



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 Waitemata 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 [h3]
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



City Centre Masterplan Refresh

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.

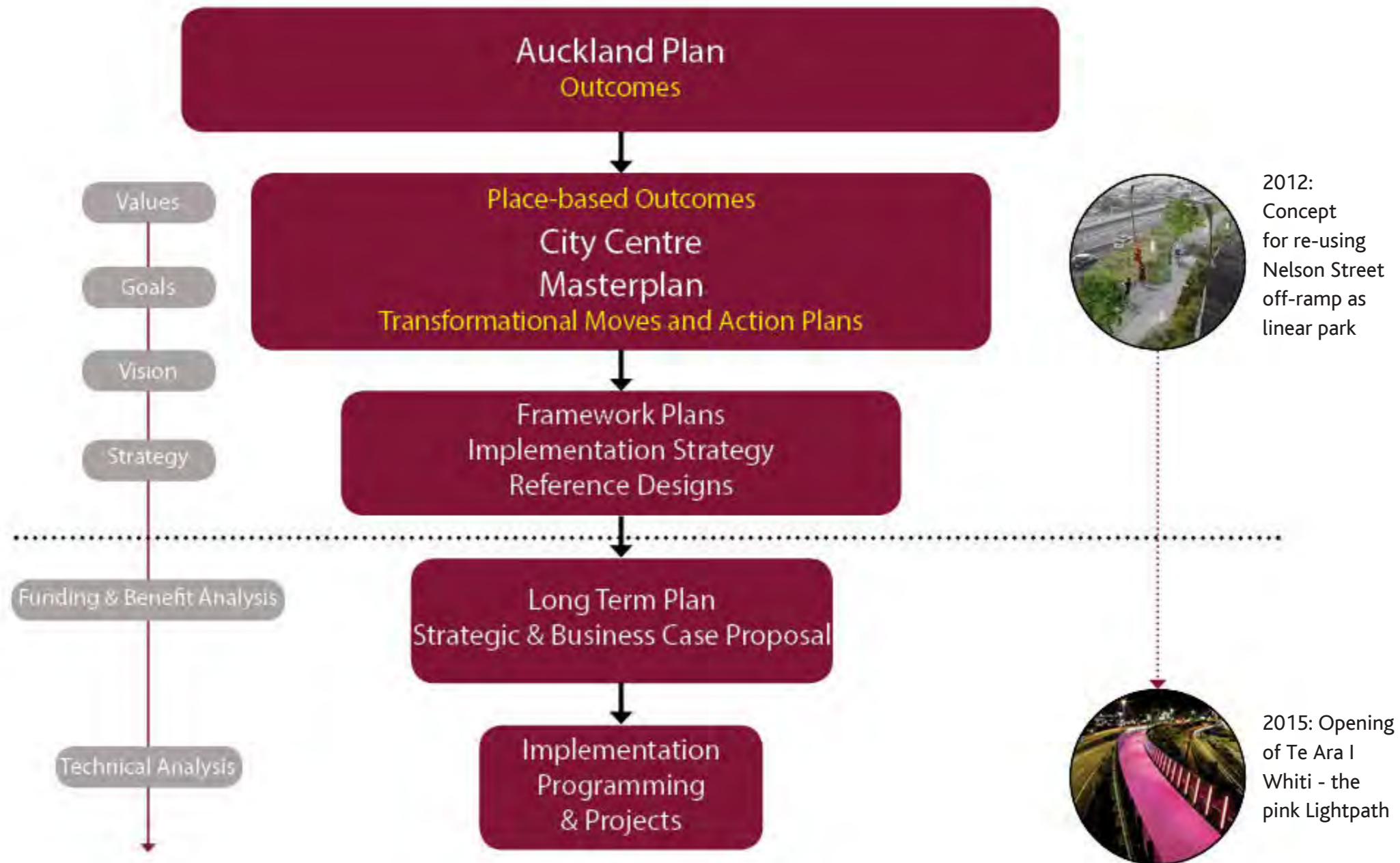
The City Centre Masterplan synthesises the Auckland Plan outcomes with objectives from across the Council family, the business community and the needs and aspirations of visitors and residents, to create a coordinated vision for the city centre.

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



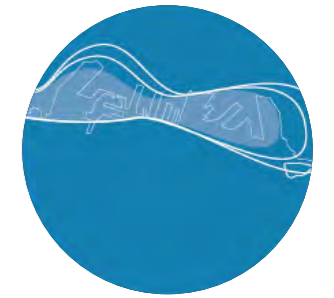
05
City Rail Link



06
The Green
Link



07
City to the
Villages



08
Water City

CITY CENTRE MASTERPLAN 2020 EDITION

NEW MOVE



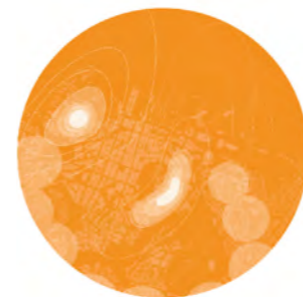
01
Māori
Outcomes



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

NOW: East and West
Stitch. Includes Quay
Park Te Toangaroa &
Grafton Gully

NOW: The Queen
Waihorotiu Street
Valley. Broadened
scope including Low
Emission Zone and A4E

Updated but primarily
unchanged

NOW: Rapid Transit
Oriented Development,
reflects CRL, LRT and
new bus network

Updated but primarily
unchanged

Updated but primarily
unchanged

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

Have
your say

City Centre Masterplan 2020 Edition Updated Transformational Moves



01

MĀORI OUTCOMES

advancing the mana whenua presence in the city centre



02

THE EAST AND WEST STITCH

connecting the western and eastern edges of the city to the centre



03

WAIHOROTIU QUEEN STREET VALLEY

a safe pedestrian-friendly city centre at the economic heart of Auckland



04

INNOVATION CRADLE

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



05

RAPID TRANSIT ORIENTED DEVELOPMENT

development opportunities around new City Rail Link and light rail transit stations



06

THE GREEN LINK

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



07

CITY TO THE VILLAGES

connecting the city centre to the urban fringe



08

HARBOUR EDGE STITCH

uniting the waterfront with the city centre incorporating Waterfront Plan





01

Māori Outcomes

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.

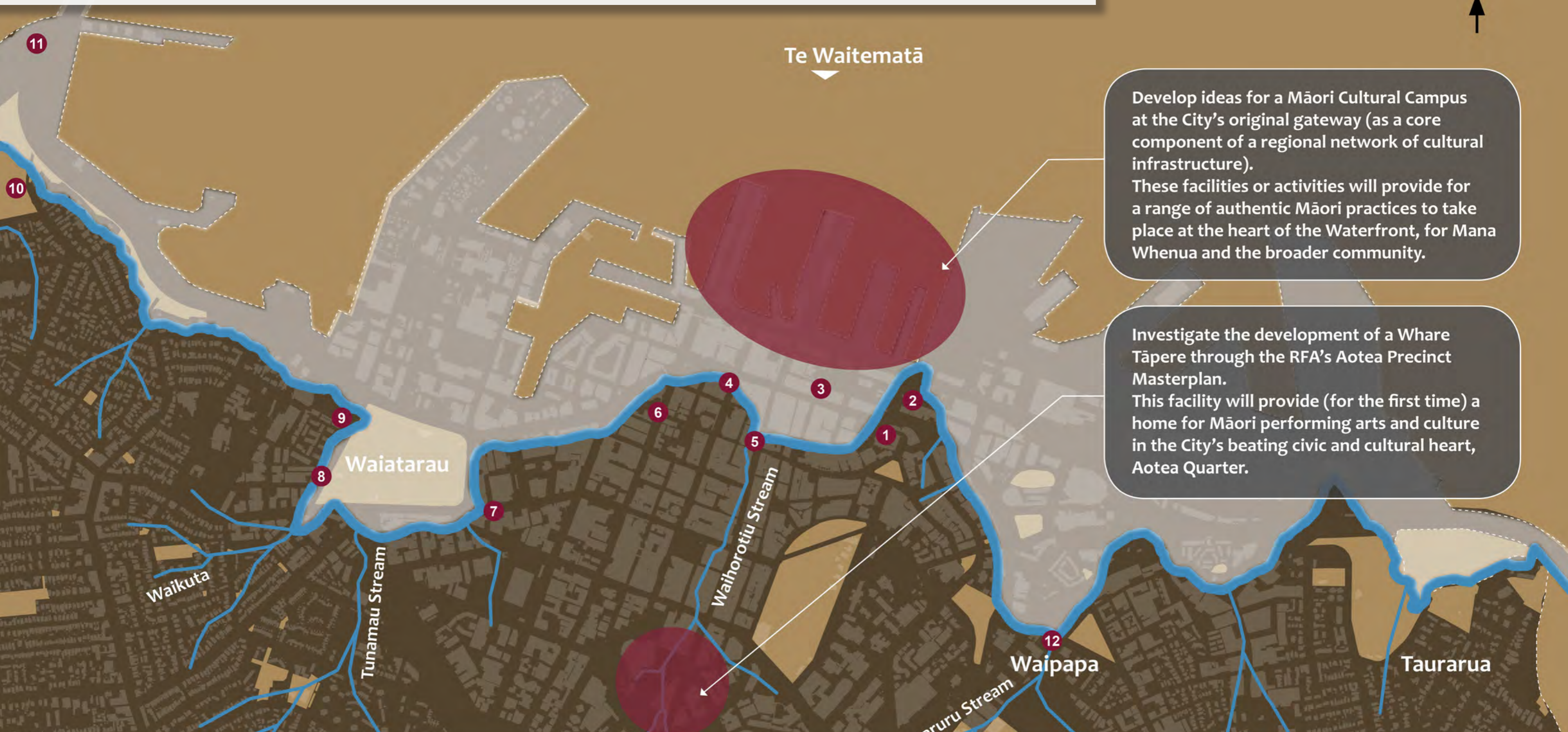
This transformational move anticipates a range of interventions and systemic changes that will bring Mana Whenua presence, Māori identity and life into the city centre and waterfront, confirming the role and function of this area as the traditional gateway and origin point of Auckland/ Tāmaki Makaurau.

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



01 Māori Outcomes



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.

KEY:

<p>1 Te Horo Roa Former position of a pa, part of which slipped away, killing many people</p> <p>2 Te Rerenga-Oraitī Point Britomart. Meaning 'the leap of the survivors'.</p> <p>3 Horotiu Commercial Bay, named after the taniwha which plays in this area</p> <p>4 Te Ngahuwera Māori pa site</p>	<p>5 Te Whatu Waka mooring at the mouth of Waihorotiu stream</p> <p>6 Te Tara Karaehe A track connecting Queen St and waka landings at the bottom of Nelson St. Named after a Tern bird</p> <p>7 Te Koranga Meaning 'the scaffolds'. Māori fish drying and processing area</p> <p>8 Wai Kōkota Shallows of the bay abundant with shellfish (cockles)</p>	<p>9 Te Tō A headland pa meaning 'to haul up a waka'</p> <p>10 Te Ōkā Māori Pa Site</p> <p>11 Te Routu o Ureia Coastal rocks where the marine guardian (taniwha) would rub its belly</p> <p>12 Waipapa Historical site of Māori international trade</p>	<p>1840 Shoreline</p> <p>Historic Streams</p>
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02

The East and West Stitch

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 Tāmaki 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

- Improve connectivity between the city centre, Parnell and eastern suburbs including understanding the feasibility of the private sector proposal to open the protected historic heritage Albert Park tunnels
- Investigate opportunities for a rail station (metro and regional) and bus interchange near Quay Park Te Tōangaroa to integrate public transport and connect the eastern side of the city centre to the centre

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

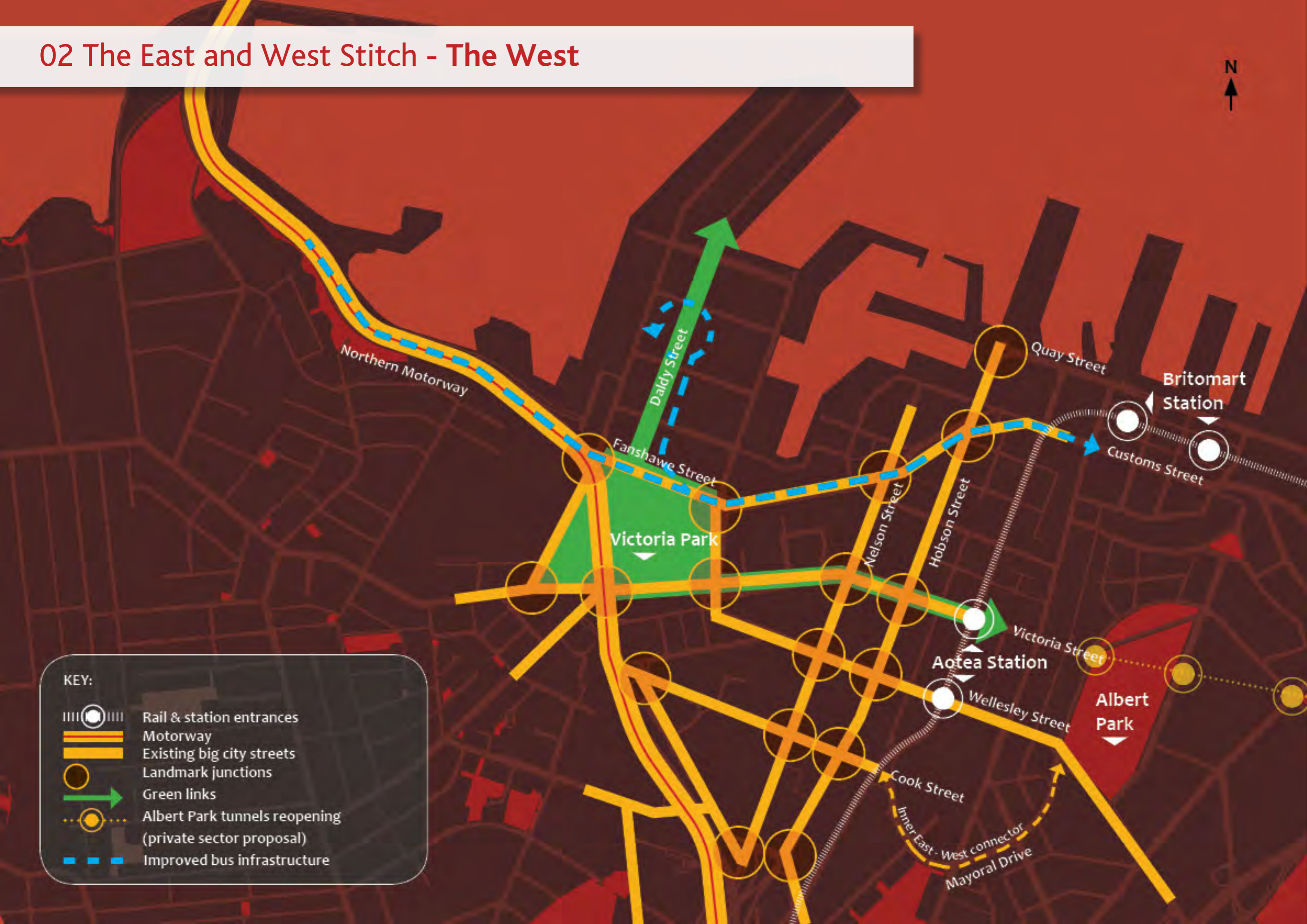


02 The East and West Stitch - The West

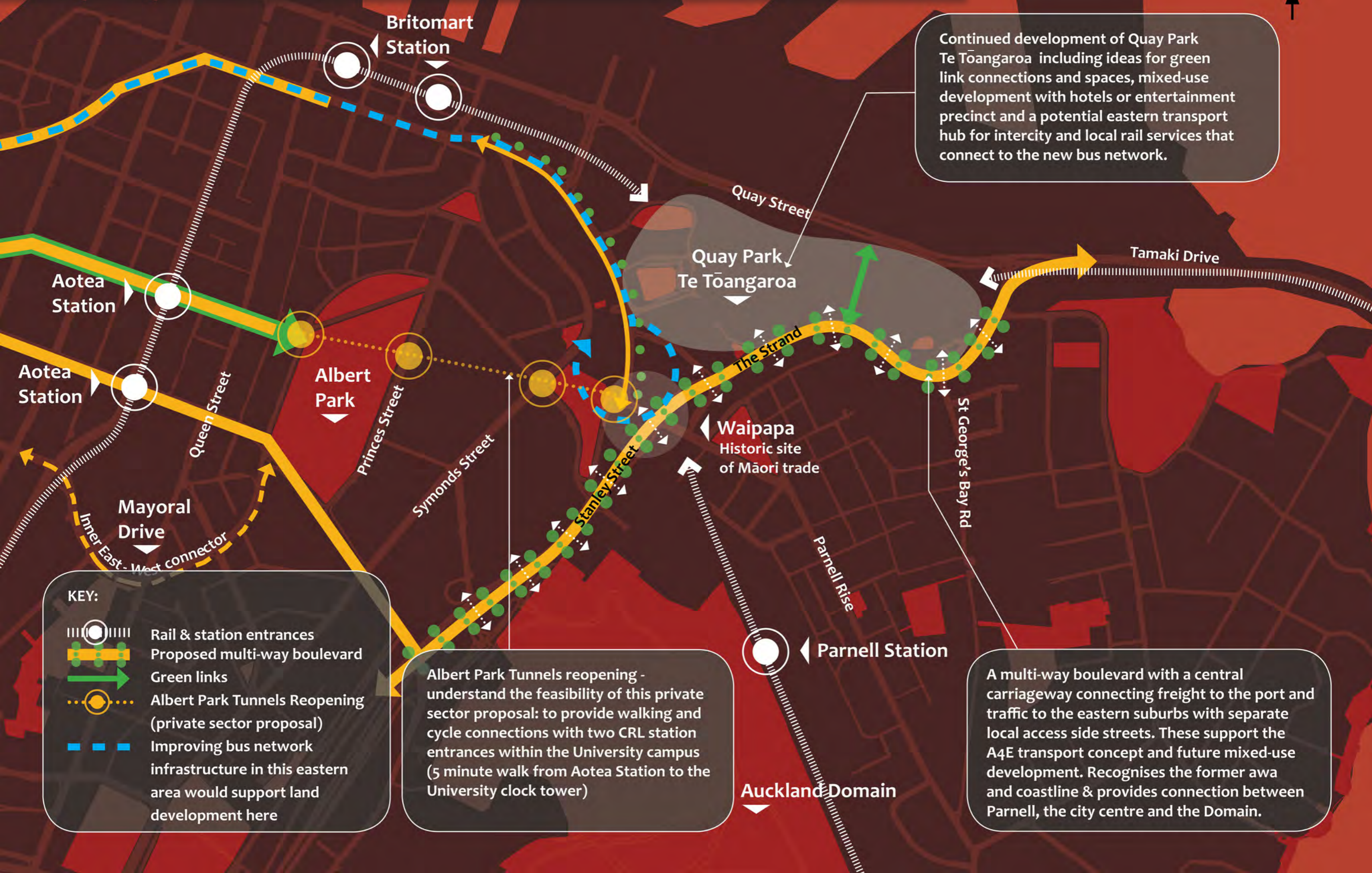


KEY:

- Rail & station entrances
- Motorway
- Existing big city streets
- Landmark junctions
- Green links
- Albert Park tunnels reopening (private sector proposal)
- Improved bus infrastructure



02 The East and West Stitch - The East



Continued development of Quay Park Te Tōangaroa 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.

KEY:

- Rail & station entrances
- Proposed multi-way boulevard
- Green links
- Albert Park Tunnels Reopening (private sector proposal)
- Improving bus network infrastructure in this eastern area would support land development here

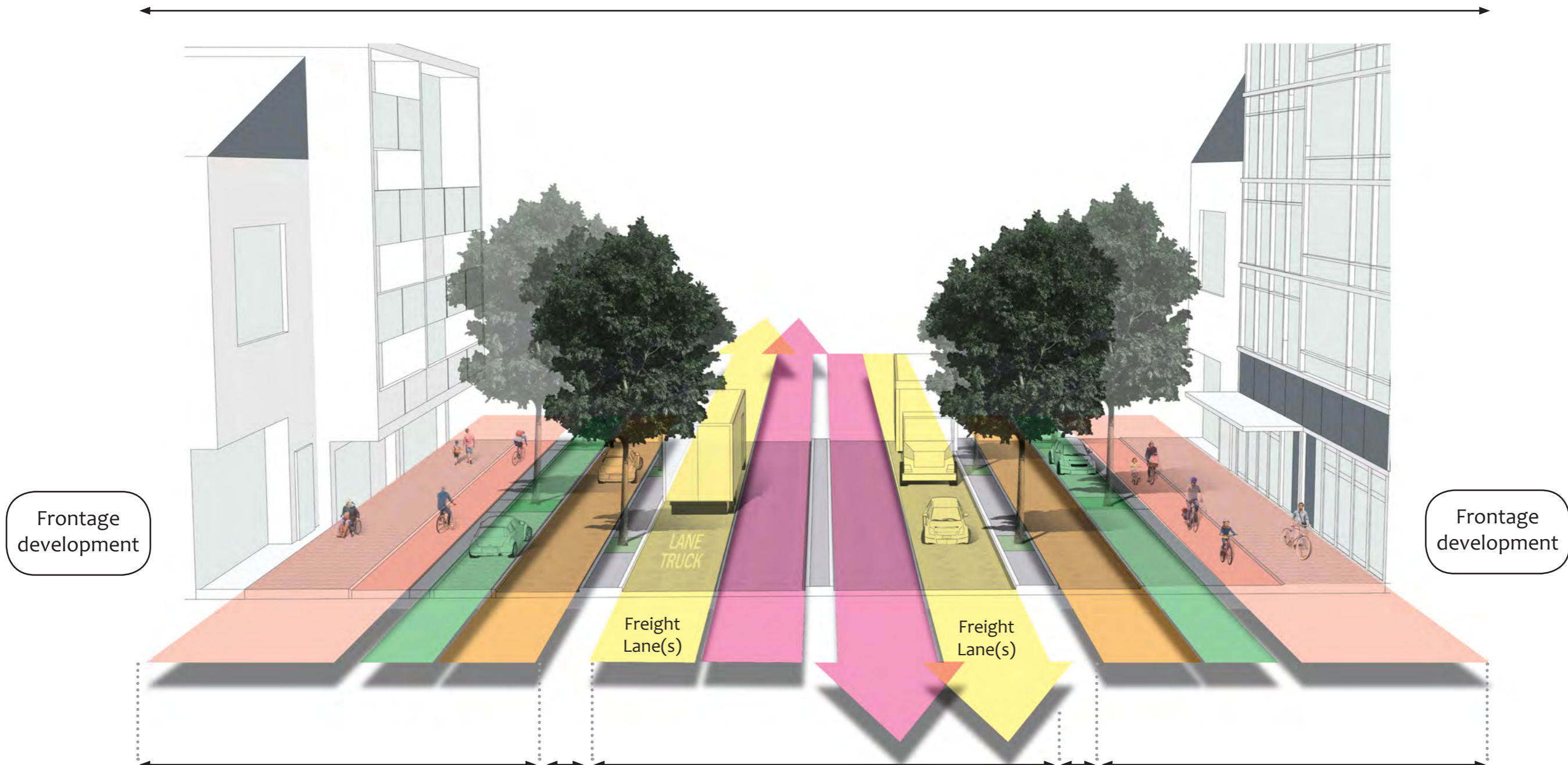
Albert Park Tunnels reopening - understand the feasibility of this private sector proposal: to provide walking and cycle connections with two CRL station entrances within the University campus (5 minute walk from Aotea Station to the University clock tower)

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.

Auckland Domain

Components of a Multiway Boulevard Concept

WIDENED CORRIDOR



Pedestrian-scale zone
Landscape buffer
Central through-lanes
Landscape buffer
Pedestrian-scale zone

- Widened footpath
- Separated cycleways
- Pedestrian amenity

- Tree planting
- Acts as a refuge
- Reduces distances at signalled crossings

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

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



A Concept for Grafton Gully Boulevard



2019



Future

Image Credit: Jasmx

This conceptual design requires feasibility and delivery investigations, and an application in the next funding round

A Concept for Grafton Gully Boulevard



Image Credit: Jasmx

This conceptual design requires feasibility and delivery investigations, and an application in the next funding round

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.

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

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

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.



03

Waihorotiu Queen Street Valley

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:

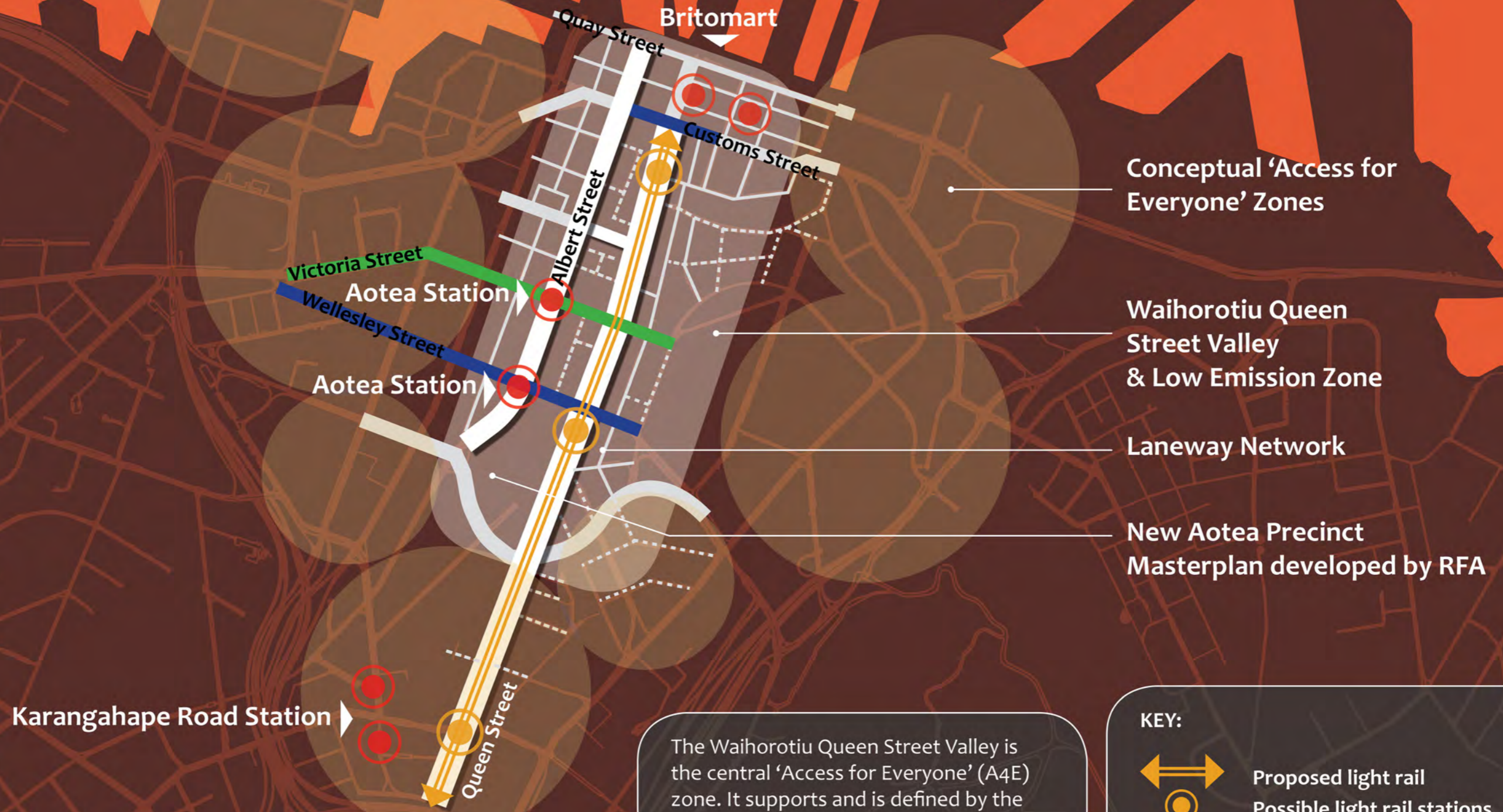
The Waihorotiu Queen Street Valley:

- 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



03 Waihorotiu Queen Street Valley



The Waihorotiu Queen Street Valley is the central 'Access for Everyone' (A4E) zone. It supports and is defined by the surrounding A4E zones.

KEY:

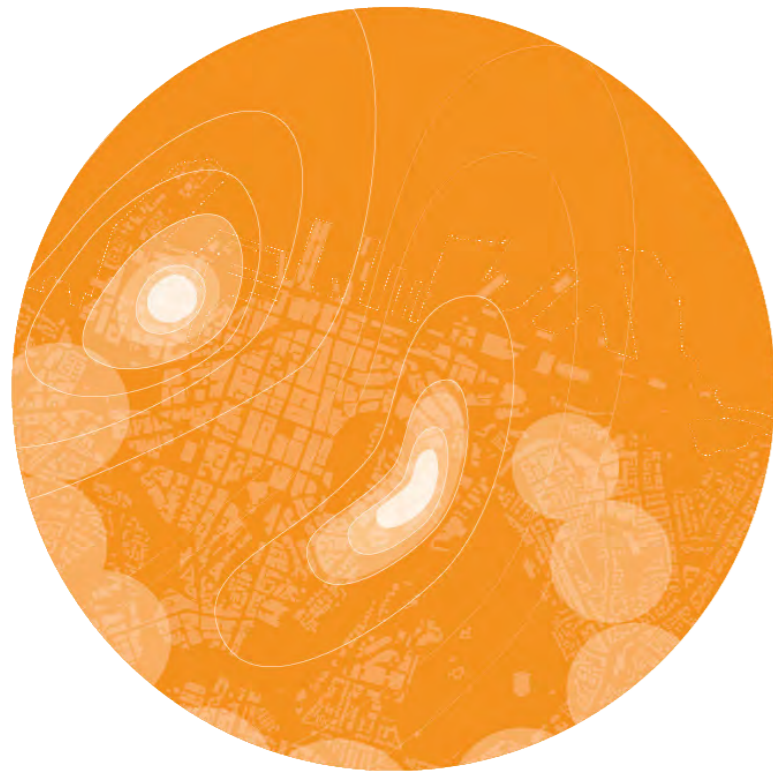
- Proposed light rail
- Possible light rail stations
- CRL station entrances
- Bus priority
- Laneway circuit
- Laneway network

Concept Rendering - Queen Street/Shortland Street Intersection



Image Credit: Jasmx.

This conceptual design requires feasibility and delivery investigations, and an application in the next funding round.



04

Innovation Cradle

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



04 Innovation Cradle



KEY:

- | | |
|---|--|
| 1 Marine Industry Precinct | 8 University of Auckland |
| 2 Wynyard Quarter Innovation Precinct | 9 National Library of New Zealand and location of He Tohu Exhibition |
| 3 Voyager Maritime Museum | 10 Auckland City Hospital |
| 4 Potential future location for a cultural campus | 11 University of Auckland Grafton Campus |
| 5 Auckland Central Library | 12 Liggins Institute |
| 6 Auckland Art Gallery | 13 Auckland War Memorial Museum |
| 7 AUT University | 14 University of Auckland Newmarket Campus |

←...→ Improving connectivity around the Learning Quarter



05

Rapid Transit Oriented Development

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.

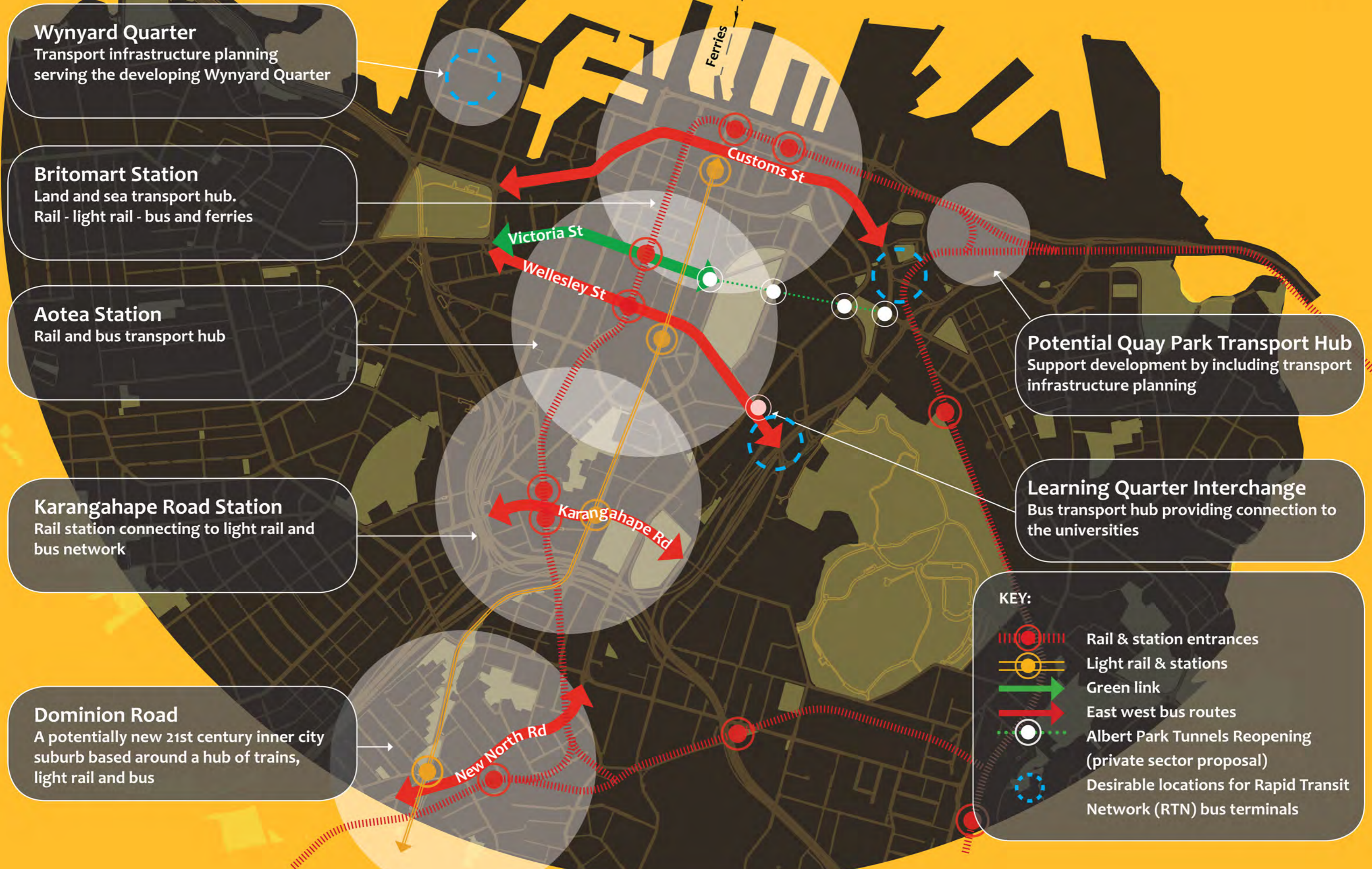
This move will shape planning and development in the best-connected areas of Auckland, maximising the benefits of investment in public transport.

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





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.





06

The Green Link

Introduction

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

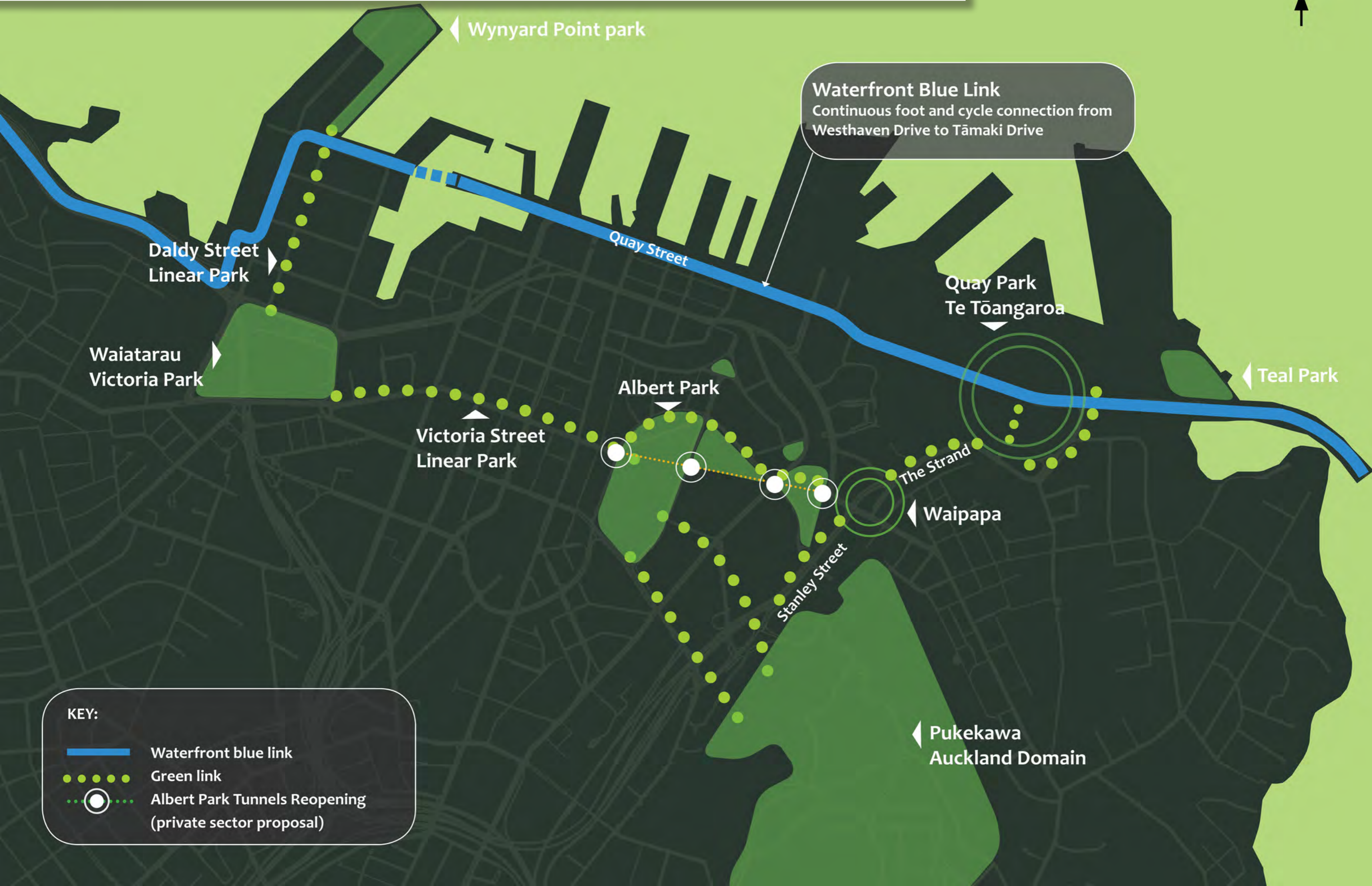
A growing city centre needs to maintain and enhance access to green spaces. This move delivers a connected network of green parks and street spaces from Quay Park Te Tōangaroa and the Auckland Domain through to Albert Park, Victoria Park, Wynyard Quarter and a future regional park at Wynyard Point.

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



06 The Green Link



Waterfront Blue Link
Continuous foot and cycle connection from Westhaven Drive to Tāmaki Drive

KEY:

- Waterfront blue link
- Green link
- Albert Park Tunnels Reopening (private sector proposal)

Victoria Street Linear Park - Central Section



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





07

City to the Villages

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



07 City to the Villages

Devonport



KEY:

- Rail & station entrances
- Light rail & stations
- City fringe connections
- Key city to village connections
- Harbour fringe connections
- City fringe to harbour connections
- Waipapa Greenway (Parnell Plan Proposal)
- Albert Park Tunnels Reopening (private sector proposal)

Concept for a Wellington Street Connection



Image Credit: Boffa Miskell.

A better connection across Wellington Street motorway bridge



08

Harbour Edge Stitch

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



08 Harbour Edge Stitch



KEY:

- Waterfront Axis: a high quality pedestrian-friendly promenade
- North-south city to harbour edge 'stitch streets:'
- Progressed
- Future opportunities
- East-west movement corridor: potential to upgrade corridor to improve pedestrian amenity and connectivity
- Westhaven Promenade

KEY:

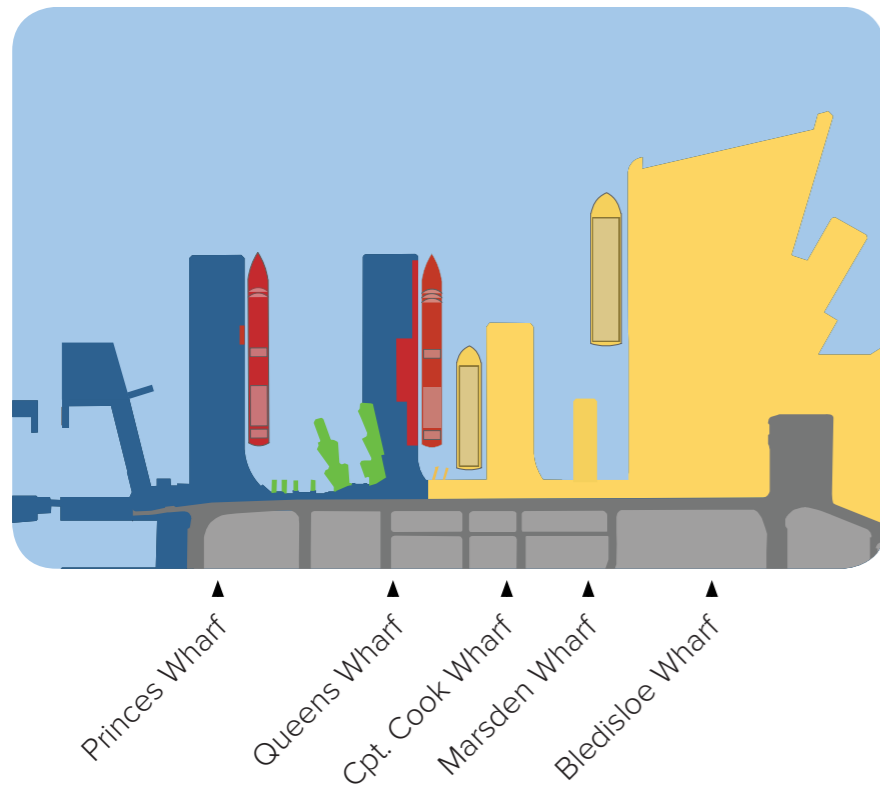
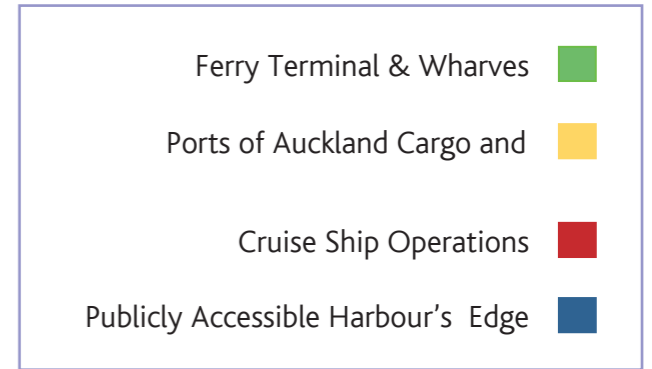
- Completed / Underway
- Future Project

Harbour Bridge Park	Tiramarama Way	Commercial Bay	Captain Cook Wharf
Silo Park	Madden Plaza	Britomart	Teal Park
Karanga Plaza	Wynyard Crossing	Princes Wharf	America's Cup Bases
North Wharf	Eastern Viaduct	Queen's Wharf	
Jellicoe Street	Waitemata Plaza	Downtown public spaces	
Wynyard Point Park	Viaduct Harbour	Ferry Basin	

Central Wharves Strategy

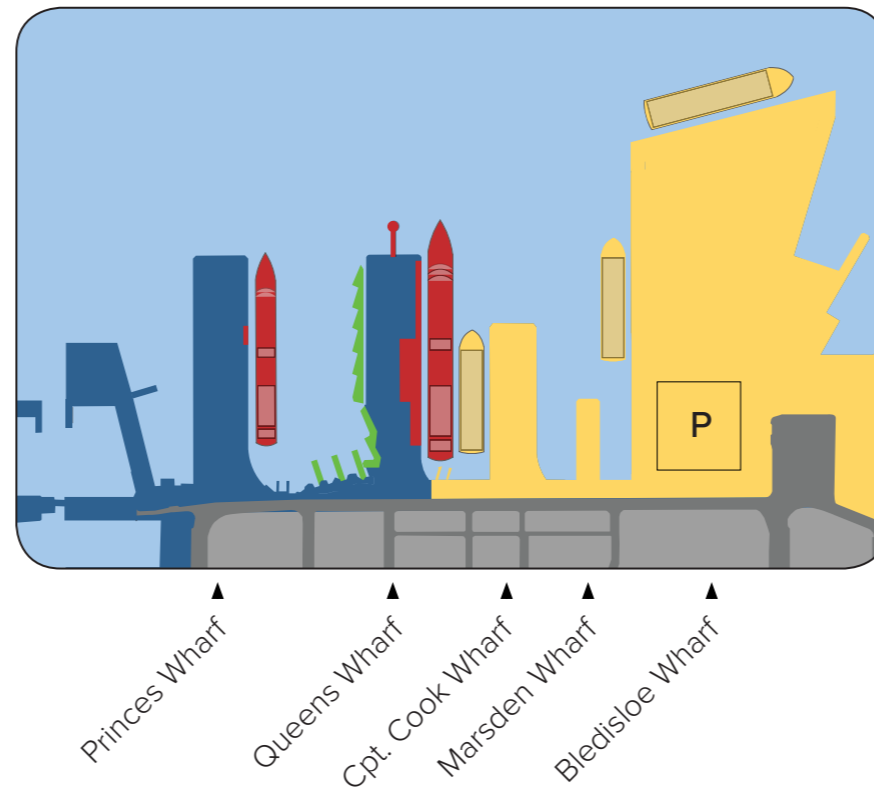
Overview

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.



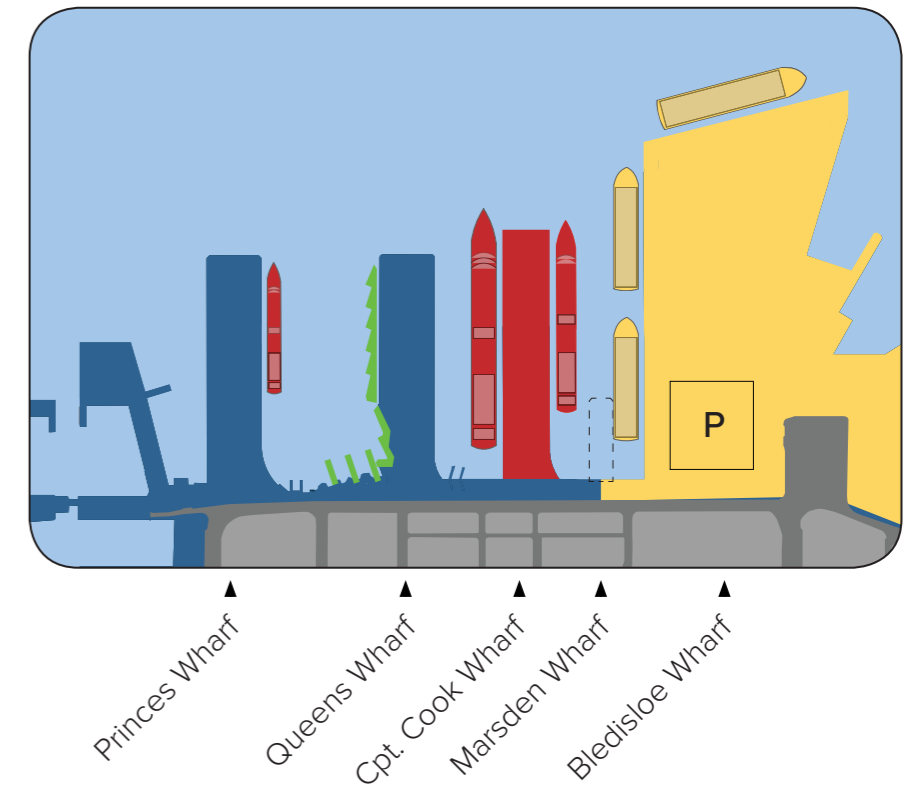
Current State (2019)

- 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



Find out more: phone 09 301 0101
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