteria which reflect social, cultural, environmental and economic considerations. The project objectives, summarised in the Unio Resource Consent Assessment of Environmental Effect (AEE) Report are discussed below in further detail:

- 1. Base infrastructure to be completed by late 2019:** In order to meet Emirates Team New Zealand’s (ETNZ) requirements as the host of AC36 there are certain protocols which are required to be achieved. On the 28 September 2017 ETNZ released¹ a statement with respect to location and timing which stated (bold our emphasis):

“...The dates and venue of both the America’s Cup Match and The PRADA Cup will be announced by 31st August 2018. The intended venue is Auckland, New Zealand with the Match to be raced in March 2021, preceded by The Prada Cup in January and February 2021.

A series of preliminary regattas will be raced internationally in 2019 & 2020 in the AC75 Class boats, culminating with a Christmas Regatta in December 2020 for all competitors.

Each competitor is permitted to build two boats, the hulls of which must be laminated in the country of the competitor. The first boat is not permitted to be launched prior to **31st March 2019**, the second can be launched after the 1st February 2020...”

The key dates are set out as follows:

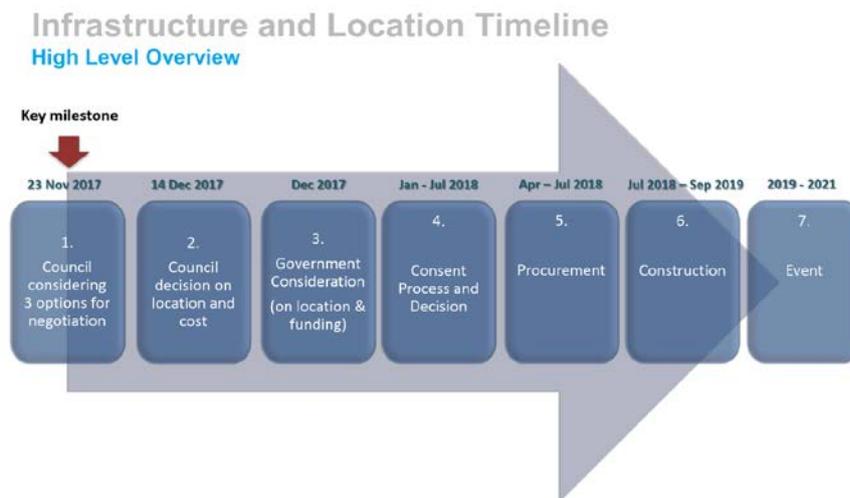


Figure 1: Timeline from the Governing Body Agenda 23 November 2017

¹ http://emirates-team-new-zealand.americascup.com/en/preview-news/258_THE-ANNOUNCEMENT-OF-THE-PROTOCOL-OF-THE-36TH-AMERICAS-CUP.html

2. **Tranquil and deep waters for boats to be launched into:** As detailed in the Navigatus Consulting Report (**Attachment 16 to the Unio AEE report**) ETNZ has indicated that the maximum tolerable wave height is 0.1 metres with a depth of 5.5m to provide for the proposed boat design.
3. **Water space for race boats, support boats and associated craft:** the requirements for water space associated with the Syndicate Bases are set out at 3.2 of the Basis for Design report (**Attachment 13 to the Unio AEE report**) identifying 6 boats are required. In addition to this there will be (as there has been for prior Cups) a requirement for support vessels and official vessels. Superyachts are also expected to be directly associated with syndicates, often with the owners and sponsors who will visit or stay for much of the series.
4. **Yard areas which enable masts to be rotated:** in order to safely manoeuvre tackle (masts and rigging) within the yard areas. An area with a dimension of 35m is required to achieve this.
5. **Sheds which accommodate either one or two race boats:** ETNZ have advised that AC36 facilities are required to accommodate a target of 8 syndicate bases (5 double and 3 single bases).

Table 1: Target landside AC36 base area requirements at time of issue

Base Type	Nominal Dimensions	Nominal Footprint on Wharf
ETNZ (Host) double base	70m x 70m	5250m ²
Double bases	90-95m x 45m or 70m x 60m	4050m ² or 4200m ²
Single base	85m x 35m or 95m x 30m	2975m ² or 2850m ²

Figure 2: Base Dimensions (Basis of Design Report see Attachment 13)

6. **Provisions for mast and tackle storage, sail lockers, workshop areas, office and work space areas:** ETNZ have advised that certain facilities are expected in relation to each of the syndicate bases. This involves a requirement for services (power, water, waste water, and telecommunication facilities) to be provided to the bases and certain areas to be established within the base envelope.
7. **Corporate and hosting areas for syndicate supporters:** ETNZ have advised, and it has been demonstrated at prior AC events that facilities for hosting of guests (being friends, family, sponsors and corporate type events) is provided in association with the bases within the Village at large.
8. **Provision for public interaction and interface:** ETNZ have advised that as the boat designs are publicly released the need for 'secrecy' which has been a feature of former ACs is not required. As a result, public interaction with the bases and syndicates is envisaged to be

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supported, with public able to view areas of the bases and yards and interact with the syndicates. Restrictions for operational and health and safety purposes are still anticipated to be necessary.

3.0 EVALUATION CRITERIA

In considering potential locations for AC36, a set of criteria were developed to enable a fair and comparable consideration of all options. These design criteria are included as a component of **Attachment 7A Part 1** and a summary version is set out below. As noted below, environmental and statutory tests were a specific consideration, while social and economic considerations are inherent in considerations around the maximisation of existing facilities, the location of potential AC36 venues and accessibility for spectators and supporters. Criteria 1 (delivery program), 3 (environmental and statutory tests), 5 (land space requirement) and 6 (water space requirement) are identified as ‘pass or fail’ criteria, in other words the option must meet these criteria to be considered.

Ref	Name	Phase	High Level Criteria Description	Pass / Fail
1	Delivery programme	Delivery	Timeframe to deliver AC bases and associated water infrastructure	Yes
2	Existing infrastructure and amenities	Delivery	Site access and service infrastructure. Local amenities for syndicate personnel and families	
3	Environmental and statutory tests	Delivery	The impact on the environment and the extent to which the delivery of the location can meet statutory tests (RMA, LGA, MACA)	Yes
4	Maximising existing assets	Delivery	The extent to which the location optimises use and value of existing infrastructure and facilities	
5	Land space requirement	Event	The extent to which there is an appropriate space to meet the land side and access requirements for the team bases	Yes
6	Water space requirement	Event	The extent to which there is space to meet the water space requirements for vessels and support activities	Yes
7	Associated water space infrastructure	Event	The extent to which there is space to cater for additional event requirements / proximity supports an event village	
8	Accessibility	Event	The extent to which the location is accessible for the public and events. Ability to create an associated event village	
9	Proximity to race course	Event	Accessibility from the base location to the racing course	

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10	Legacy water based event location	Legacy	The extent to which the location provides a future base for major water-based events	
11	Post event legacy	Legacy	Post AC36 objectives and opportunities including: - The extent to which the location meets / accelerates existing council and government objectives - The extent to which the location contributes to value creation opportunities for Auckland and NZ	
12	Impact on BAU	Other	The extent to which the location impacts on existing activities	

4.0 LONG LIST

A long list of options was explored by council staff and supported by consultants over a number of disciplines. In summary the following areas within the Auckland Region were considered and assessed as follows:

1. **Bayswater:** can only provide for 1-2 bases within the current land area, it lacks space for an event village and there is limited legacy value identified.
2. **Gulf Harbour:** can only accommodate 7 bases has a lack of space for an event village. The location is considered remote for spectators and the provision for the bases and associated water space would displace a number of berth holders breaking leases.
3. **Hobsonville Wharf:** owned by a private developer (not in council ownership or control) and does not provide deepwater access.
4. **Devonport Wharf:** would require the relocation of the Naval base (not considered achievable in the timeframes) has a lack of space for an event village and limited accessibility for the public.
5. **Okahu Bay:** Is not in public ownership. Can only provide for 3 bases, lacks event space and requires the removal of existing berths.
6. **Westhaven Marina:** is identified as being in public ownership, would require the removal and relocation of existing berths. Would require new structures or reclamation and significant dredging to achieve water depths. Is assessed as only able to provide 5 bases. Legacy value is identified in relation to yachting and sailing club development.
7. **Captain Cook Wharf:** identified as able to accommodate 8 bases and village operations, is accessible and the construction methodology is straightforward. However, it is identified as impacting on Business as Usual for both the cruise ship industry and Ports of Auckland Operations.
8. **Wynyard Wharf/Site 18:** can provide for 7-8 bases, has an 'ok' village operation, is in public ownership but requires relocation of current uses the termination of which would incur significant costs. The construction methodology is considered complex due to the dispersed locations and it is close to the bulk (hazardous) liquids facilities.

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9. **Halsey Wharf Extension:** provides for all eight bases, has a good level of land and water space, provides well for the village. The construction methodology is simple. However, it does displace some tenants and requires relocation of uses.



Figure 3: Locational options diagram -Governing Body, 23 November 2017

Following the consideration of the long list options the ‘regional options’ were ruled out for the reasons stated above. Following this, several possible locations within the city centre waterfront area were further considered, these short listed options are identified below and a detailed discussion of the short and long list options is appended at **Attachment 7A Part 1**.

5.0 SHORT LIST

The short list options are all located within the central city area. These options were refined and costed with a consideration of:

- Infrastructure (wharf and services);
- Services to base buildings (power, water, communications, storm water, sewer);
- The event overlay (provision for berthage for the large number of superyachts expected for the event); and
- Relocation of any existing uses.

This costing was to assist with informing refinement of the options to be presented to the Governing Body of Auckland Council to inform a decision-making process.

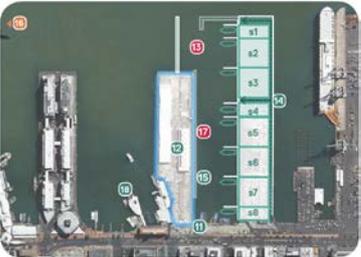
Further consultation was held following the identification of the ‘long list’, including seeking feedback from ETNZ regarding the design requirements. This resulted in the expansion of options within the central waterfront area. Nine of these options are considered in detail in the technical report appended as **Attachment 7A Part 1**. A brief summary of the opportunities and constraints of the nine options is provided below and the ‘event mode’ images provided as a reference.

In summary the key challenges and opportunities identified across the range of options related to:

1. The disruption to business as usual (BAU) caused to other uses, including the POAL, cruise ship operations, existing marine users (Ferry and Fishing Industries) and berth holders.
2. Challenges to the construction processes and timing.
3. Interface with hazardous facilities (bulk liquids and port operations).

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4. The ability to provide for the village in one location, achieving efficiencies with event space and creating atmosphere.
5. The provisions of adequate water conditions for the bases.
6. Ability to provide for supporting uses including super yachts.
7. The future use of the water and 'land' bases facilities.
8. The potential for the option to support public access and future planned development.

Option	Discussion	
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1 HALSEY STREET WHARF EXTENSION A EVENT 	<ul style="list-style-type: none"> • Village atmosphere is well achieved. • Provides for all bases. • Water space provides for all vessels. • Provides for super yachts. • Legacy wharf and sheltered water space. • Permanent home for ETNZ. 	<ul style="list-style-type: none"> • Key risk: Public and political opposition to a major wharf extension into Waitemata Harbour • Construction programme is longest of all options. • Impacts BAU for some users.
2 HALSEY STREET WHARF EXTENSION B EVENT 	<ul style="list-style-type: none"> • Village atmosphere is well achieved. • Provides for all bases. • Water space provides for all vessels. • Provides for super yachts. • Legacy wharf and sheltered water space. • Permanent home for ETNZ. 	<ul style="list-style-type: none"> • Key risk: Public and political opposition to a major wharf extension into Waitemata Harbour • Construction programme is longest of all options. • Requires additional dredging. • Impacts BAU for some users.
3 CAPTAIN COOK WEST EVENT 	<ul style="list-style-type: none"> • Village located in one place. • Ability to use Queens wharf facilities. • Accelerated public access to this waterfront area. 	<ul style="list-style-type: none"> • Limits POAL operations and requires relocation of uses. • Limits use of Queens wharf as a cruise ship berthage. • Wave state and base configuration of concern. • Legacy impact on cruise ship industry.

Option		Discussion	
		+	-
4 CAPTAIN COOK EAST			
<p>EVENT</p>	<ul style="list-style-type: none"> • Village located in one place. • Ability to use Queens wharf facilities. • Accelerated public access to the waterfront area. 	<ul style="list-style-type: none"> • Impacts on POAL operations. • H&S risks associated with POAL operations. • Wave state an issue. • Legacy impacts on POAL operations. 	
5 DISPERSED CENTRAL – HALSEY STREET WHARF & WESTHAVEN			
<p>EVENT</p>	<ul style="list-style-type: none"> • Unique location for village close to RNZYS • Meets land and water space requirements. • Consistent with waterfront planning. • Flexibility of space for future uses. 	<ul style="list-style-type: none"> • Challenging consenting of Westhaven reclamation. Subject to ongoing discussion with stakeholders. • Relocation of 300+ boats. • Relocation of tenants. • Dispersed village area. • Provides limited spaces for super yachts. 	
6 DISPERSED CLUSTERED (HALSEY STREET WHARF, WYNYARD POINT EAST, & SITE 18)			
<p>EVENT</p>	<ul style="list-style-type: none"> • Village generally clustered. • Event space in close proximity. • Ability to utilise VEC as part of the venue. • Meets land and water space requirements. • Provides legacy waterspace and event space. 	<ul style="list-style-type: none"> • Risk associated with proximity to hazardous industries. • Relocation of marine tenants. • Limited capacity for super yachts. 	
7 DISPERSED CENTRAL (CAPTAIN COOK EAST & HALSEY STREET WHARF)			
<p>EVENT</p>	<ul style="list-style-type: none"> • Event space could be accommodated on Queen’s Wharf. • Meets land and water space requirements. • Potential for some super yachts. • Enables cruise ship operations to continue. • May provide some benefits for public access. 	<ul style="list-style-type: none"> • Impact on POAL operations. • Construction access of concern. • Village dispersed. • Limited legacy potential. • Relocation of uses required. 	

Option	Discussion	
	+	-
<p>8 DISPERSED CLUSTERED (HALSEY STREET WHARF, HOBSON, WYNYARD POINT EAST)</p> <p>EVENT</p> 	<ul style="list-style-type: none"> • Village clustered over wider area. • Close to event space, ability to use VEC. • Meets land and water space requirements. • Increased public access to waterfront areas. • Enables POAL and cruise ship operations. • Future event space provided. 	<ul style="list-style-type: none"> • Construction spread across multiple locations. • Proximity to hazardous substances facilities. • Involves multiple stakeholders. • Requires relocation of tenants.
<p>9 HALSEY ST WHARF EXTENSION, WYNYARD POINT EAST, HOBSON)</p> <p>EVENT</p> 	<ul style="list-style-type: none"> • Village is partially dispersed. • Provides for all bases. • Water space provides for all vessels. • Provides for super yachts. • Legacy wharf and sheltered water space. • Permanent home for ETNZ. 	<ul style="list-style-type: none"> • Key risk: Public and political opposition to a major wharf extension into Waitemata Harbour • Construction programme is longest of all options. • Requires additional dredging. • Impacts BAU for some users.

6.0 WYNYARD POINT AND WYNYARD BASIN

At the council meeting on the 23 November 2017² the Governing Body elected to proceed with the consideration of options to support the hosting of AC36 in Auckland. The key options at this stage involved (refer to **Attachment 7A Part 2**) the following three options:

1. **The Halsey Wharf Extension Option:** extension of the wharf into the harbour to provide for all bases and associated water space.
2. **The Wynyard Basin Option:** *[the option presented in this application]* involving a smaller extension of Halsey Wharf, a base located on an extended area of Hobson wharf and remaining bases located on the southern area of Wynyard Wharf).
3. **Wynyard Point (Dispersed):** Involving no extension to Halsey Wharf or Hobson Wharf and the location of bases along Wynyard Wharf utilising the landward area, including the 'ASB Carpark' and Brigham Street. The further bases were proposed to be located to the west of Wynyard Point (refer to **figure 4 below**).

² Governing Body Agenda 23 November 2017

http://infocouncil.aucklandcouncil.govt.nz/Open/2017/11/GB_20171123_AGN_6765_AT_WEB.htm and addendum agenda

http://infocouncil.aucklandcouncil.govt.nz/Open/2017/11/GB_20171123_AGN_6765_AT_SUP_WEB.htm

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The Halsey Wharf extension option was not carried forward following the Governing Body Meeting. The Wynyard Point (dispersed) option was, subject to further consideration, identified as having fatal flaws in relation to effects on current and potential tenants and lease holders. This option also resulted in a dispersed village and potentially unsuitable wave conditions for the western side of Wynyard Point, which were key elements sought to be achieved by ETNZ. These matters were presented to Councillors³ on the 14 December 2017.

EVENT



Figure 4: Wynyard Point Dispersed Option

At this meeting Paunku presented an alternative ‘Wynyard Point’ Option which the Crown had requested be further investigated. This option termed the ‘Wynyard Point Variant’ option accommodated 7 bases to the east of Wynyard Point, and involved:

- An extension to Hobson wharf;
- The extension of Halsey Wharf (15m); and
- The location of bases within the ‘ASB Carpark’ and across Brigham Street;

The decision was made (by the Auckland Council Governing Body) to pursue the Wynyard Basin option with an application for resource consent to be lodged on the 15 January 2018. A high-level identification of the opportunities and constraints between the final two options is undertaken below based on the option sheets and briefing paper provided to the Minister (as appended to the Governing Body Addendum Agenda⁴) at **Attachment 7A Part 3**.

³ Agenda for Governing Body Meeting 14 December 2017
http://infocouncil.aucklandcouncil.govt.nz/Open/2017/12/GB_20171214_AGN_6766_AT.PDF

⁴ Addendum Agenda Governing Body Meeting 14 December 2017
http://infocouncil.aucklandcouncil.govt.nz/Open/2017/12/GB_20171214_AGN_6766_AT_SUP_57225.PDF

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WYNYARD POINT (Variant)

WYNYARD BASIN

DELIVERY

DELIVERY



DELIVERY



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| <ul style="list-style-type: none"> • Involves less intrusion in to the water space with a reduced extent of Halsey wharf. • Construction across a range of sites including in close proximity to the hazardous industries. • Requires the closure of Brigham Street- requires formal process to be undertaken. • Impacts on coastal processes likely to achieve tranquil water space. • Requires relocation of existing users (Seaplane, Sealink and fishing Industry) requiring FFIRF facility. • Displacement of ASB carpark users. • Requires dredging. | <ul style="list-style-type: none"> • Does not require closure of Brigham Street. • Has a lesser impact on the operation of the hazardous industry due to construction not being undertaken in such close proximity to industry. • Construction across a range of sites, close to but provided some separation from hazardous industry. • Requires the management of access on Brigham street but not formal closure. • Impacts on coastal processes likely to achieve tranquil water space. • Requires relocation of existing users (Seaplane, Sealink and fishing Industry) requiring FFIRF facility. • Requires dredging. |
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| <ul style="list-style-type: none"> • Provides for tranquil water space. • Continues to provide for tankers operations at Wynyard Wharf North. • Provides for J Class vessels. • Provides water space for support vessels. • Provides super yacht facilities. | <ul style="list-style-type: none"> • Provides for 8 bases. • Provides for tranquil water space. • Continues to provide for tankers operations at Wynyard Wharf North. • Provides for the hazardous facilities to remain operational. • Provides for J Class vessels. • Provides water space for support vessels. • Provides super yacht facilities. |
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WYNYARD POINT (Variant)

- Provides only 7 bases.
- Does not meet all operational requirements for bases.
- Involves dispersed village (locating larger bases on Wynyard Point).
- Bases located in close proximity to the hazardous industry. Potentially unacceptable risk issues if these remain operational.
- Requirement for early closure or temporary suspension of operations for hazardous industry may be costly.

WYNYARD BASIN

- Involves slightly dispersed village.
- Operational constraints to bases 6-8 (limited workers and hospitality opportunity).

LEGACY



- Provides limited additional wharf space for legacy events and uses, including sheltered water space.
- Introduces pedestrian access to the Wynyard point area.
- Provides a permanent home for ETNZ
- Enables activities in the wider waterfront area to continue (POAL, Cruise Ships, Ferry Services)

- Provides legacy wharf area for future events and uses, including sheltered water space.
- Accelerates/aligns with future development of the Wynyard point area.
- Increases public access to waterfront location.
- Provides a permanent home for ETNZ
- Enables activities in the wider front area to continue (POAL, Cruise Ships, Ferry Services)
- The location of breakwaters on Wynyard Wharf limit the size of vessels able to berth here.

- The waterfront plan currently envisages the Headland Park to extend in the area allocated for team bases 2, 3 and 4. Could delay delivery of the Park.
- The location of breakwaters on Wynyard Wharf limit the size of vessels able to berth here.