



TE TŌANGAROA

0 50m 100m 150m

CONCEPTUAL FRAMEWORK

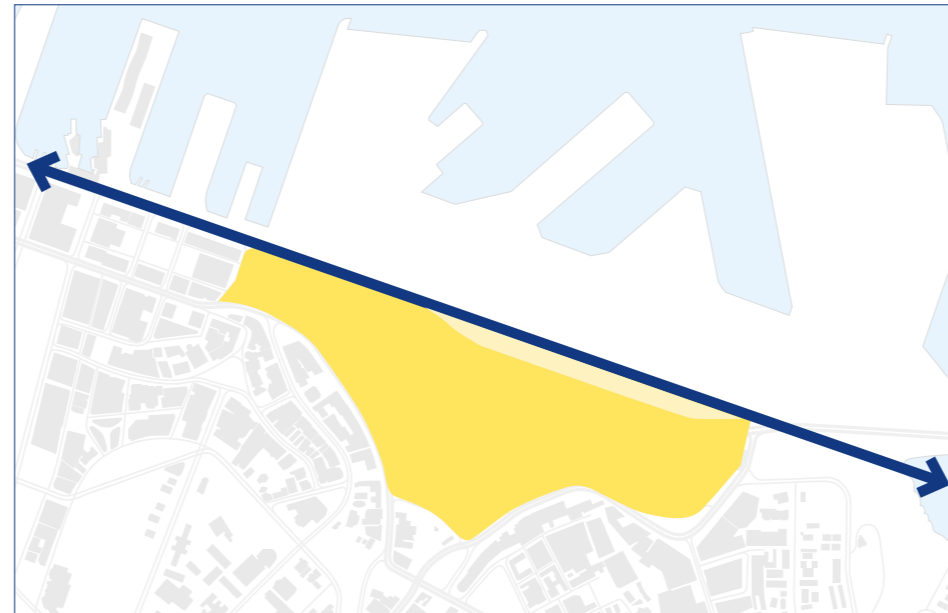
The Masterplan's Conceptual framework focuses on two parts:

- Te Tōangaroa
- Ports of Auckland

The conceptual framework for both parts are described in the two rows of diagrams opposite. The conceptual framework establishes the identity of Te Tōangaroa and has been derived from the contextual analysis. The diagrams (1-5) opposite summarise the main concepts drawn from a broad analysis of the site's context with a particular focus on historic and cultural functions.

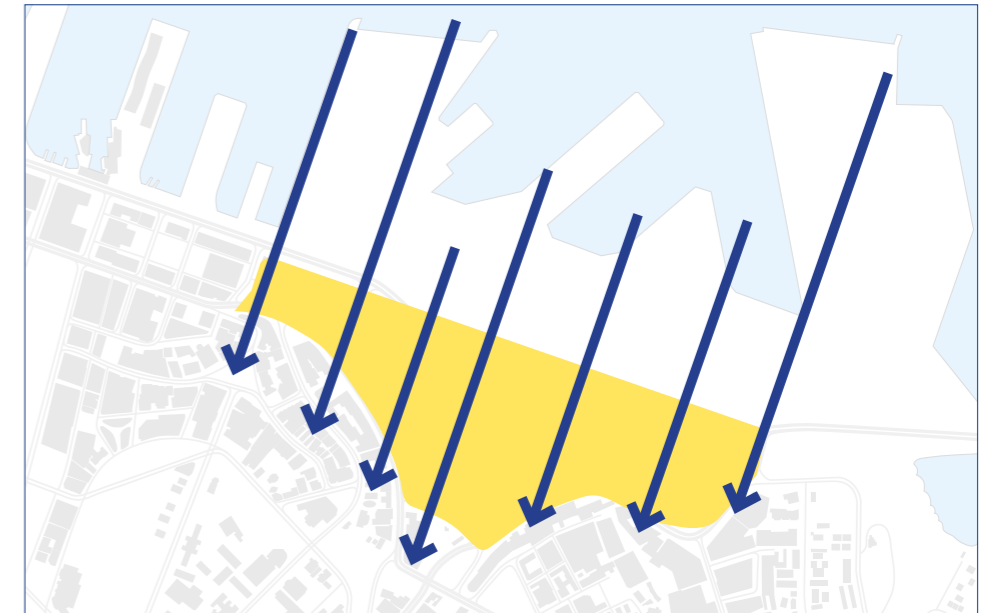
The vision for Te Tōangaroa is ultimately long range and includes the decommissioning of the port and associated functions and infrastructure. The conceptual framework underpinning this area focusses on the 'deindustrialization' of the existing Ports of Auckland. The physical intervention described as 'declamation' seeks to increase the perimeter length of accessible waterfront, restoring proximity and access to the harbour from the city edge. Deindustrialization of the port area would result in the reduction of freight traffic which currently dominates the area releasing the opportunity for Te Tōangaroa to integrate with the pedestrian focused design of Quay Street and the continuation of the Waterfront Masterplan vision.

TE TŌANGAROA MASTERPLAN



1 QUAY STREET REALIGNMENT

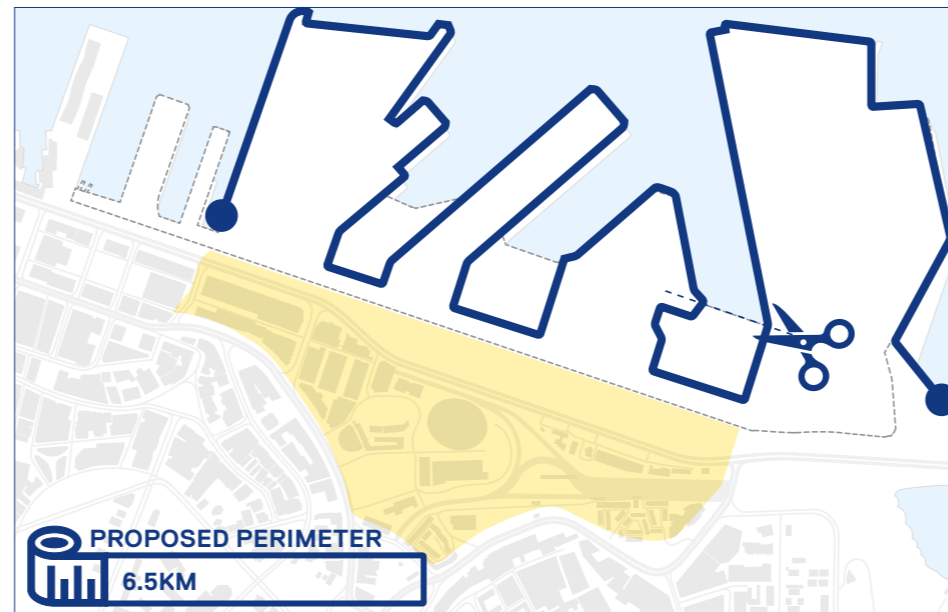
The Masterplan envisages a future in which Quay St is returned to its historic form as proposed by the City Centre Master Plan (CCMP) 2012. This outcome delivers significant development potential and enables the 'sleeving' of the core infrastructure with living and working environments while enhancing place quality on Quay Street itself. The reinforcement of this axis recognises our unique history by connecting two ancient headland pā sites.



2 DRAGGING OF WAKA

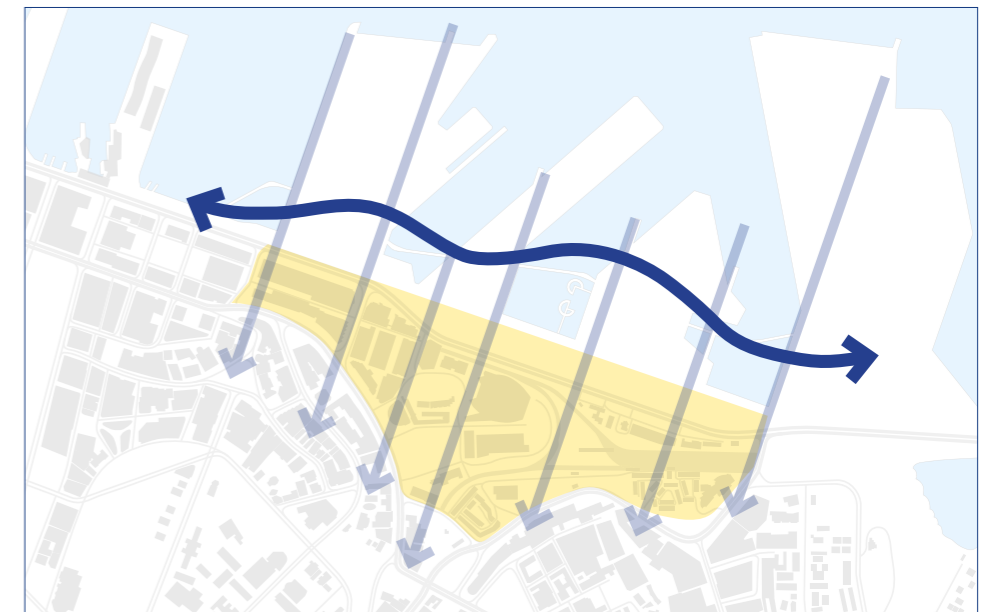
The Masterplan references the unique history of the site through the creation of a series of north/south pedestrian connections which conceptually relate to the understanding that at Te Tōangaroa waka had to be 'dragged a long way' to the shoreline.

PORTS OF AUCKLAND MASTERPLAN



6 DECLAMATION

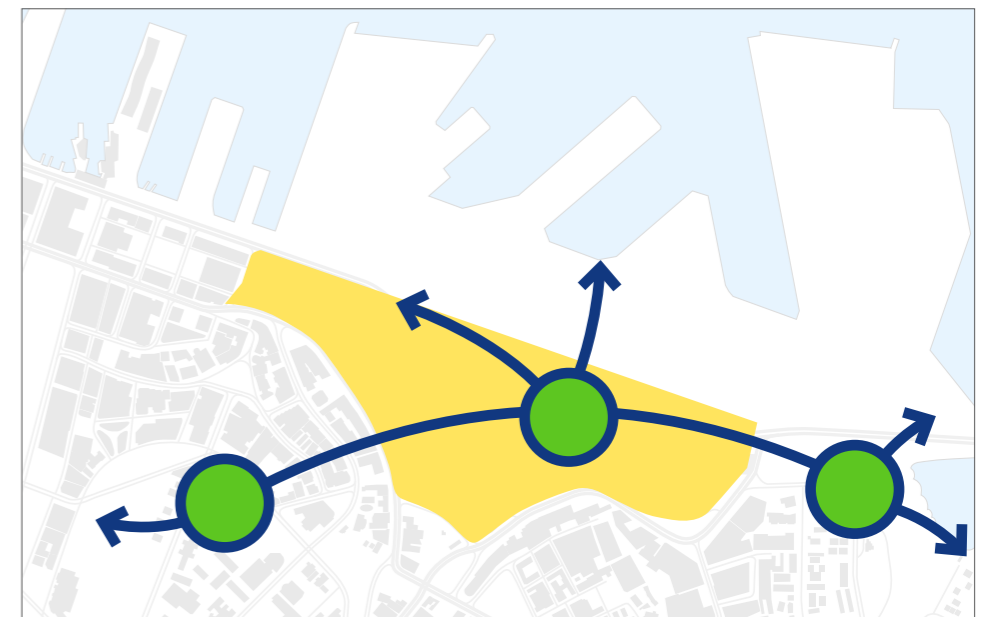
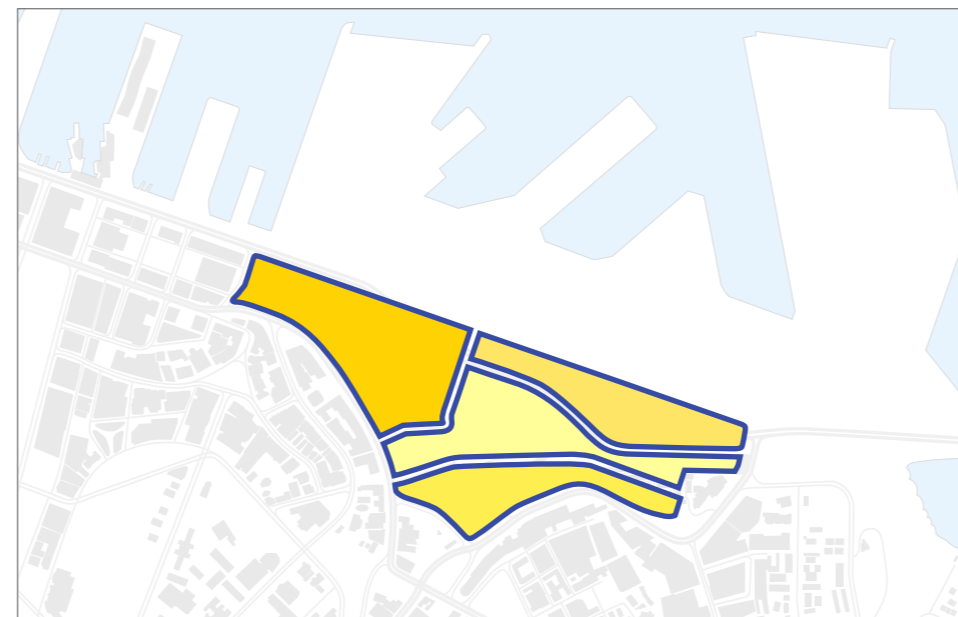
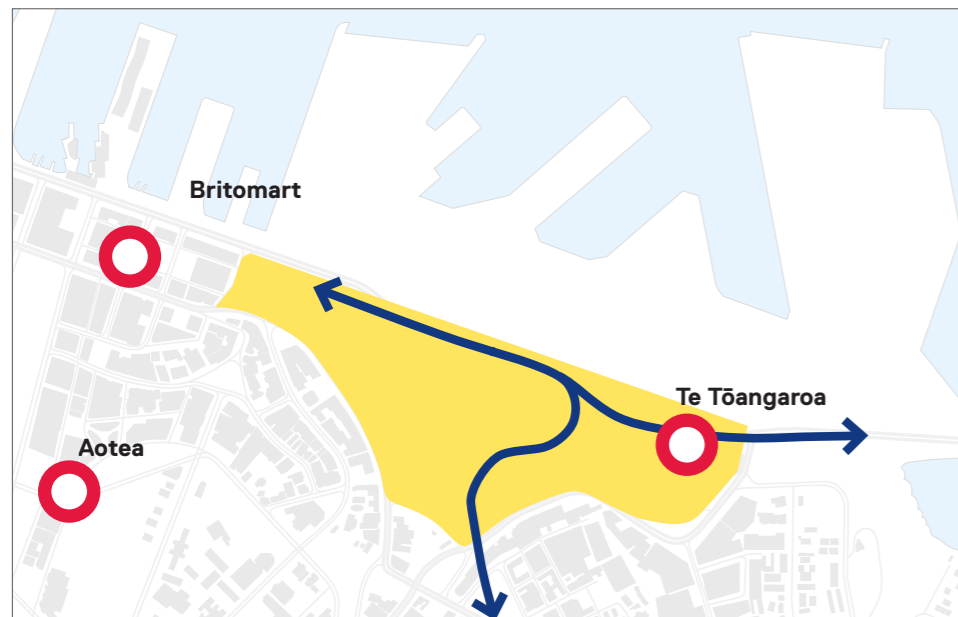
The initial step for the POA Masterplan draws on an idea of 'declamation' where selected areas of the port are 'de-claimed' or restored to the Waitematā. The 'declamation' increases the perimeter length of accessible waterfront (approximately 25%) maximizing public amenity.



7 QUEEN'S CHAIN- ACCESS FOR ALL

A public circulation route running east-west, offset from the shoreline and undulating above the harbour, connects land and water-based activities and specific 'moments of convergence' (refer to Concept diagram 8). The meandering form suggests an ambulatory function evoking a contemporary reference to the 'Queens Chain' and its aspiration to provide the universal right of public access to the coastline.

CONCEPTUAL FRAMEWORK



3 TE TŌANGAROA STATION

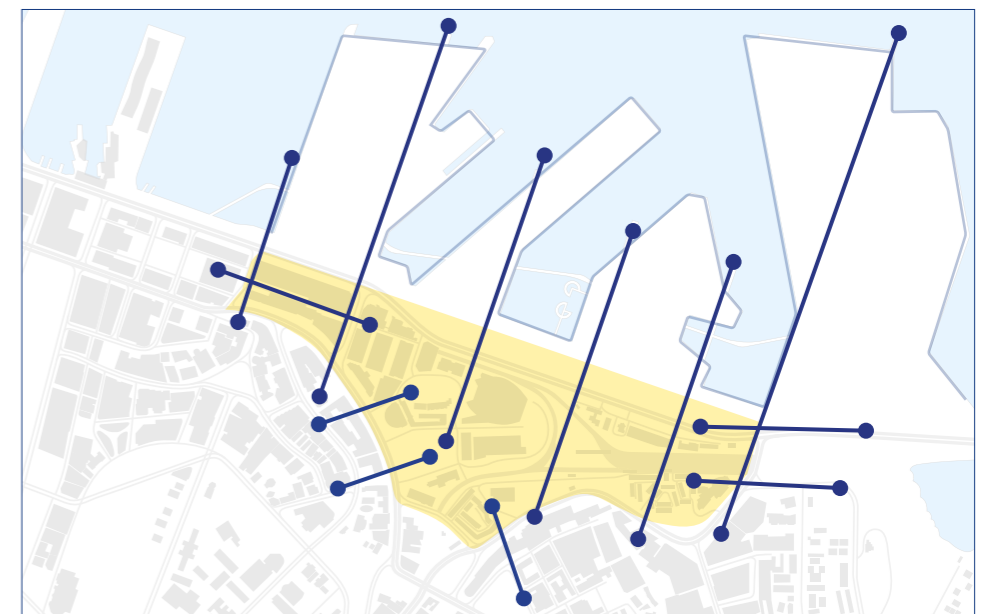
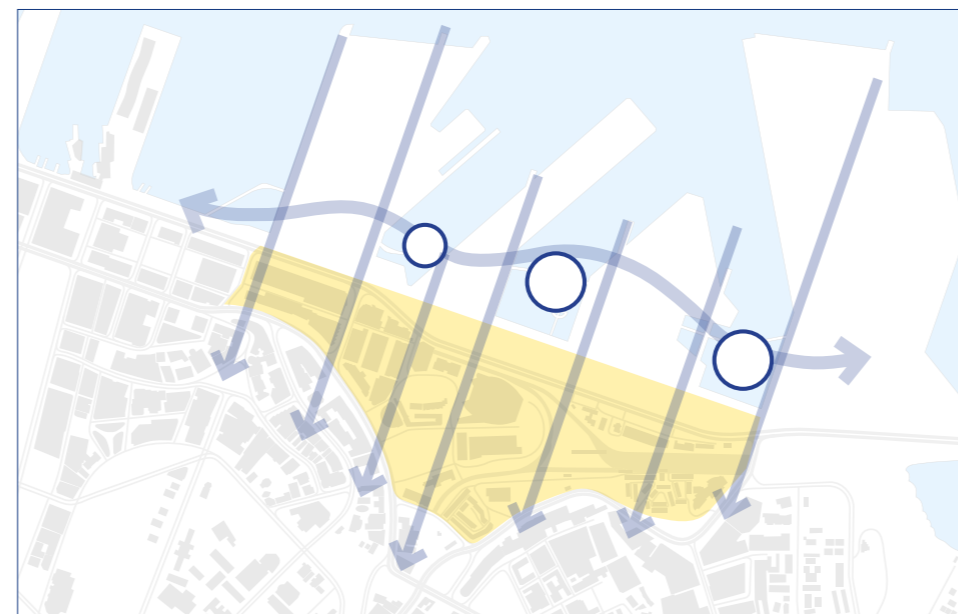
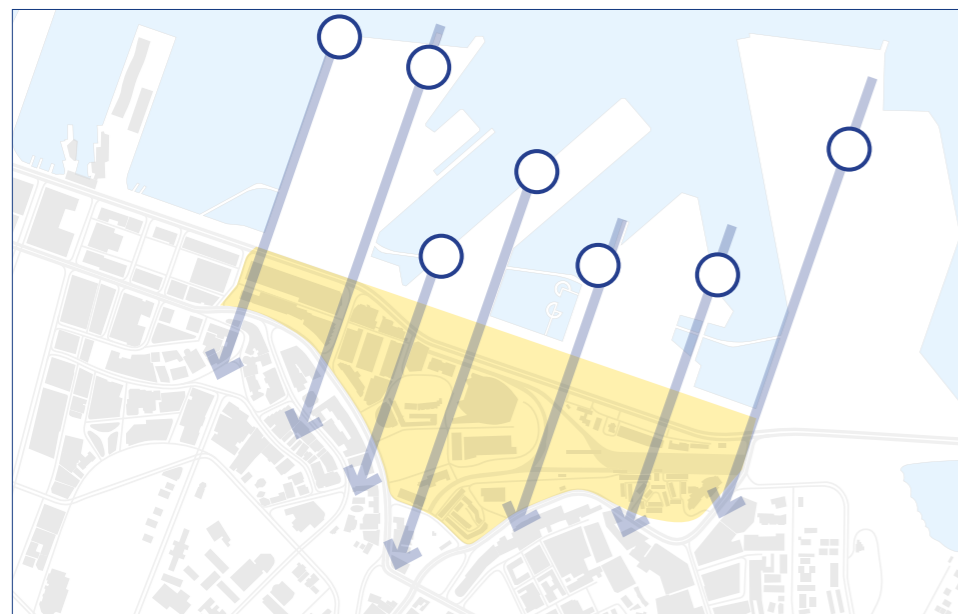
Te Tōangaroa is an appropriate location for a significant public transport rail station which in turn will stimulate population growth and economic activity and consolidate Te Tōangaroa as a destination. Transport infrastructure in this location can support future development of the port. Main public transport access would be integrated into the landscape design to provide a unique experience for passengers and visitors.

4 CREATION OF TE TŌANGAROA PRECINCTS

The Masterplan has been divided into a series of four precincts each characterised by a specific quality. These reference Te Tōangaroa's historic context where the original shoreline was populated by a series of Pā and sites of significance. It is envisaged that each Precinct, through its architectural and landscape design, make reference to the wairua of these sites.

5 CONTINUITY OF GREEN NETWORK

At a regional scale Te Tōangaroa is ideally placed to provide continuity to Auckland's green network both within the site itself and more broadly extending to the edges of the Waitematā, eastwards towards Parnell Rose gardens and Ngāti Whātua Ōrākei Marae.



8 MOMENTS OF CONVERGENCE

The north-south connections terminate at the harbour edge and serve as a point of convergence for public activity reinforcing the coastline as a place of open access, and offering opportunities for connection to the Waitematā.

9 URBAN ROOMS

An episodic series of spaces or 'urban living rooms' framed by Quay Street and the 'Queens Chain' provide human scaled public spaces and a sense of 'compression' to ensure vitality and activity. Together these acts as an open invitation to all Aucklanders to engage with their harbour

10 CREATE AN EXTENSIVE PUBLIC REALM AND NETWORK

The regeneration and integration of Te Tōangaroa and the Ports of Auckland will provide an extensive and accessible public realm reconnecting to the Waitematā and completing the vision for the waterfront of Auckland. Te Tōangaroa can link and connect existing and new communities.