City Centre Masterplan 2020
Transformational Moves: Summary
September 2019
City Centre Masterplan Refresh

We want your feedback on the future planning of Auckland’s city centre. The City Centre Masterplan and The Waterfront Plan are being refreshed and combined as part of a six-yearly upgrade.

The City Centre Masterplan refresh is a high-level, non-statutory document that supports the Auckland Plan 2050 and Auckland Unitary Plan. Together with the Waitematā Local Board Plan, these documents provide the overall vision that sets the direction for Auckland’s city centre.

Have your say on the City Centre Masterplan refresh. Your feedback will help shape the vision for Auckland’s city centre and waterfront.

We would particularly like to hear your thoughts on:

• The ten strategic outcomes - shaping the vision of the city centre and waterfront
• The eight transformational moves - ideas, programmes and proposals to deliver this vision
• Access for Everyone (A4E) - a new idea for city centre access

When you can have your say

You can have your say from 9 September - 18 October 2019. Find out how to have your say on the Ways to Have Your Say page.

Why we need a masterplan

Auckland’s city centre has changed dramatically over the past decade following significant public and private investment in infrastructure and development projects.

Since 2012:

• The resident population has increased from 24,000 to over 55,000
• The number of daily workers has jumped from 90,000 to over 120,000
• Every day over 200,000 people visit the city centre
• An estimated 20 per cent of Auckland’s gross domestic product is now generated from the city centre alone.

Auckland continues to grow at an unprecedented rate. Right now, there is $73 billion of commercial construction across the region and more than 150 major development projects either in progress or in the pipeline.

We need to continue the transformation of the city centre so we can provide a cultural and economic heart for Auckland. This will help it become a great place to live, work and play.

The City Centre Masterplan refresh provides the blueprint for this transformation.

City Centre Masterplan refresh vision

The City Centre Masterplan refresh presents a vision of a city centre that is:

• More family-friendly
• More pedestrian-friendly
• More environmentally-friendly.

The city centre will be a place we are all proud of, feel excited about visiting, where we can do business and be entertained.

What has been done so far

The original City Centre Masterplan and Waterfront Plan were adopted in 2012. We need to keep them up-to-date and relevant in line with other high-level planning documents.

The City Centre Masterplan refresh looks to build on the 2012 plans taking them online and combining them to:

• Showcase progress
• Reconfirm strategic direction
• Highlight specific new initiatives and projects – most notably Access for Everyone.

What happens next

After the consultation period:

• We will use your feedback to help shape the direction and content of the refreshed City Centre Masterplan
• The refreshed City Centre Masterplan will go to the Planning Committee for adoption in February 2020
• The refreshed City Centre Masterplan will help to inform future planning and council budgets to deliver on these aspirations for our city centre
The Auckland City Centre Masterplan sets out a 20-year vision for the heart of the city. Its ten outcomes and eight transformational moves are based on the six outcomes underpinning the Auckland Plan 2050.

The City Centre Masterplan synthesises the Auckland Plan outcomes with objectives from across the Council family, the business community and the needs and aspirations of visitors and residents, to create a coordinated vision for the city centre.

It is not a detailed project plan and should not be read as such. It sets out a starting point for further consideration. Further feasibility work will need to be undertaken before commitment can be made to delivering individual projects. This will include investigative design, detailed modelling and an understanding of benefits, costs and trade-offs. This relationship is shown in the diagram opposite.

Project delivery will also depend on funding; in most cases this is not yet confirmed. Delivery of Masterplan projects will require applications in the next Long Term Plan funding round and to be weighed against priorities elsewhere in Auckland.

Similarly, the illustrations and artist impressions in the Masterplan are not intended to be absolute solutions but rather indications of the possible.

The 2012 Masterplan, for example, contained a high-level vision of turning the redundant Nelson Street motorway off-ramp into a linear park, with tree planting and a narrow path. This idea was subsequently developed into Te Ara I Whiti - the pink Lightpath.
Eight Transformational Moves of the City Centre Masterplan Refresh

The 2012 City Centre Masterplan and Waterfront Plan contains eight place-specific transformational moves that will unlock the potential of the city centre.

Our proposed changes to these moves reflect wider changes to Auckland city centre over the past seven years. They will help us meet the ten strategic outcomes of the Masterplan refresh.

What the transformational moves include: [h3]

1: Māori Outcomes

We propose nine actions through the city centre and waterfront which:

• Will visibly reflect Auckland’s Māori identity
• Provide cultural and economic support to increase the well-being of Māori in the city centre

2: East and West Stitch

We want to connect the western edge of the city to the centre to confirm Aotea Quarter’s role as the civic and cultural hub, and encourage development that is:

• High density
• High quality
• High value

3: Waihorotiu Queen Street Valley

Light Rail Transit (LRT) in Queen Street will transform access to the city centre. We want to allow for growth around the City Rail Link stations and reinforce Queen Street Valley as Auckland’s cultural, commercial, retail and historic heart.

4: Innovation Cradle

We want to:

• Make the most of the value and prominence of the city centre’s university campuses
• Improve connections between the city centre and university campuses

5: Rapid Transit Oriented Development

New stations will create development opportunities and connect:

• Britomart (downtown)
• Aotea Quarter (midtown)
• Karangahape Road (uptown)

The proposed Dominion Road Junction LRT station, supported by the nearby Mt Eden City Rail Link station, will be connected in a similar way.

6: Green Link

We want to create a network of parks and green street spaces that will connect:

• Albert Park
• Victoria Park
• Auckland Domain
• The waterfront
• The future Wynyard Point headland park

7: City to the Villages

We want better connections between the city centre and city fringe to:

• Provide safe, accessible and enjoyable journeys to and from the city centre
• Improve access to city fringe destinations that complement the existing offer in the city centre
• Support development of under-developed areas on the immediate fringes of the city centre

8: Waterfront and Harbour Edge Stitch

This new move integrates the Waterfront Plan into the City Centre Masterplan refresh. It adopts the vision and goals of the 2012 Waterfront Plan, for a world-class destination that celebrates our sea-loving cultures and maritime history.

• We will transform the waterfront axis – from Harbour Bridge Park in the west to Teal Park in the east – into a high-quality, harbour-edge, pedestrian-friendly space
• Street connections north-south across the axis will connect harbour-edge public spaces and destinations back into the city
• Regeneration of Wynyard Quarter continues, with more homes, businesses, open spaces and recreation added to the mix
What’s Changing

CITY CENTRE MASTERPLAN 2012

01 Harbour Edge Stitch
02 The East - West Stitch
03 The Engine Room
04 Innovation Cradle
05 City Rail Link
06 The Green Link
07 City to the Villages
08 Water City

NEW MOVE

CITY CENTRE MASTERPLAN 2020 EDITION

01 Māori Outcomes
02 The East and West Stitch
03 Waihorotiu Queen Street Valley
04 Innovation Cradle
05 Rapid Transit Oriented Development
06 The Green Link
07 City to the Villages
08 Harbour Edge Stitch

MERGED
Former move 1 and move 8 joined, incorporating Waterfront Plan

Have your say

City Centre Masterplan 2020 Consultation / Transformational Moves
MĀORI OUTCOMES
advancing the mana whenua presence in the city centre

THE EAST AND WEST STITCH
connecting the western and eastern edges of the city to the centre

WAIHOROTIU QUEEN STREET VALLEY
a safe pedestrian-friendly city centre at the economic heart of Auckland

INNOVATION CRADLE
supporting a world-class city centre for education, research and commercial success

RAPID TRANSIT ORIENTED DEVELOPMENT
development opportunities around new City Rail Link and light rail transit stations

THE GREEN LINK
connecting Wynyard Point park, Victoria Park and Albert Park to Waipapa, Auckland Domain and Te Toangaroa Quay Park. With the waterfront forms a blue-green network

CITY TO THE VILLAGES
connecting the city centre to the urban fringe

HARBOUR EDGE STITCH
uniting the waterfront with the city centre incorporating Waterfront Plan
Introduction

The Auckland Plan 2050 Māori Identity and Wellbeing outcome states that a thriving Māori identity is Auckland’s point of difference in the world.

This transformational move anticipates a range of interventions and systemic changes that will bring Mana Whenua presence, Māori identity and life into the city centre and waterfront, confirming the role and function of this area as the traditional gateway and origin point of Auckland/ Tāmaki Makaurau.

Vision:

• Mana Whenua have a prominent, authentic and active presence in the City Centre and Waterfront
• Māori life and culture and life abounds through an interconnected network of cultural facilities and institutions, unique tourism offerings, kai and a full calendar of cultural festivals and events
• Te reo Māori is fully integrated within the city centre and waterfront, and is spoken, heard and seen as part of our city’s day to day life
• A Tāmaki Makaurau design approach founded on the recognition of natural, human and cultural ecologies has delivered unique architectural and environmental responses which are recognised internationally
• Environmental health indicators continue to improve and consistently place Tāmaki Makaurau amongst the top global performing cities, benefitting from the mātauranga Māori environmental management model developed and championed by Mana Whenua and Auckland Council
• The Māori enterprise, innovation and investment footprint continues to grow contributing high-value speciality businesses, and Māori are significant investors in the city centre and waterfront
Develop ideas for a Māori Cultural Campus at the City’s original gateway (as a core component of a regional network of cultural infrastructure). These facilities or activities will provide for a range of authentic Māori practices to take place at the heart of the Waterfront, for Mana Whenua and the broader community.

Investigate the development of a Whare Tāpere through the RFA’s Aotea Precinct Masterplan. This facility will provide (for the first time) a home for Māori performing arts and culture in the City’s beating civic and cultural heart, Aotea Quarter.
Introduction

High-density land uses in Auckland city centre are concentrated in the Waihorotiu Queen Street Valley. Land at both the east and west edges of the city centre is under-used and under-valued, cut off by major roads. This move proposes to stitch the city centre together.

Vision:

The West: Victoria Quarter

• Retune Nelson and Hobson Streets to address their impact on pedestrian severance, changing them to boulevards that improve pedestrian amenity and connectivity
• Investigate the future role and function of these streets for the Access for Everyone (A4E) concept
• Enhance density and connectivity of the street network in the western portion of the city centre
• Deliver continuous urban fabric linking city centre to Victoria Park and Freeman’s Bay

The East: Eastern Transformation

• Investigate designs to complete SH16 to Tamaki Drive as a multi-way surface-level boulevard, replacing the existing motorway plan and to support the A4E concept for better movement around the city perimeter
• Improve strategic freight connection from SH16 to the port
• Enable extensive mixed-use frontage development along the boulevard

Central East-West Streets

To reinforce the East and West Stitch, major central east-west streets would be reconfigured

• Wellesley Street (bus transit street) and Victoria Street (linear park) develop as “Two Great Streets” with enhanced public realm and enhanced access to public transport
• Mayoral Drive becomes a strategic intra-city east-west traffic ring road/boulevard, supporting Access for Everyone
Continued development of Quay Park Te Toangaroa including ideas for green link connections and spaces, mixed-use development with hotels or entertainment precinct and a potential eastern transport hub for intercity and local rail services that connect to the new bus network.

Albert Park Tunnels reopening - understand the feasibility of this private sector proposal: to provide walking and cycle connections with two CRL station entrances within the University campus (5 minute walk from Aotea Station to the University clock tower).

A multi-way boulevard with a central carriageway connecting freight to the port and traffic to the eastern suburbs with separate local access side streets. These support the A4E transport concept and future mixed-use development. Recognises the former awa and coastline & provides connection between Parnell, the city centre and the Domain.
Components of a Multiway Boulevard Concept

- Central through-lanes
- Dedicated freight lanes
- Separated traffic lanes
- Number of lanes determined based on existing and future needs

- Pedestrian-scale zone
- Landscape buffer
- Tree planting
- Acts as a refuge
- Reduces distances at signalised crossings

- Frontage development
- Local access lanes
- Slow, safe, easy to cross
- Car parking
- Loading spaces

This conceptual design requires feasibility and delivery investigations, and an application in the next funding round.
A Concept for Grafton Gully Boulevard

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A Concept for Grafton Gully Boulevard

Development Potential
The potential land released in Grafton Gully, together with the land area of Te Toangaroa Quay Park, is approximately two thirds of the whole Wynyard Quarter transformation.

Artist’s Impression
This artist’s impression shows a Council design study for the theoretical land development capacity if a multiway boulevard concept were delivered along the existing state highway designation. It is noted the artistic impression does not represent any preference or decision as to the particular alignment for any boulevard should it eventuate.

Image Credit: Jasmax

Multiway Boulevard
A widened corridor to add dedicated central through lanes for freight and traffic, landscape buffers, and local access side lanes (intersection design and traffic modelling yet to be done)

Waipapa
Historical site of Maori international trade

How does the Ports of Auckland fit in with the CCMP?
A major Auckland Council-commissioned study on the long-term options for meeting Auckland’s need for a working port was completed in July 2016.

The study concluded that the existing port will not be able to accommodate all of Auckland’s long-term freight and cruise ship demand on its current footprint and in the long-term (50 years) the freight functions should relocate with cruise ships remaining close in the city centre.

How and when this transition occurs is yet to be understood - the CCMP will be updated once more is known.
Introduction

Waihorotiu Queen Street Valley is the cultural, historical, commercial, professional and retail heart of Tāmaki Makaurau and is critical to New Zealand’s economy.

This move proposes to make the area more accessible, more attractive and more prosperous, with better connections to the rest of the city centre.

Vision:

The Waihorotiu Queen Street Valley:

- Remains vital to the regional and national economy and the location of choice for national and international head offices, becoming even more accessible at a regional and local scale

- Becomes the central zone (or core) of the Access for Everyone concept. It supports and is defined by the surrounding low-traffic neighbourhoods. It is the pedestrian-friendly, high-amenity, safe and vibrant core of the city with quality and zero-emission public transport

- Accommodates Light Rail Transit (LRT) along Queen Street (subject to further development) and the route of the City Rail Link under Albert Street (in construction)

- Forms the extent of a wide Low Emissions Zone central to delivering the goal of the cleanest air quality of any major city in the world

- Includes an extensive historic laneway circuit and network of pedestrian-priority streets with High Street and Federal Street the priority for improvement

- Enables Albert Street to emerge as a new complementary commercial address to Queen Street and Shortland Street. As a second ‘spine’ to the Queen Street Valley, it increases diversity and enriches the primary layout of the city centre
The Waihorotiu Queen Street Valley is the central ‘Access for Everyone’ (A4E) zone. It supports and is defined by the surrounding A4E zones.
This conceptual design requires feasibility and delivery investigations, and an application in the next funding round.
Introduction

With its concentration of higher education, research institutes, specialised businesses, professional bodies and sources of finance, Auckland city centre is a cradle for innovation and enterprise. This move will strengthen these attributes.

Vision:

• Strengthen the city centre’s role as the core of Auckland’s innovation ecosystem with further development of the Wynyard Quarter Innovation Precinct and leveraging the value and prominence of the two universities within the Learning Quarter

• Better physical connections between the Learning Quarter and the Waihorotiu Queen Street Valley supporting the universities’ multi-million dollar investments in their city centre campuses

• Deliver Māori creative and innovation potential including via the universities

• Support an update of the 2009 Learning Quarter Plan
Introduction

Access to the city centre is being transformed by regional public transport investment, including City Rail Link, the new bus network and light rail (proposed). Increasingly, thousands more Aucklanders will have easy access to the city centre and city fringe via public transport.

This move will shape planning and development in the best-connected areas of Auckland, maximising the benefits of investment in public transport.

Vision:

- Development of bustling urban destinations centred on transport nodes (City Rail Link, light rail, bus and ferry) at:
  - Britomart
  - Aotea Quarter
  - Karangahape Road
  - Dominion Road Junction/Mt Eden Station
- High-quality public realm connecting public transport passengers with city centre streets
- Support development and connectivity in Wynyard Quarter and Quay Park Te Tōangaroa by including these areas in transport infrastructure planning
05 Rapid Transit Oriented Development

Wynyard Quarter
Transport infrastructure planning serving the developing Wynyard Quarter

Britomart Station
Land and sea transport hub, Rail - light rail - bus and ferries

Aotea Station
Rail and bus transport hub

Karangahape Road Station
Rail station connecting to light rail and bus network

Dominion Road
A potentially new 21st century inner city suburb based around a hub of trains, light rail and bus

Potential Quay Park Transport Hub
Support development by including transport infrastructure planning

Learning Quarter Interchange
Bus transport hub providing connection to the universities

KEY:
- Rail & station entrances
- Light rail & stations
- Green link
- East west bus routes
- Albert Park Tunnels Reopening (private sector proposal)
- Desirable locations for Rapid Transit Network (RTN) bus terminals
Dominion Road Junction

Existing
Highway layout causing severance, over-emphasis on traffic movement, gap in urban fabric.

Artist Impression
Potential for 8,000 new residents, 7,500 workers and better connections to the city centre and surrounding area.
Introduction

A green link through the city centre connects to the waterfront’s blue link creating an opportunity for a blue-green park network.

A growing city centre needs to maintain and enhance access to green spaces. This move delivers a connected network of green parks and street spaces from Quay Park Te Tōangaroa and the Auckland Domain through to Albert Park, Victoria Park, Wynyard Quarter and a future regional park at Wynyard Point.

Vision

• Transforming Victoria Street into a high-amenity linear park that will connect Victoria and Albert Parks

• Completing the development of Daldy Street in the Wynyard Quarter as a linear park connection between Victoria Park and a new regional destination park at Wynyard Point

• Connecting new green links through Albert Park and the Learning Quarter and potentially also under the park, using the historic WWII air raid tunnels (private sector funded proposal)

• Achieving better links for walking and cycling across Grafton Gully and better connections to Auckland Domain, to Waipapa and to Quay Street

• More tree cover, planting and access to open space in the city centre
Proposed: Western CRL tunnel entrance

In Planning: Waihorotiu Queen Street Valley

An Idea for the Future: Mirrored tunnel entrance to Learning Quarter via protected historic heritage WWII air raid tunnels
Introduction

Natural and artificial barriers restrict movement between the city centre and the city fringe. This move will improve the links to areas surrounding the city centre.

Vision

• The walking and cycling journeys between the city centre and its fringe suburbs will be safe and enjoyable

• Gateways into the city centre, including bridges across the urban motorway system, are celebrated and take advantage of views

• Development of under-developed sites on the immediate fringes of the city centre is supported

• Convenient and frequent bus, ferry, heavy rail and possible future light rail services connect the city centre and its inner suburbs

City to the Villages
07 City to the Villages
Concept for a Wellington Street Connection

Image Credit: Boffa Miskell.

A better connection across Wellington Street motorway bridge
Introduction

The city centre is shaped by its historic and ongoing relationship with the Waitematā Harbour.

The waterfront has transformed from a gritty industrial area to a much-loved destination for Aucklanders and visitors.

This move incorporates Auckland’s Waterfront Plan. It is also consistent with the Ports Master Plan. It will unite the city centre and waterfront through public realm improvements and the development of new mixed-use destinations.

Vision

• The waterfront ‘axis’ from Silo Park in the west to Teal Park in the east including Quay Street is fully transformed as a high-quality harbour edge pedestrian-friendly space

• Regeneration of Wynyard Quarter continues with more homes, businesses, open spaces and recreation added to the mix

• Delivery of new harbour edge public spaces, including Wynyard Point park, Eastern Viaduct and a new Downtown public space developed in the ferry basin

• Better north-south connections to the harbour edge including improvements to Lower Hobson Street and improving pedestrian amenity and connectivity

• As port operations consolidate to the east and long-term cruise berths are developed on Captain Cook Wharf, Queens Wharf becomes part of seamless public space incorporating Quay Street and Lower Queen Street

• Development of destinations along the harbour edge that celebrate the heritage values, places and stories of the waterfront
Central Wharves Strategy

Overview

Auckland’s Central Wharves Strategy uses a staged approach to consolidate cargo and cruise ship activities on the eastern wharves. This enables Queens Wharf and the Quay Street waterfront to deliver stronger public access to the harbour and improved public spaces.

Current State (2019)

- Cruise ship operations on Queens Wharf
- Cargo operations include Captain Cook Wharf, which is used for offloading and storing imported vehicles
- Ferry services operate from the southern end of Queens Wharf

Years 1 – 3 (2021 onwards)

- Ferry terminal is redeveloped and extended up the western edge of Queens Wharf
- Mooring dolphin on Queens Wharf enables berthing of 360m+ cruise ships (at the time of writing, this application has been appealed to the Environment Court)
- Bledisloe Wharf is extended and a storage facility for imported vehicles is constructed. This enables the future relocation of vehicle importing and storage activities from Captain Cook Wharf to Bledisloe Wharf

Years 10+ (2028 onwards)

- Cargo and vehicle importing operations consolidated to Bledisloe Wharf (enabled by previous Bledisloe Wharf extension and construction of vehicle storage facility)
- Cruise ship terminal and infrastructure moved to Captain Cook Wharf (includes an extension to Captain Cook Wharf and the removal of Marsden Wharf)
- Increased public access to waters-edge on Queens Wharf and southern shoreline
Concept for Wynyard Point open spaces

Potential linear and headland park, as adopted by 2017 Planning Committee