



# URBAN ARK MANAWA TAIAO

*Nature in the city*

Supported by:

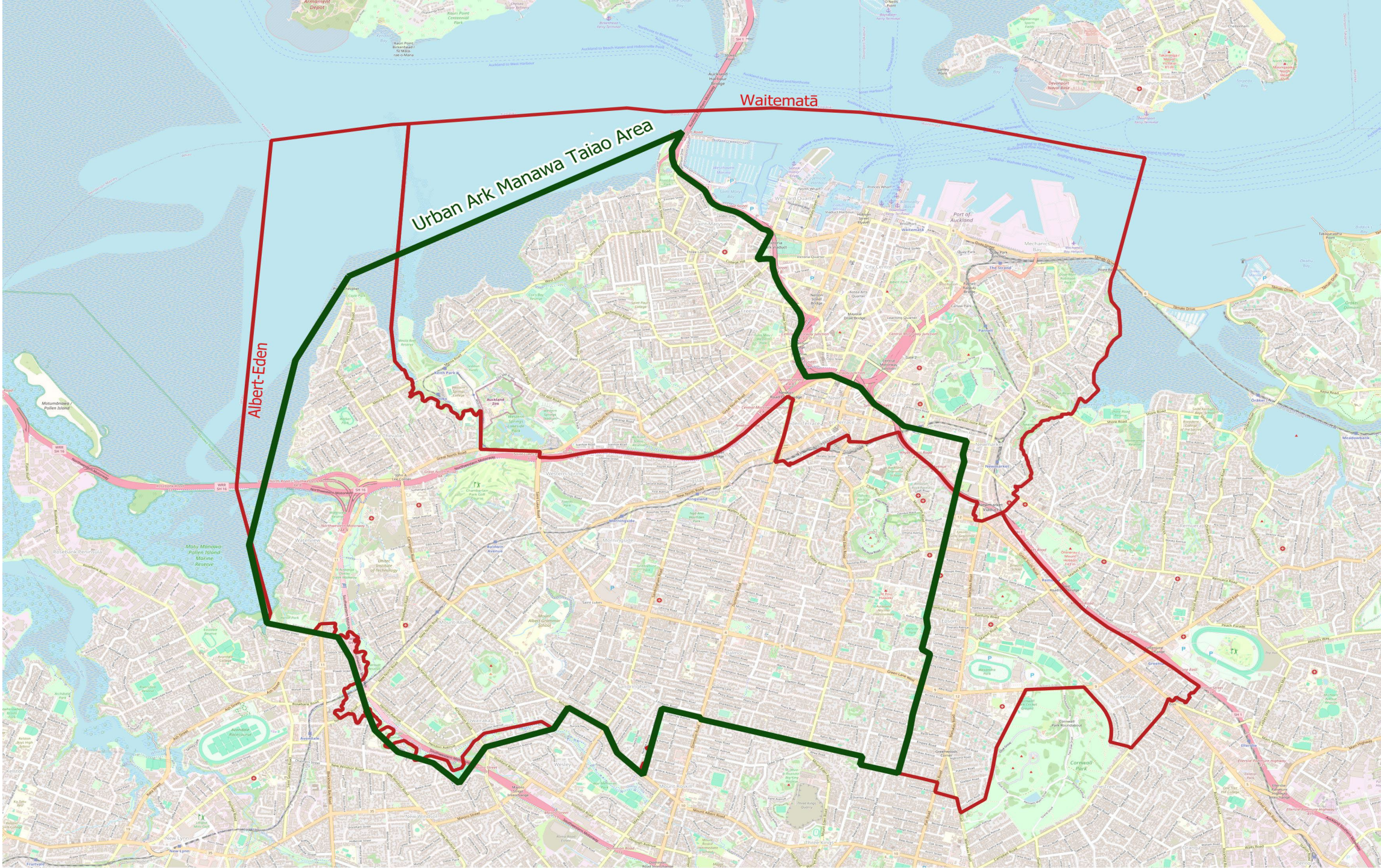




Photo: Sid Mosdell

## OUR VISION

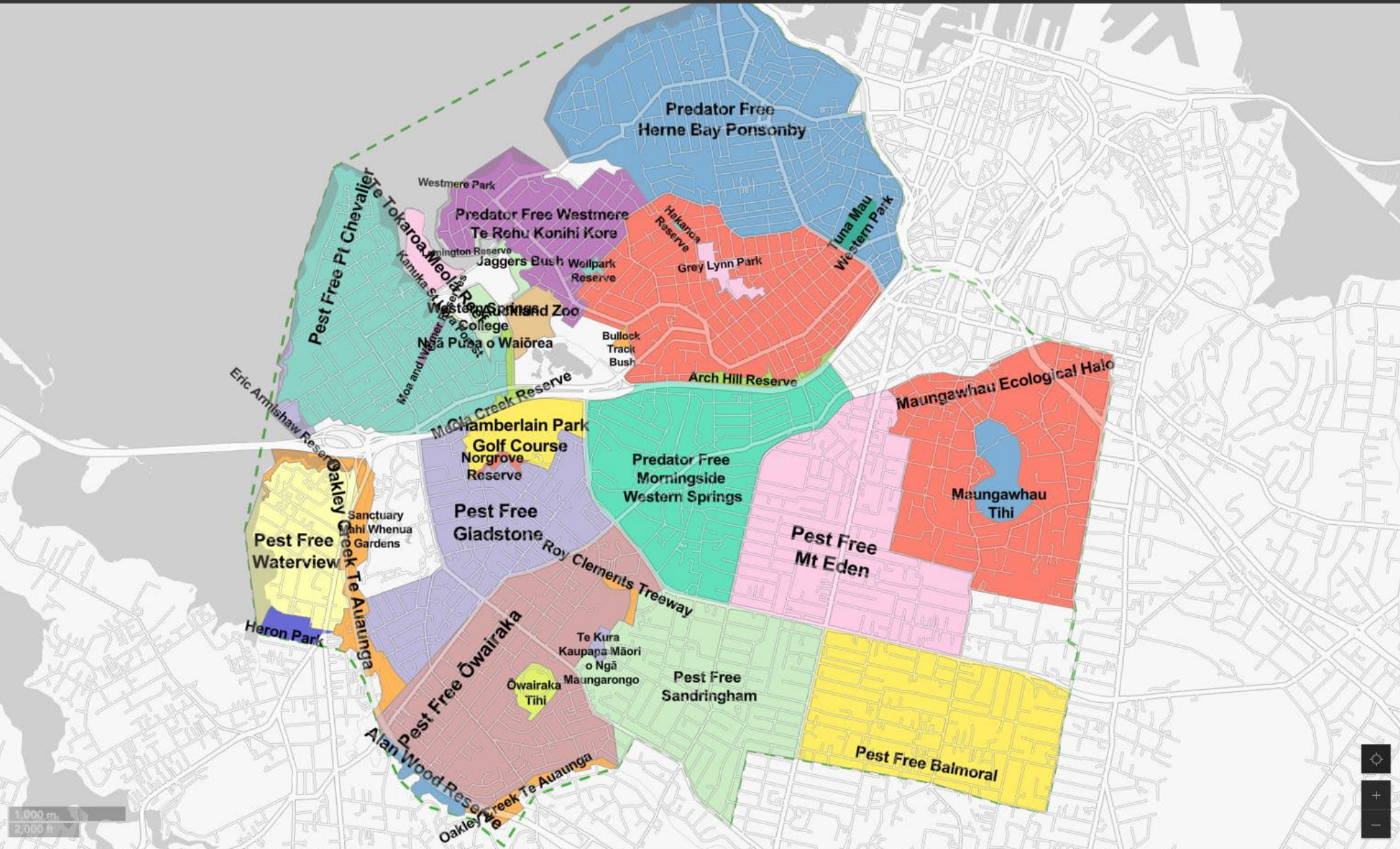
Engaged communities in inner-west Auckland, creating healthy habitats where indigenous flora and fauna can thrive.



Waitematā

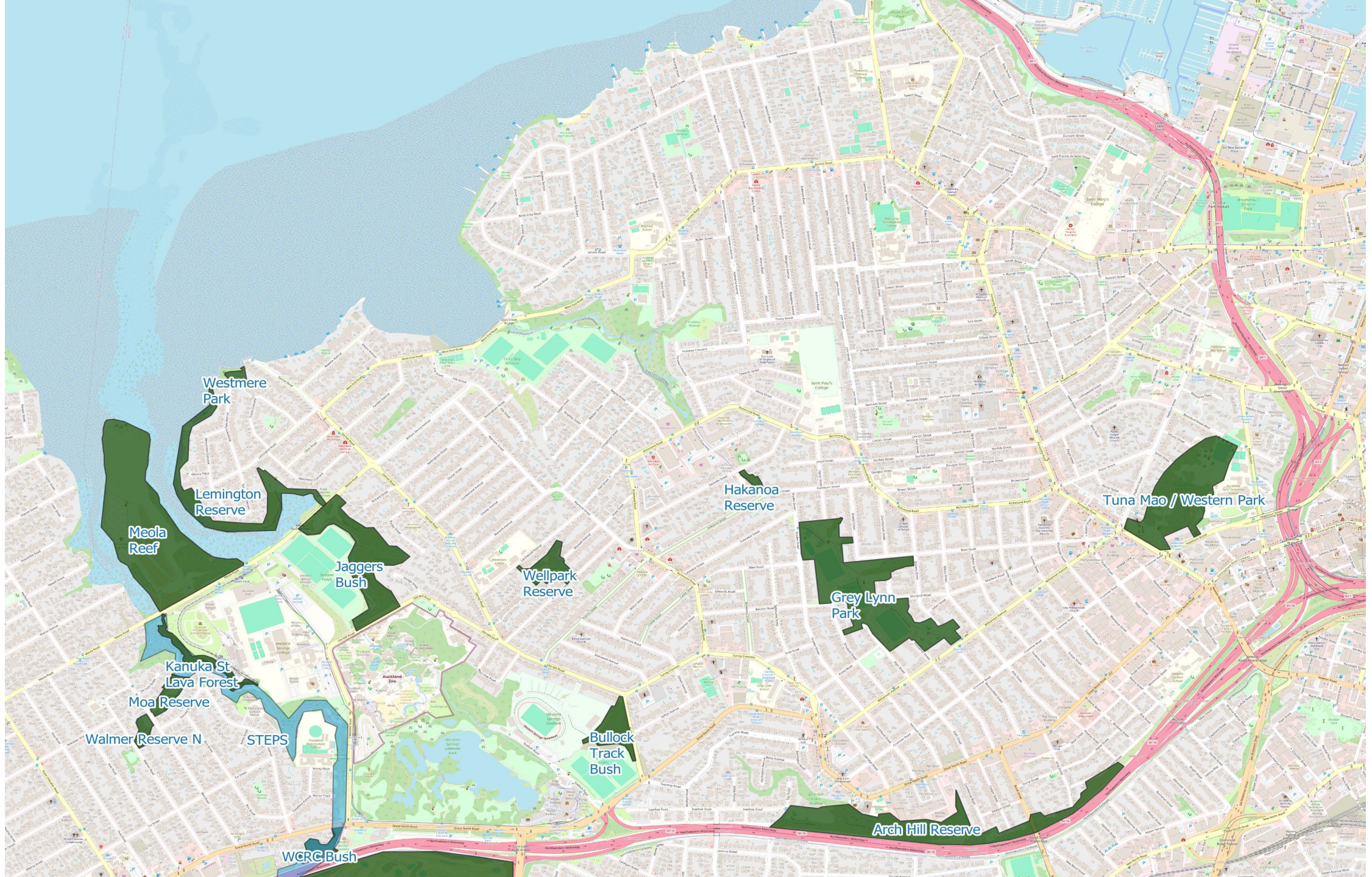
Urban Ark Manawa Taiao Area

Albert-Eden



- Alan Wood Reserve
- Arch Hill Reserve
- Auckland Zoo
- Bullock Track Bush
- Chamberlain Park Golf Course
- Eric Armishaw Reserve
- Grey Lynn Park
- Hakanoa Reserve
- Heron Park
- Jaggers Bush
- Kanuka St Lava Forest
- Lemington Reserve
- Maungawhau Ecological Halo
- Maungawhau Tihi
- Meola Creek Reserve
- Moe and Walmer Reserves
- Norgrove Reserve
- Oakley Creek Te Auaunga
- Oakley Creek Te Auaunga
- Ōwairaka Tihi
- Pest Free Balmoral
- Pest Free Gladstone
- Pest Free Mt Eden
- Pest Free Ōwairaka
- Pest Free Pt Chevalier
- Pest Free Sandringham
- Pest Free Waterview
- Predator Free Grey Lynn

1,000 m  
2,000 ft



Westmere Park

Lemington Reserve

Meola Reef

Jaggers Bush

Wellpark Reserve

Hakanoa Reserve

Tuna Mao / Western Park

Grey Lynn Park

Kanuka St Lava Forest

Moa Reserve

Walmer Reserve N

STEPS

Bullock Track Bush

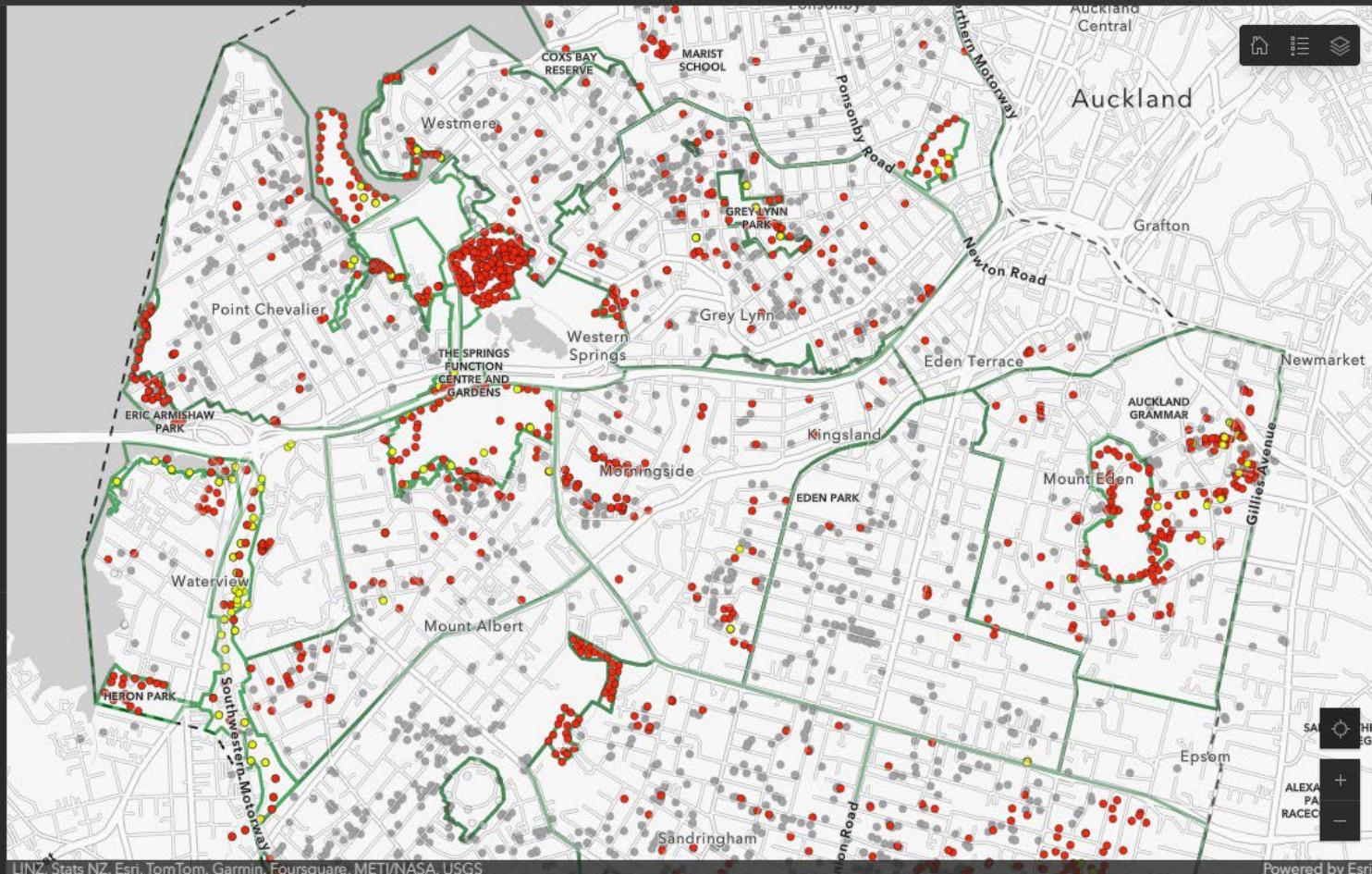
Arch Hill Reserve

WCRC Bush

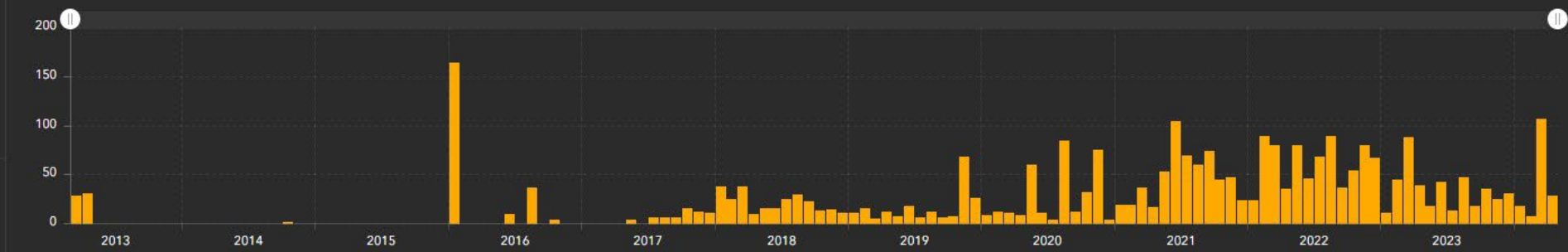
# 2,972 Total Traps



● Possum 7.66%  
● Rat 92.34%



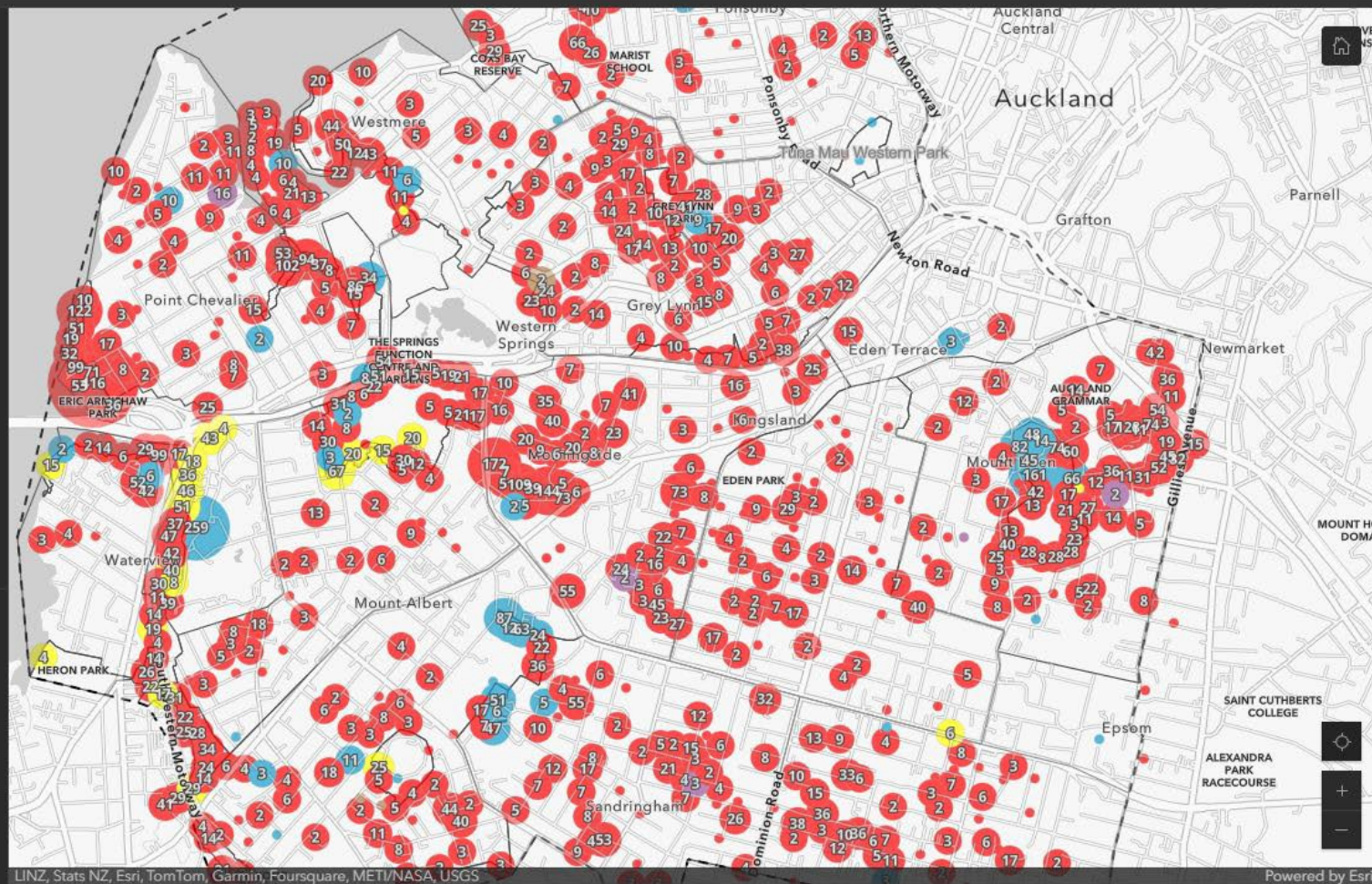
- Alan Wood Reserve
- Arch Hill Reserve
- Auckland Zoo
- Bullock Track Bush
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- Norgrove Reserve
- Oakley Creek Te Auaunga
- Oakley Creek Te Auaunga
- Ōwairaka Tihi



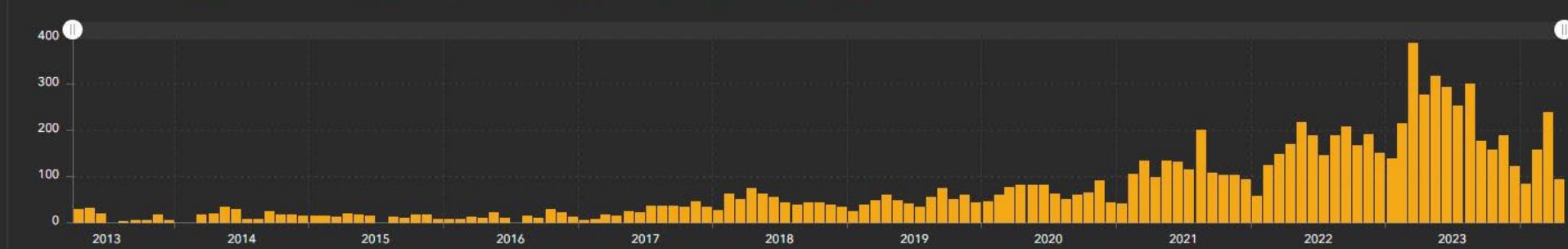
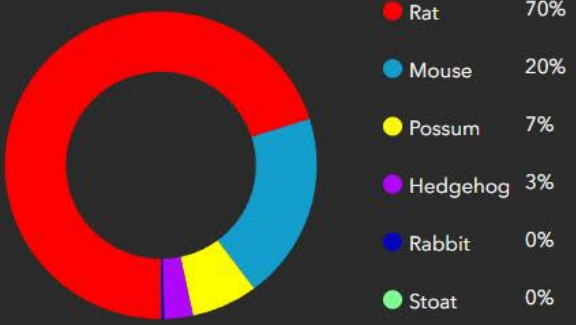
● Inactive trap (no records in past year). Report the results of a check to your group leader to reactivate

# 9,547

## Total catches



- Alan Wood Reserve
- Arch Hill Reserve
- Auckland Zoo
- Bullock Track Bush
- Chamberlain Park Golf Course
- Eric Armishaw Reserve
- Grey Lynn Park
- Hakanoa Reserve
- Heron Park
- Jaggers Bush
- Kanuka St Lava Forest
- Lemington Reserve
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- Maungawhau Tihi
- Meola Creek Reserve
- Moa and Walmer Reserves
- Norgrove Reserve
- Oakley Creek Te Auaunga
- Oakley Creek Te Auaunga
- Ōwairaka Tihi
- Pest Free Balmoral





# Exploring Grey Lynn's lost awa: Ōpoutūkeha Cox's Creek Edgar's Creek

Auckland  
Climate  
Festival

31.08 — 29.09



Auckland  
Climate  
Festival  
aucklandclimatefestival.co.nz

Nгаа hua  
o Wai



# Cox's Creek Biodiversity walk & Urban Streams talk with Nick Vigar



# Urban Ark Education Programme: Te Wai Ōrea pilot



## 2023

*Grey Lynn School* – Year 2 – 40 tamariki

*Westmere School* – Year 3 & 4 – 60  
tamariki

## 2024 (so far)

*Grey Lynn School* – Year 5 & 6 – 90  
tamariki

*Bayfield School* – Year 4 – 70 tamariki

## To come

*Westmere School* – Year 5 & 6 – 150  
tamariki

*Ponsonby School* – Year 4 – 45 tamariki

Working on *Western Springs College* and  
*Pasadena Intermediate*

# Timeline

The initiatives, aligned with the refined strategic priorities or "north stars," include approximate timelines that indicate when they would be expected to be achieved. Due to limited time at the workshop's end, participants voted for their favourite initiatives using blue dots but lacked time for discussion or prioritisation. It was suggested to further assess / discuss these initiatives to prioritise them and understand their desirability, feasibility, and viability.

Continue supporting, and enhance existing community groups

1

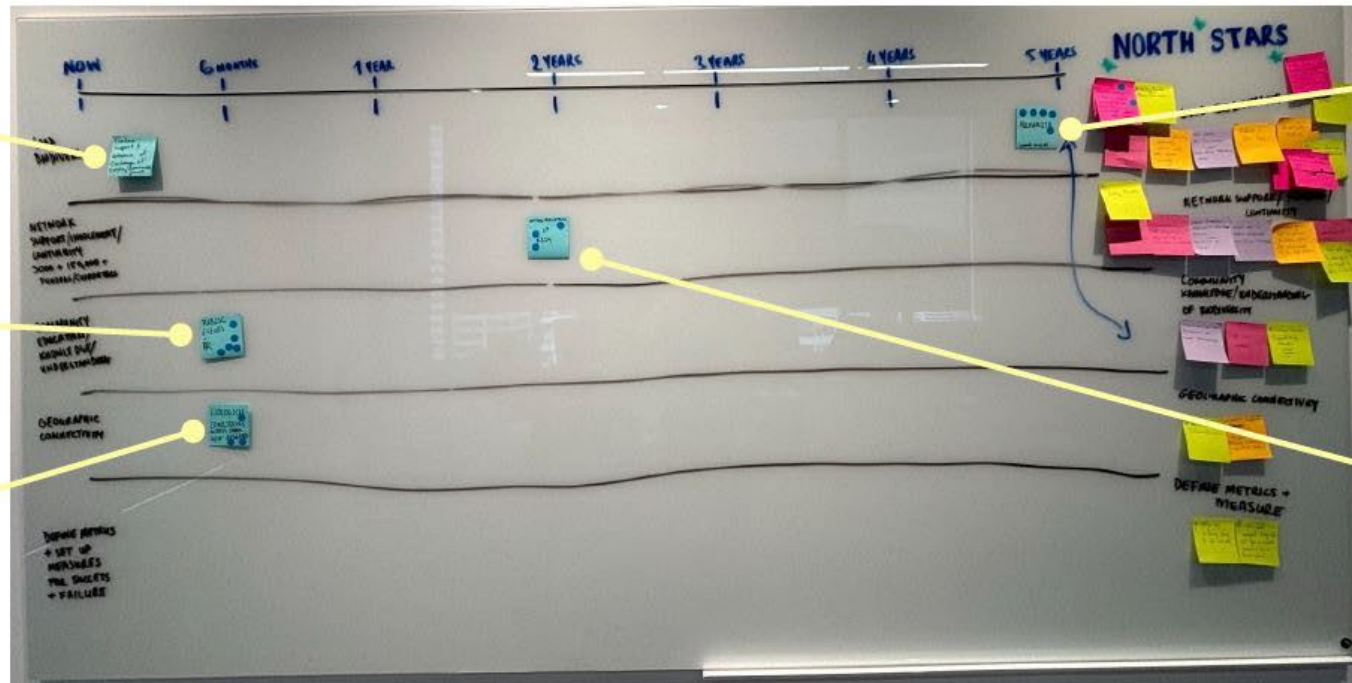
Public events & Public Relations (PR) / Comms

2



Ecological corridors across inner west Auckland

3



4 'Aucklandia'



5 Education of kids



Workshop participants votes: ●

COORDINATOR — PAUL WHITFIELD

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FACILITATOR — PHIL SIMPSON

phil@urbanark.nz 021 509 292

BOARD CHAIR — STEFAN RÜEGG

stefan@urbanark.nz 027 522 4891

## TRUSTEES

SIAN BULEY

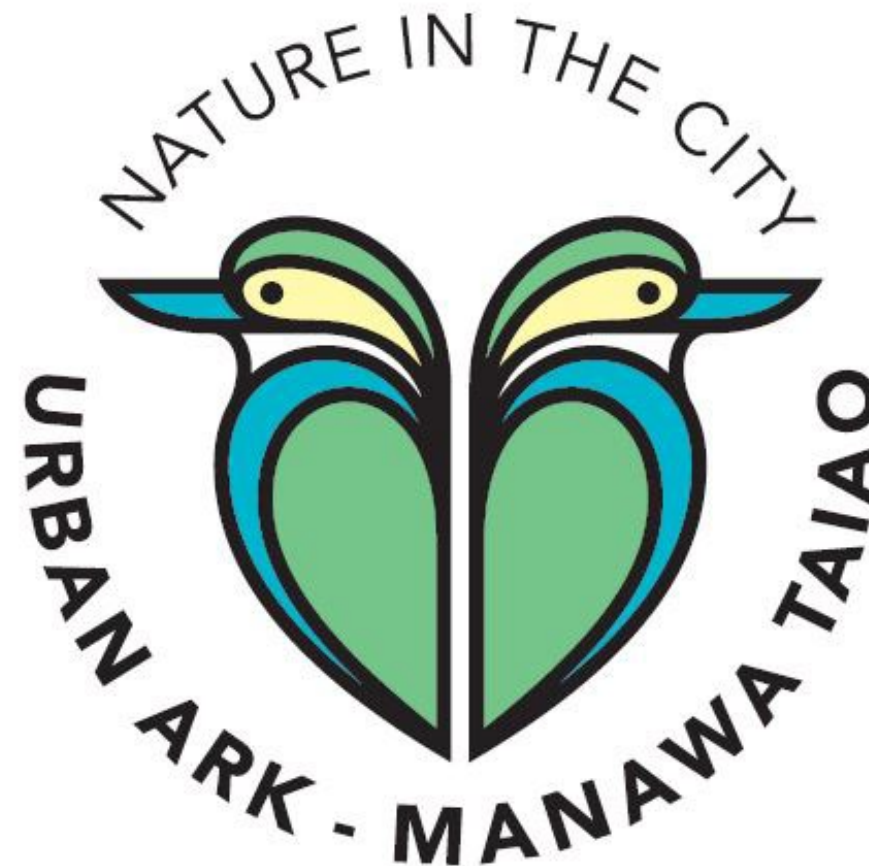
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[www.facebook.com/ManawaTaiao](https://www.facebook.com/ManawaTaiao)

[www.urbanark.nz](http://www.urbanark.nz)



**URBAN ARK  
MANAWA TAIAO**

*Nature in the city*



**Low Emission Ferry Programme**

# **Downtown Ferry Terminal Landside Infrastructure Project**



7 May 2024

**Think  
before  
you print**



# Workshop purpose

- Provide the Local Board with an update on the concept design for charging infrastructure on Queens Wharf.
- Outline our consenting and delivery approach and timeline.
- Answer questions from the Local Board.
- At our previous workshop in November 2023, the Local Board indicated an interest in the wider strategic planning for Queens Wharf. This piece of work will be led by Eke Panuku, with a funding decision expected in May.



# Agenda

1. Programme overview
2. Landside project update
3. Charger building design
4. Consent and delivery
5. Cable route / power supply
6. Timeline





# Enabling the future

## Our big four challenges

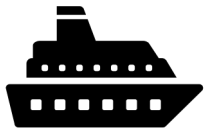
1. Auckland's ferry fleet requires replacement.
2. Many designs, sizes, speed, and passenger capacity:
  - Inconsistent customer experience
  - Maintenance and operator complexity
  - Wharf complexity.
3. Disproportionate environmental impact:
  - Ferries carry 6% of public transport passengers, generate 20% of public transport greenhouse gas emissions.
4. Ferry and wharf ownership sits with multiple parties.



# Enabling the future

## Future Ferry Strategy

- Staged replacement of ferries over a ~10-year timeframe.
- A shift away from diesel power to low emission technologies.
- Standardised, interoperable designs (incl megawatt level charging).
- Transition of vessels and wharf infrastructure to AT ownership.



Ferry procurement – vessels arriving in stages between late 2024 and 2030s



Stage 1

Stage 2

Stage 3

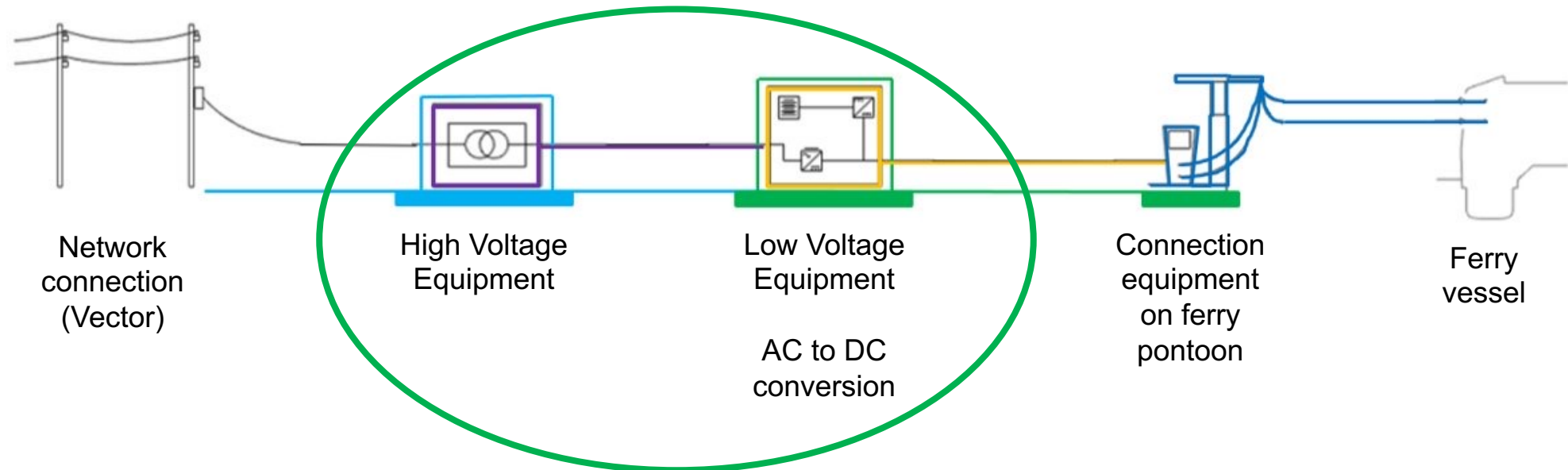
Stage 4



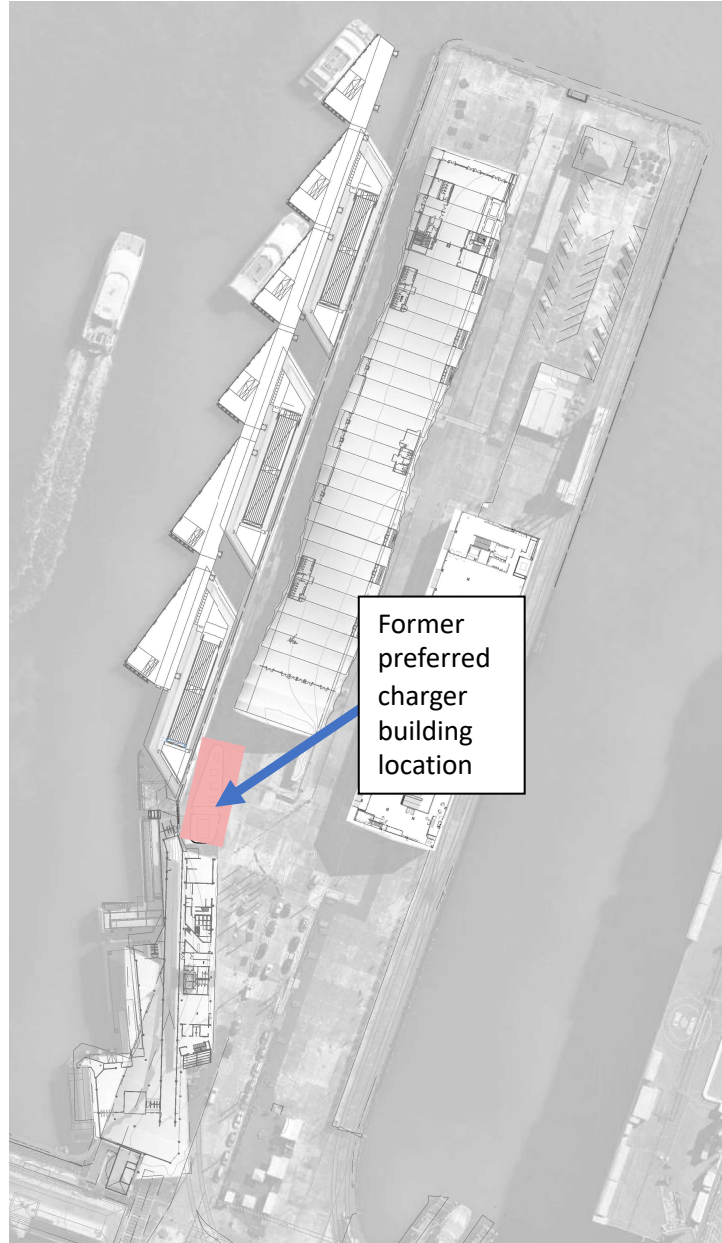
# Downtown Landside Infrastructure project

## Importance of Downtown:

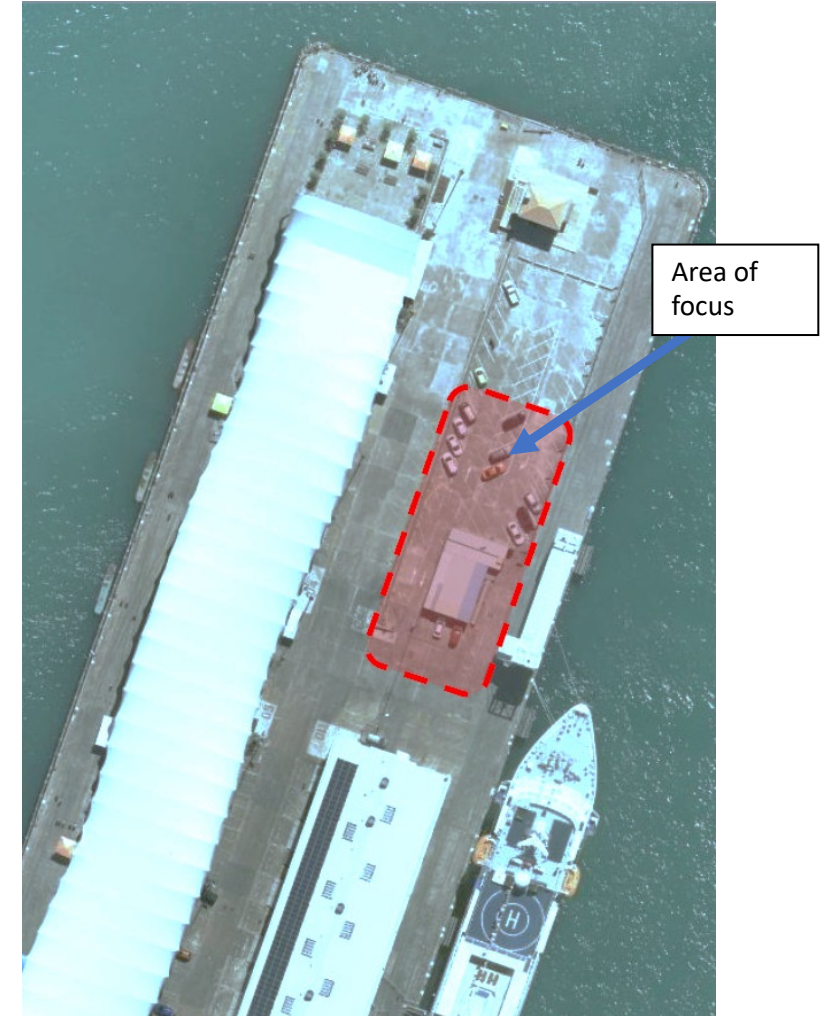
- Regional hub of Auckland's ferry network – all public transport services travel to or from Downtown
- Most important location for charging infrastructure to enable modern ferry designs



# Downtown charging location



- Our preferred location for a charger building was north of the Downtown Ferry Terminal.
- Following review by the Eke Panuku Technical Advisory Group (TAG) in October 2023, this location has been determined as unsuitable:
  - Protection of the east-west viewshaft.
  - Prominent pedestrian area.
  - Sightlines to berths 4 and 5.
  - ‘Front-of-house’ location.
- We assessed other wharf locations and are proceeding with consenting for the southern end of the ‘northern paddock’.
- This approach is supported by the Queens Wharf Governance Group and TAG.

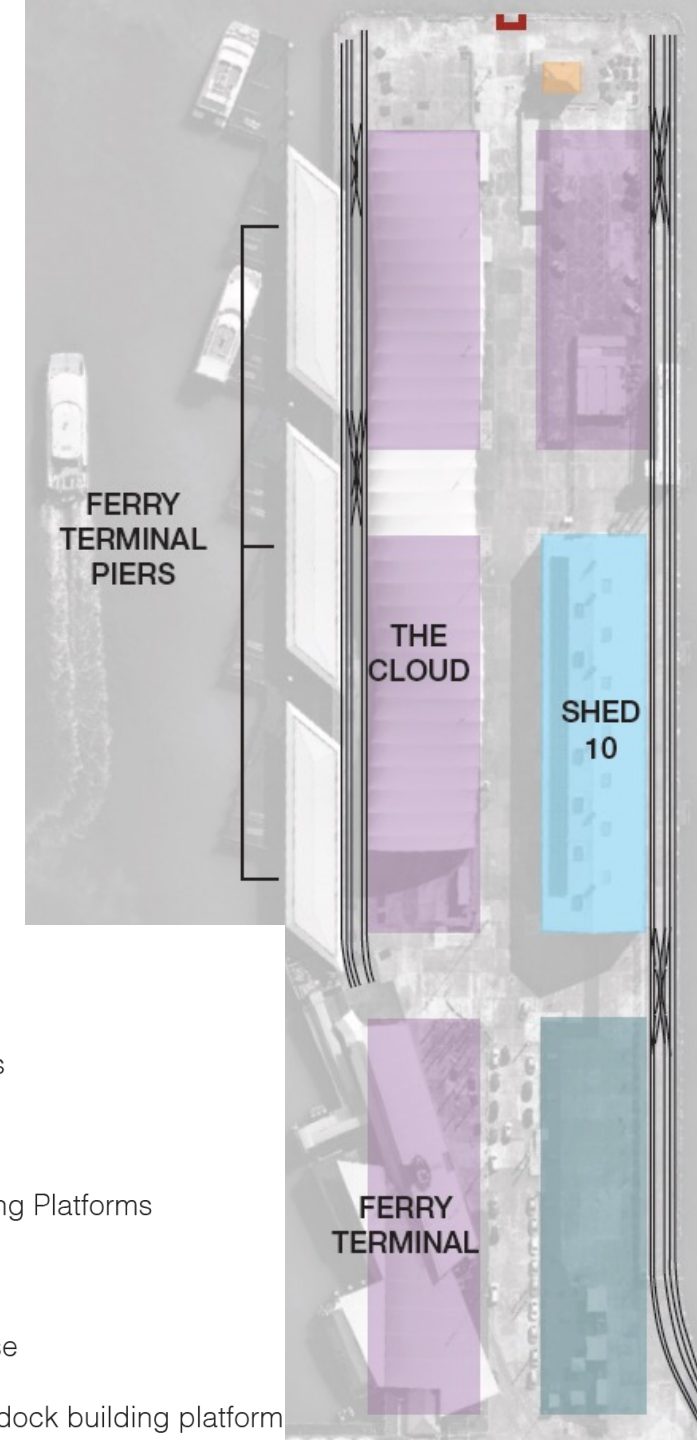


# Considerations

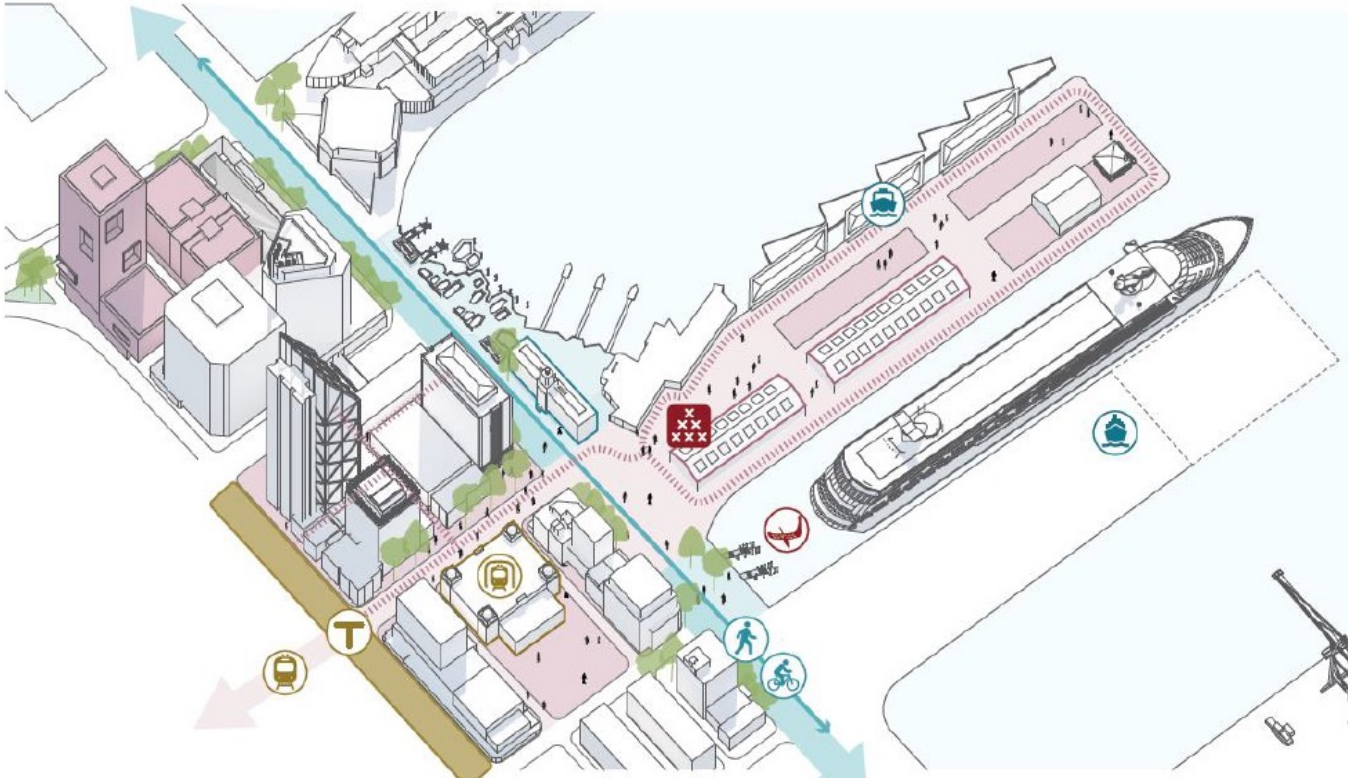
- Alignment with City Centre Masterplan.
- Operational use by Port of Auckland and Tātaki Auckland Unlimited.
- Aligning with future Port planning.
- Electric ferry delivery timelines.
- Consenting / minimising effects.
- Wharf structural condition.
- Minimising construction disruption.
- Public access – now and future.
- Urban design and amenity outcomes.

## LEGEND

- Railway tracks
- Steps
- Former Building Platforms
- Shed 10
- The Lighthouse
- Southern Paddock building platform



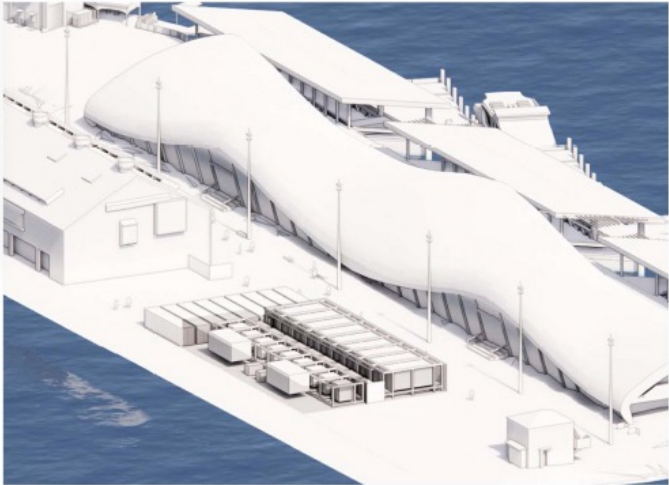
# Queens Wharf Strategic context



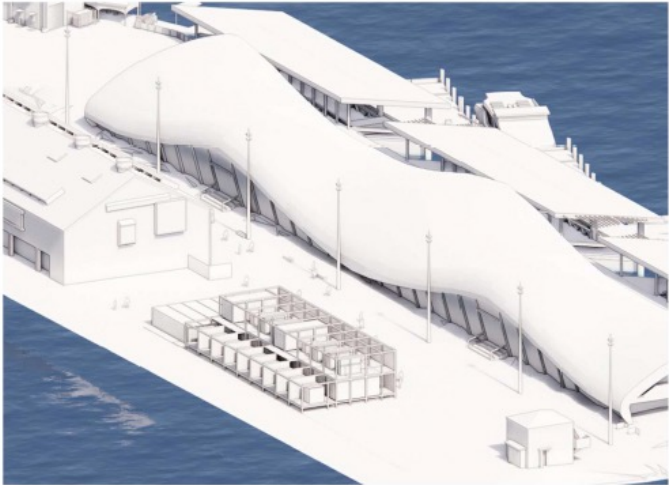
The City Centre Masterplan envisages the following outcomes:

- Removal of The Cloud.
- Further stages of ferry terminal development.
- Further stages of downtown public space development.
- A permanent cruise ship terminal on Captain Cook Wharf.
- Staged public space improvements to Queens Wharf.
- Return of Shed 11 to the south of Shed 10.
- Potential for a papa kōkiri facility.
- Further stages of Quay Street's waterfront boulevard, east of Commerce Street.
- Creation of Admiralty Basin public space.

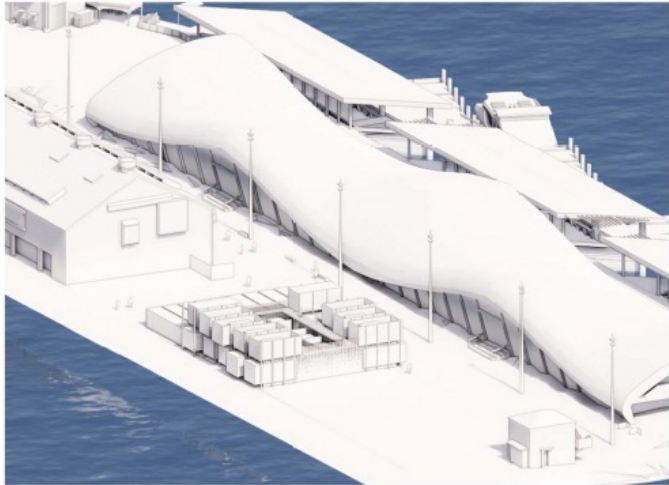
# Charger building layout options considered



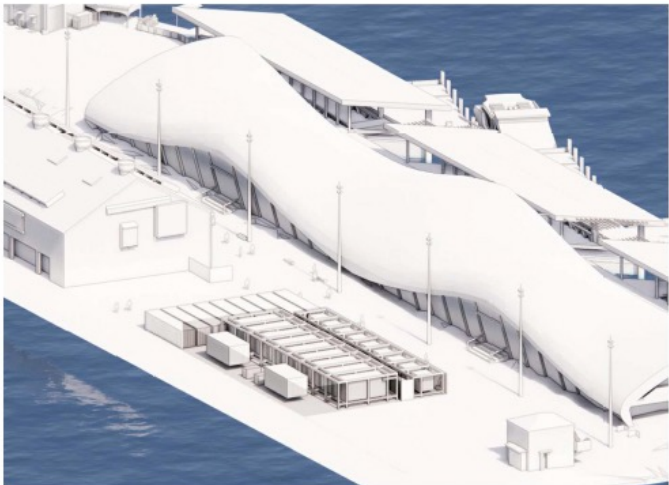
Option 1.a



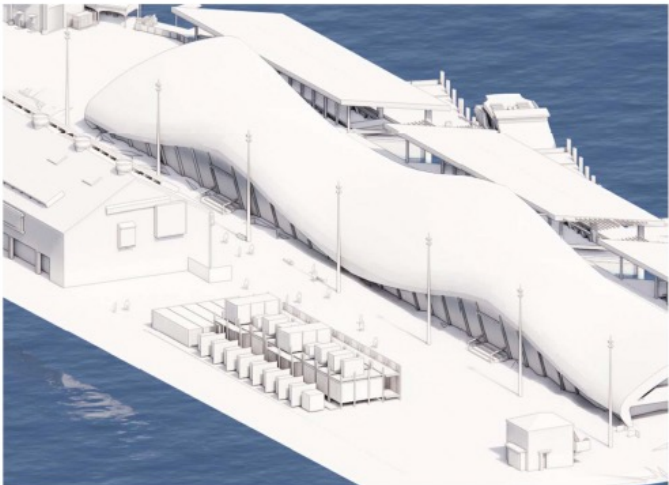
Option 2.a



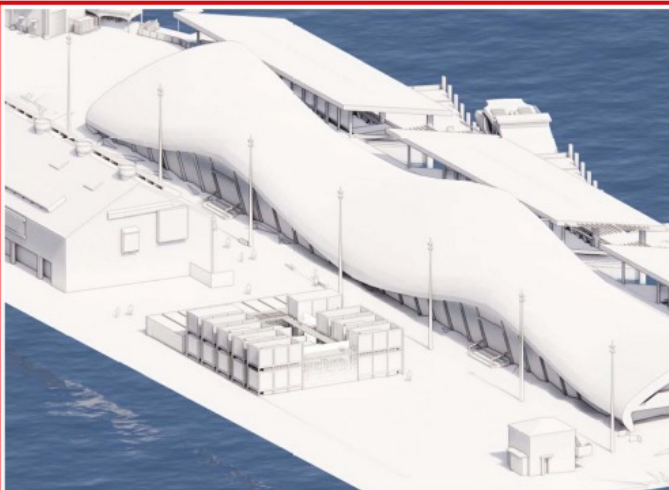
Option 3.a



Option 1.b

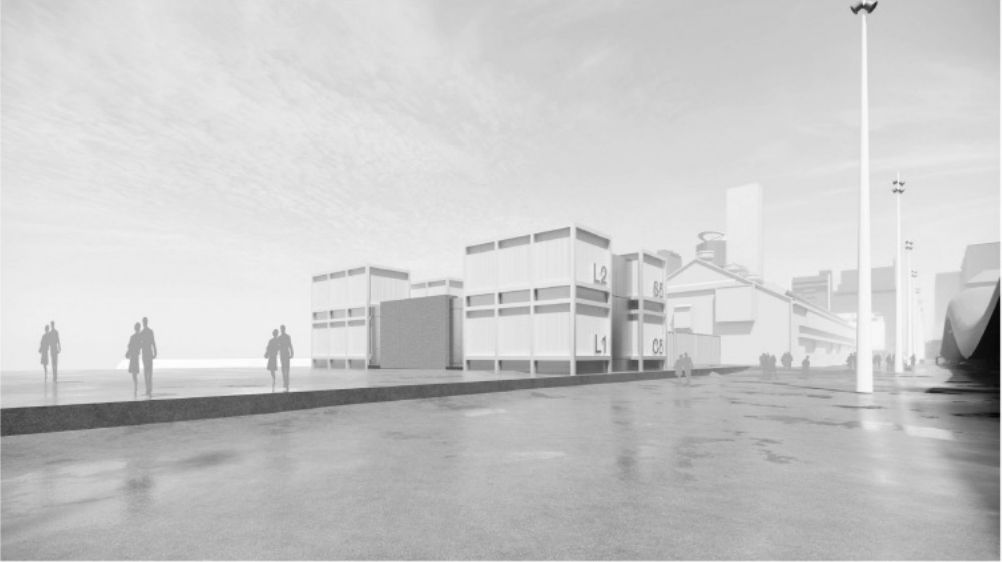


Option 2.b



Option 3.b

# Charger building concept – staged delivery



Stage 1



Stage 2



Stage 3



Stage 4



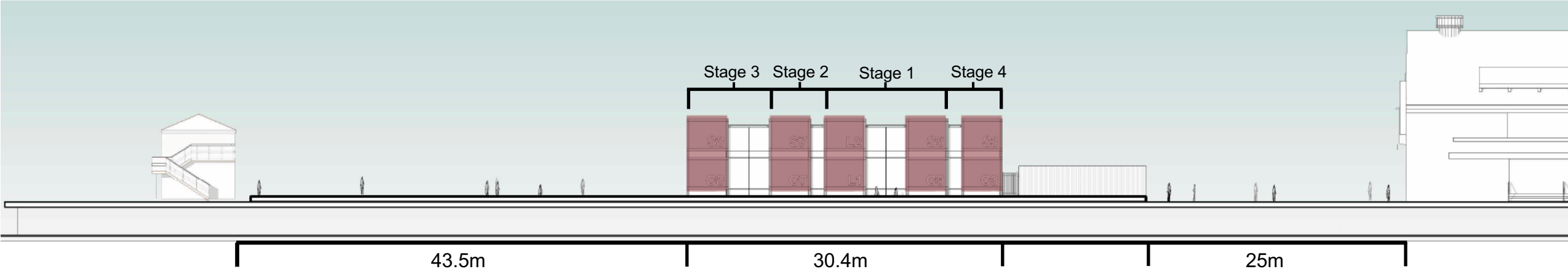
# Charger building space requirements

The Lighthouse

Charger building

Storage

Shed 10



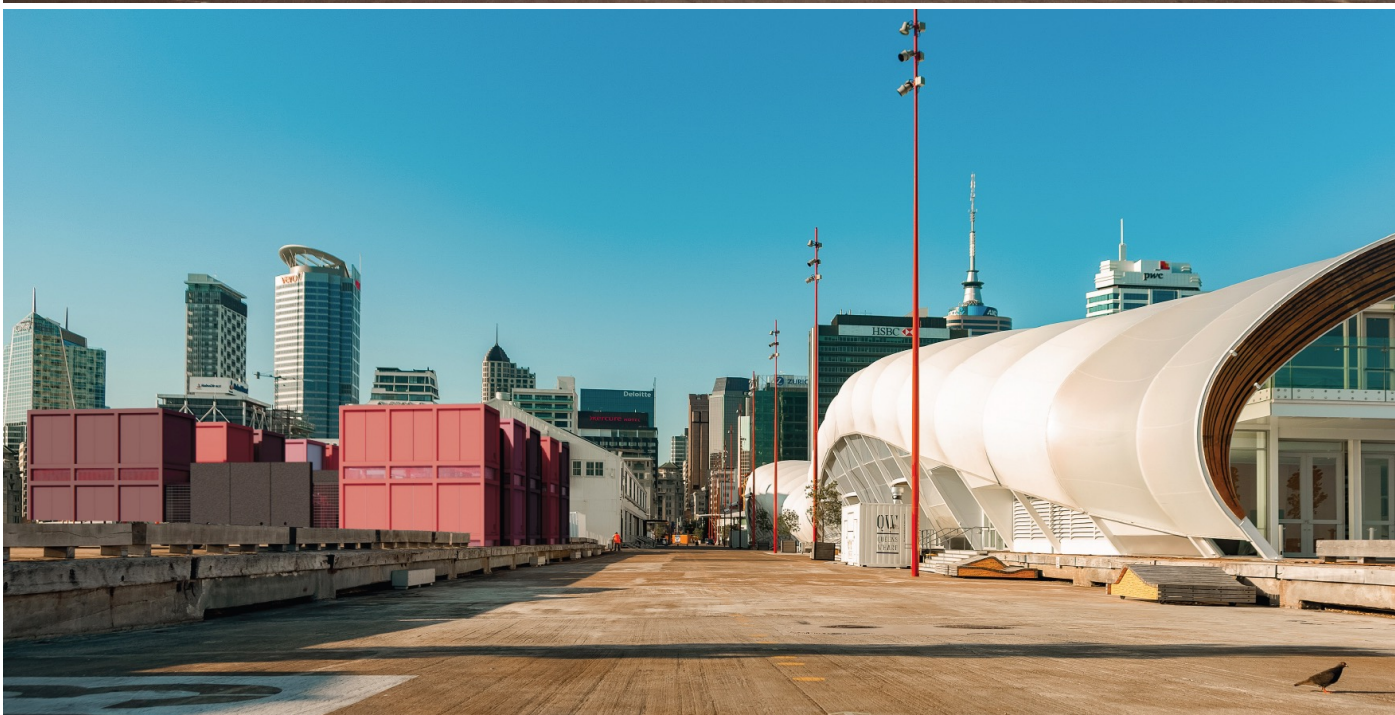
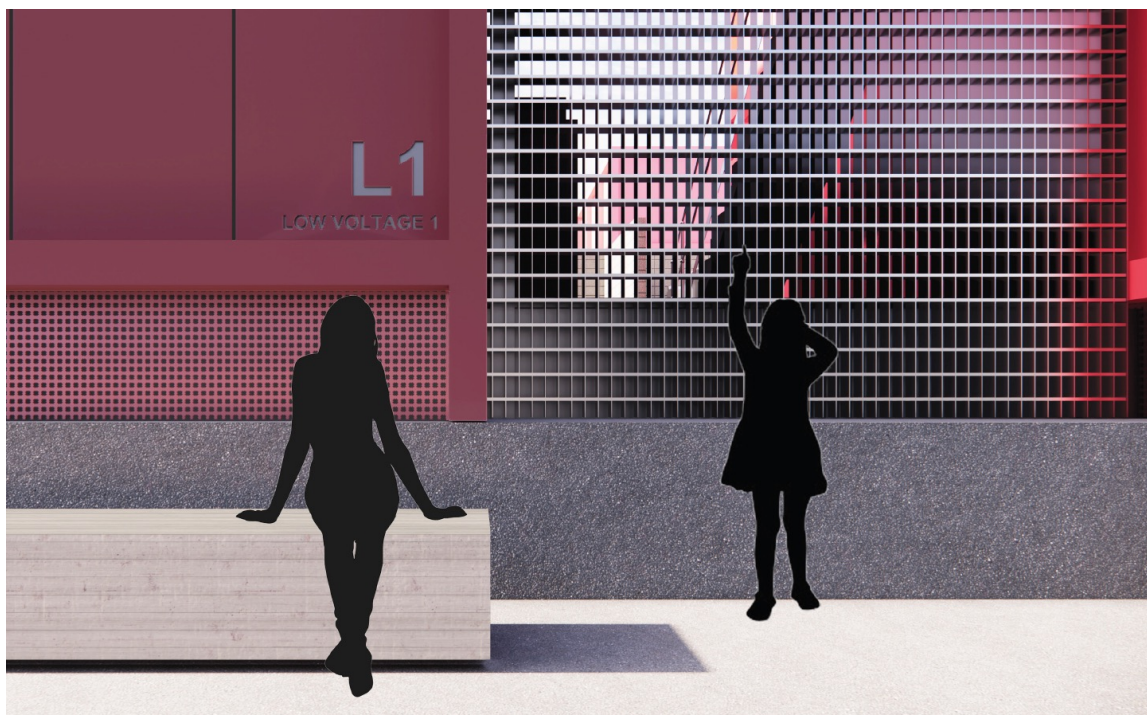
# Charger building concept – all stages



# Charger building concept – all stages



# Charger building concept – all stages



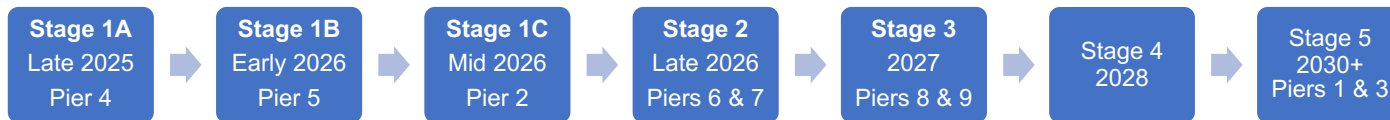
# Indicative delivery approach

## Modular design:

- Enables off-site equipment install and testing. Less work on wharf, less disruption.
- Simpler to construct and remove/upgrade in future.

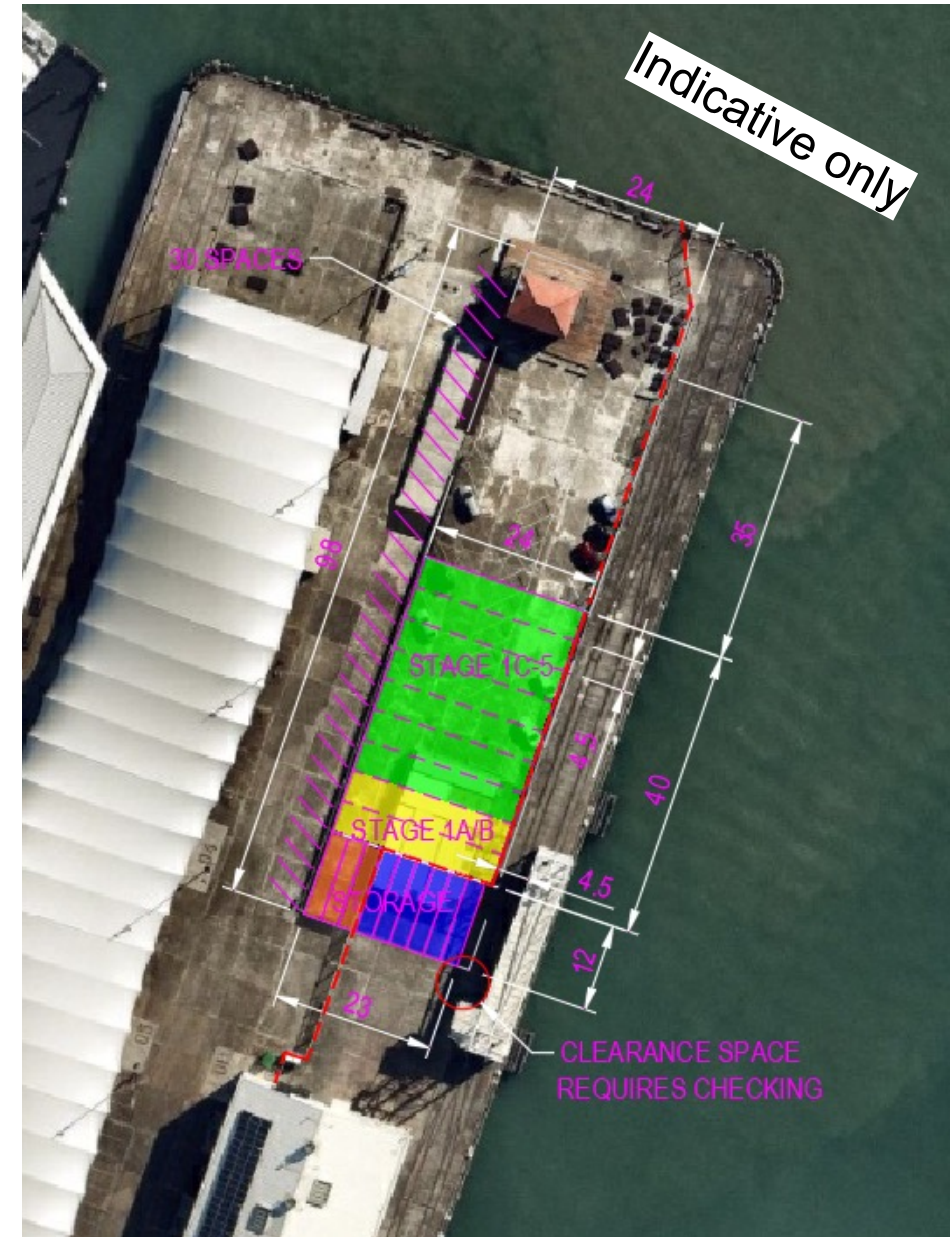
## Project staging/consenting strategy – two stage:

- Interim consent for Stage 1 (Piers 4, 5 and 2), lodgement late June 2024.
  - Focus on enabling charging by late 2025
  - Publicly notified
  - Consented for 5 years
- Permanent consent for all stages (35 years), lodgement TBC (targeting late 2024).

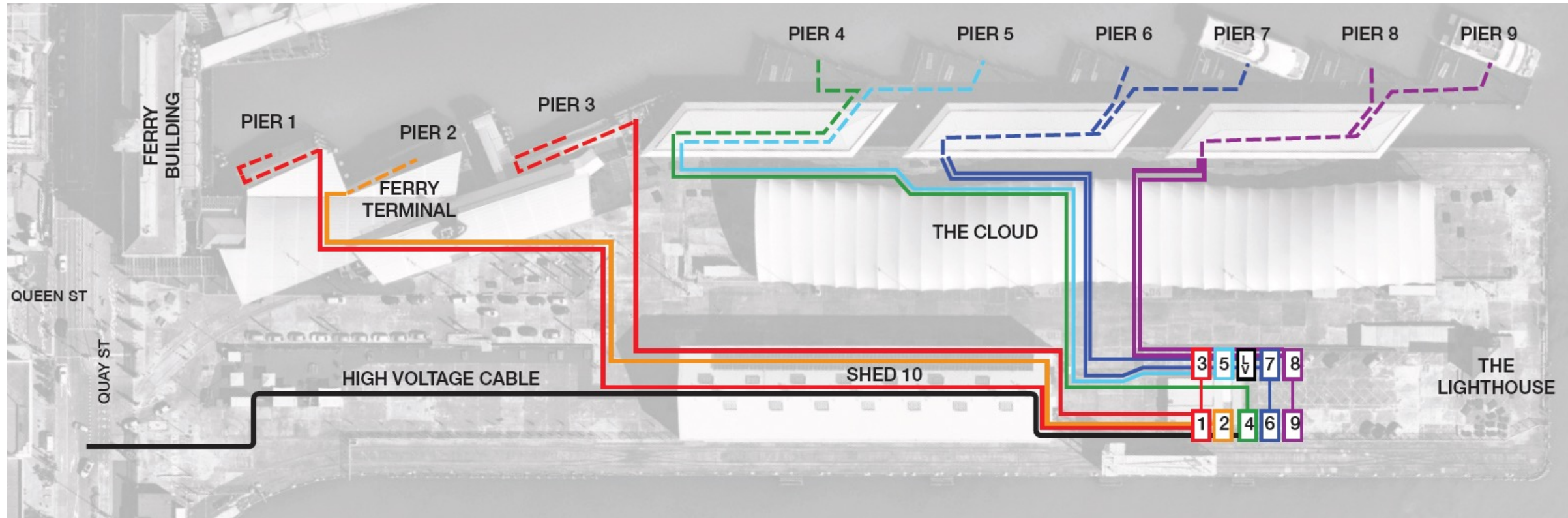


Interim - Consent Package 1

Permanent - Consent Package 2



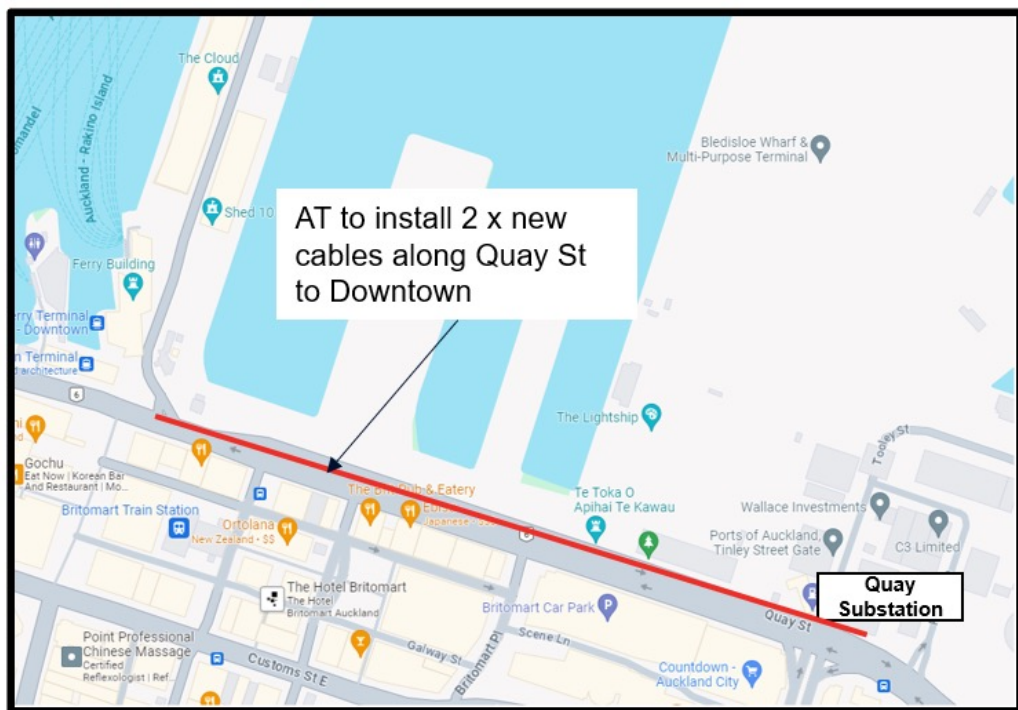
# Indicative cable routing under wharf – all stages



# Vector power supply options to Queens Wharf

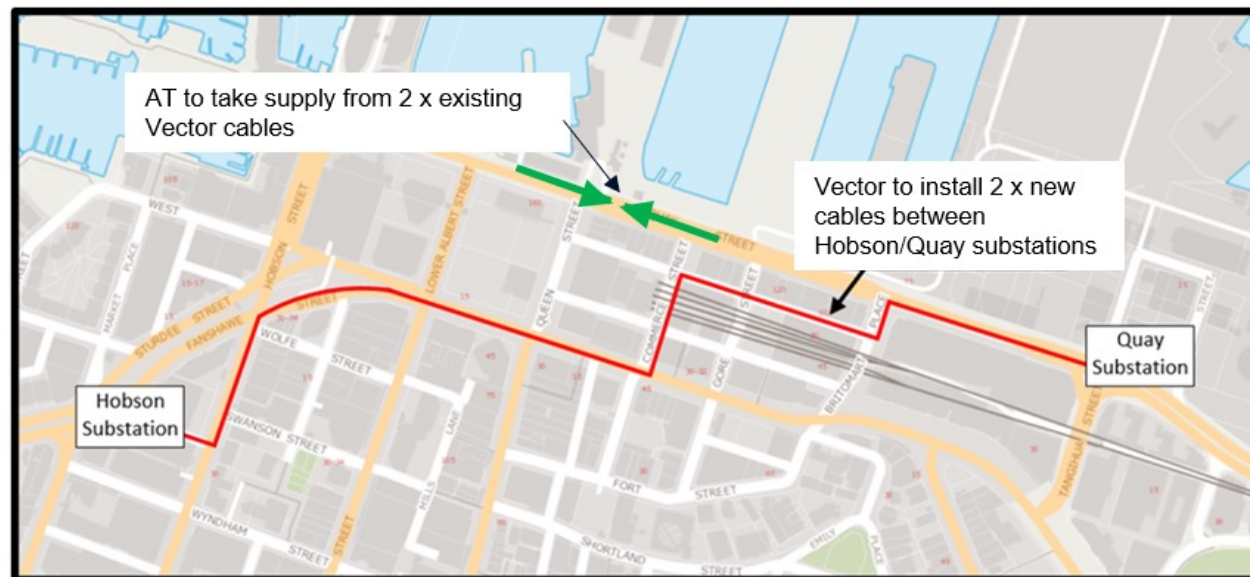
## Option A

Supply from Quay St substation only



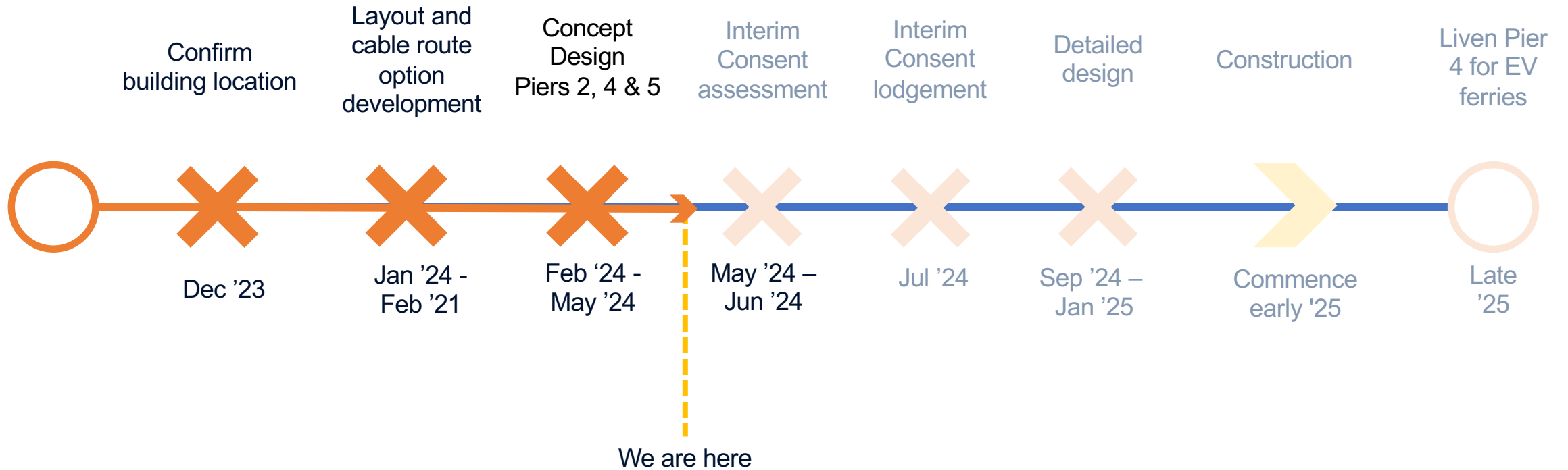
## Option B (preferred)

Supply from Quay St and Hobson St zone substations



Awaiting feedback from Vector on exact route and feasibility of each option.

# Looking forward







# Tēnā koutou Thank you

Phillip Mora – Project Manager – [Phillip.Mora@at.govt.nz](mailto:Phillip.Mora@at.govt.nz)



## Memorandum

2 May 2024

**To:** Waitematā Local Board  
**Subject:** City Centre update – workshop 7 May 2024  
**From:** Simon Oddie, Priority Location Director – City Centre  
**Contact information:** [simon.oddie@ekepanuku.co.nz](mailto:simon.oddie@ekepanuku.co.nz)

### Introduction

- Staff from across the city centre team who will attend for the Waitematā Local Board workshop on 7 May are:
  - Simon Oddie, Priority Location Director – City Centre 1.40pm
  - Fiona Knox, Priority Local Director – City Centre Major Projects 1.45pm
  - Frith Walker, Head of Placemaking 2.30pm
  - Marian Webb, GM Assets & Delivery – Eke Panuku 3.00pm

### Items for discussion at this workshop:

- These are the key items for discussion with the Local Board at the 7 May Workshop:

#### **Item 1: Te Ara Tukutuku update - 1:45pm**

Fiona Knox, Priority Location Director – City Centre Major Projects will provide the update.

Attachment: Power-Point presentation

#### **Item 2: Te Komititanga Pilot update – 2:30pm**

Frith Walker, Head of Placemaking will present the

update. Attachment: Power-point presentation

#### **Item 3: Wynyard Crossing Bridge Update – 3.00pm**

Marian Webb, GM Assets & Delivery will provide an update on the Wynyard Crossing

Bridge Attachment: Power-Point presentation

## General updates

### 1. Update on Public Art projects in the city centre

To update the Waitemata Local Board on the status of Auckland Council Public Art projects intended for installation in the city centre. Four of these artworks are funded by the city centre targeted rate budget allocation and one is funded by the Public Art Regional capital expenditure budget.

Attachment: Memo update

### 2. Update on the Victoria Quarter Investment Programme

The City Centre Team, Development Programme Office is leading the investment planning for the Victoria Quarter/West Stitch Investment Programme.

The development of the programme business case phase for the Victoria Quarter/West Stitch precinct (2022-23) is now complete, and planning for the implementation phase is underway.

The City Centre Programmes team have commenced project planning with the focus on developing key safety and place activation outcomes. Community engagement planning has also started.

The board will be kept informed of progress.

# Te Ara Tukutuku

Waitematā Local Board Workshop Update

7 May 2024



# Purpose Of This Workshop

1. Introduction – Fiona Knox: Priority Location Director
2. Quick recap on our process to date: Why and how
3. Feedback on the Vision for Te Ara Tukutuku
4. Concept Design Development
5. Enabling works approach
6. Concept Design engagement phase – how we'll work with WLB
7. Next steps

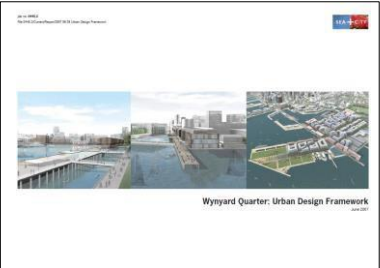


# Our Process

# The Wynard Quarter Journey



Auckland Waterfront Vision 2040, 2005



Wynard Quarter Urban Design framework 2007



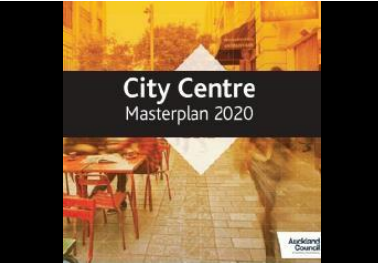
Wynard Quarter Plan Change Decision 2008



Wynard Quarter Masterplan 2009



The Waterfront Plan 2012



City Centre Masterplan 2020 Refresh (included Waterfront Plan)



Te Ara Tukutuku Plan Wynard Quarter 2021



Te Ara Tukutuku Vision and Framework Plan 2023



Input into National Policy Statement Urban development 2023-24

## Next Steps

Te Ara Tukutuku  
**Concept Design:**  
 Jan-July 2024  
 Enabling works consents

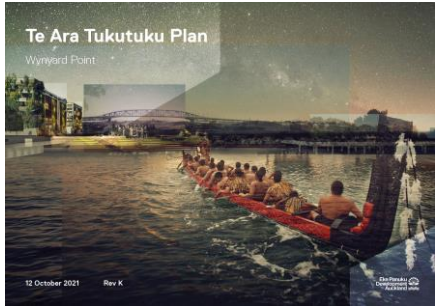
**Enabling works**  
 start on site  
 November 2024

Te Ara Tukutuku  
**Developed and Detailed Design:**  
 September 2024-2025

Te Ara Tukutuku  
**Consents**  
 for site preparation

Major  
**Construction**  
 starts – see timeframes

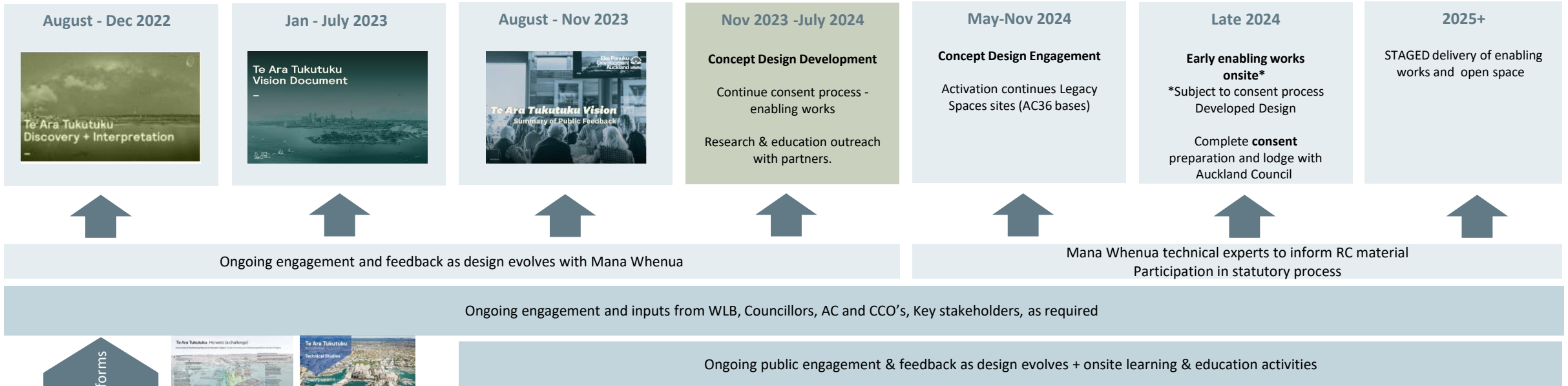
# Our Design & Delivery Process



## Waterfront Open Space Design + Delivery

Te Ara Tukutuku - Take Mauri Take Hono

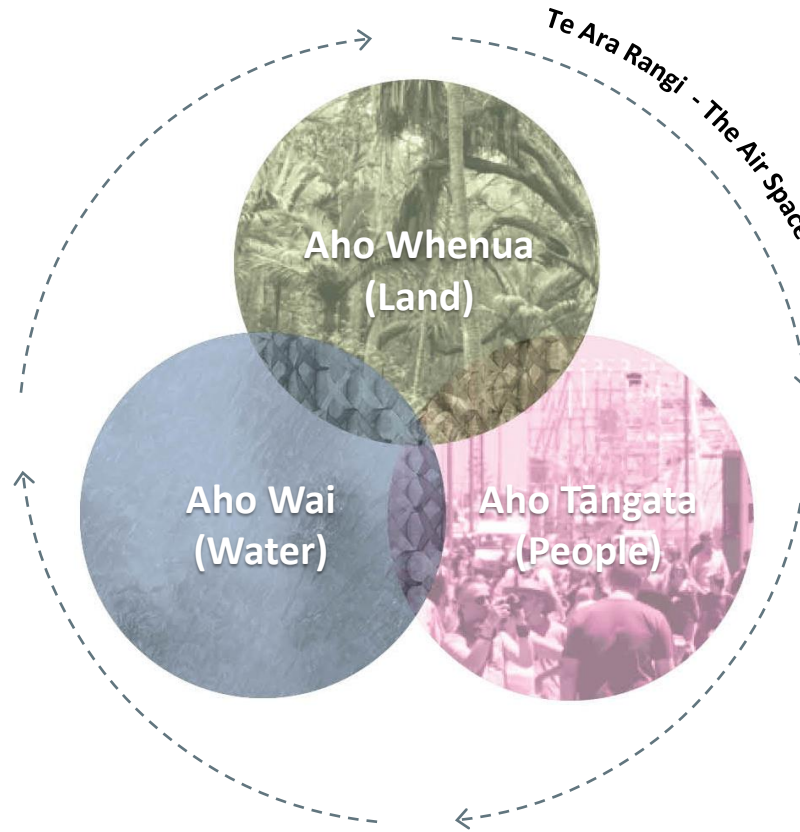
### Key Activities







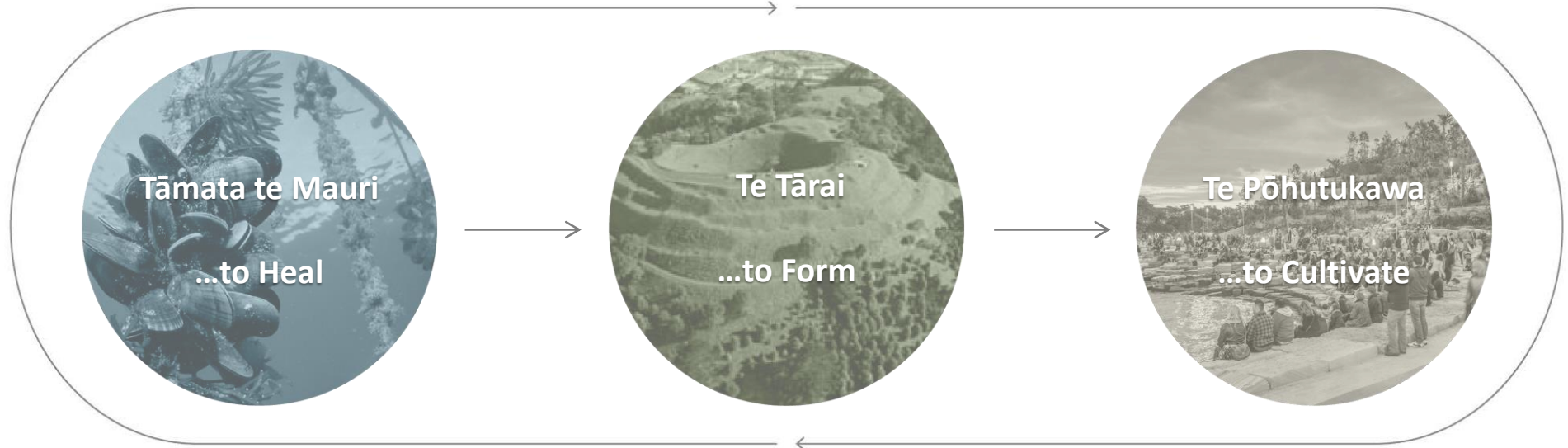
# Land + Water + People



**Te Ara Tukutuku is the restoration of land and water, connecting people and the interaction and flow between these, to enhance mauri.**

# Process

Regenerate & Enhance the Mauri

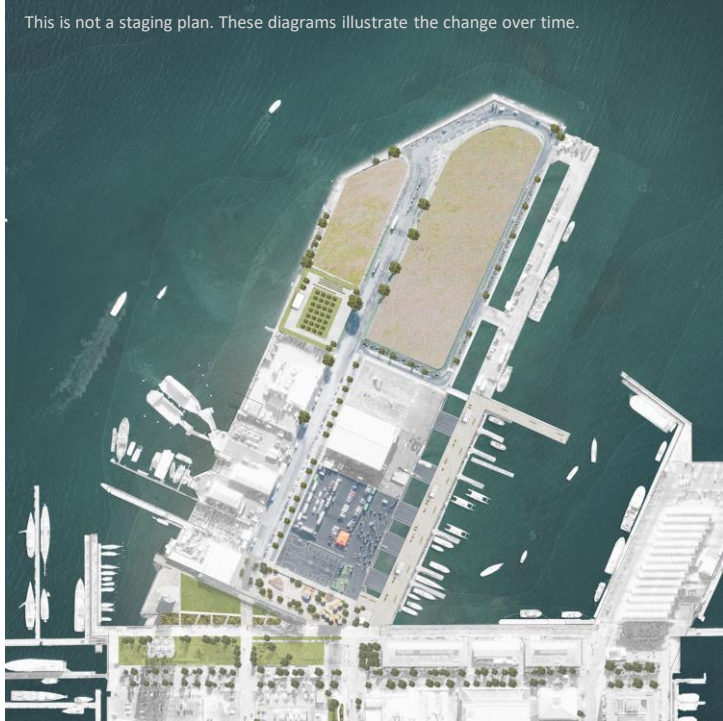


# Te Ara Tukutuku - Take Mauri Take Hono



# Now / Soon / Eventually

This is not a staging plan. These diagrams illustrate the change over time.



**Tāmata te Mauri - Heal & transition from the industrial past.**



**Te Tārai - Forming of the site through initial establishment, remediation and coastal resiliency works.**



**Te Pōhutukawa - Cultivate coastal ecologies, activities and experiences.**

**Mixed-use development sites.**



# Vision

# Te Ara Tukutuku Narrative

The background features a stylized illustration of a waka (Māori canoe) on the sea. The waka is positioned in the middle ground, with several figures inside. The sea is depicted with wavy lines, and the sky is a light blue. In the distance, there are mountains. A decorative border with a diamond pattern runs horizontally across the middle of the image.

Te Ara Tukutuku is a waka metaphor for the binding of the land and the sea, and provides an elegant link between the domains of Tangaroa (the ocean), Tāwhirimātea (wind & atmosphere) and Papatūānuku (Mother Earth).

**The vision for Te Ara Tukutuku is to create a living green open space sitting on Te Waitematā, a space to reconnect and rebind the relationship between Tangaroa (the ocean) and Papatūānuku (Mother Earth), connecting people back to the water.**





# Te Ara Tukutuku Plan Vision + Framework

In December 2023, the Vision for Te Ara Tukutuku was endorsed by the Waitematā Local Board and approved by the Eke Panuku Board.

Four key spatial moves:

- 01 – Headland
- 02 – Coastal Edge
- 03 – Urban Stitch
- 04 – Program + Activate

The narrative organising the spatial framework is the metaphor of a hoe, the paddle used for waka, reinforcing the connection and binding of tāngata and moana to waka.



# Summary of Engagement

October / November 2023

## 117,011

Impressions (Facebook, LinkedIn, Instagram)

## 1,400

people visited the AK Have Your Say Te Ara Tukutuku page

## 956

people visited the Eke Panuku Te Ara Tukutuku project webpage

## 345

comments and 8 written submissions

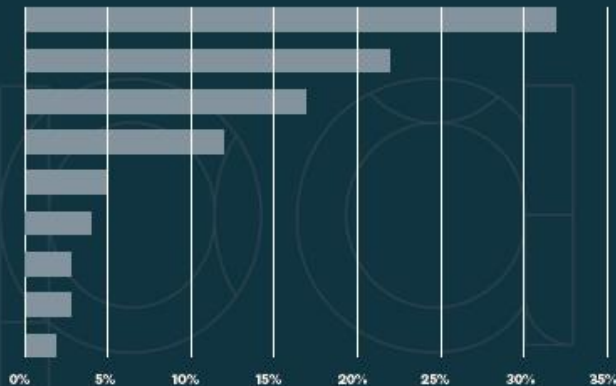
## 103

people came to Wynyard Quarter Neighbours' Forum and open days

## 85%

of comments/ideas were aligned with the vision

### Feedback themes



Recreational activities

Guardianship including stewardship, funding, learning

Supporting the natural environment

Built environment

Events

Access

Safety

Other

Food sustainability

## Thank you for coming on this journey to connect people back to Te Waitematā.

The vision for this space is to lift, restore and enhance the mauri (life essence) of the moana (harbour), the whenua (land) and tangata (people). We've heard most people support the vision and these are things you would like to experience there.



# Concept Design Development



# Concept Design Phase



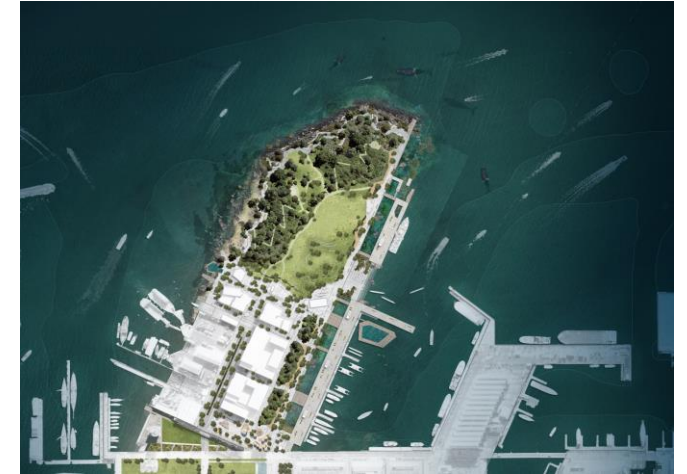
## **Refining design proposals.**

Co-design continues – developing more detailed and coherent design proposals to engage further. Technical detail to inform consent material .



## **Engaging with stakeholders and public**

Participation to help develop elements of design proposals, further engaging public on concept designs.



## **Later design phases 2025+**

Developed and detailed design following concept design engagement – technical and detail focused.

# Refining, Testing, Trialing & Engaging



# Tāmata te Mauri – Whenua & Tāngata



## Observation

It begins with observing coastal ngahere around Te Waitematā.



## Sourcing seeds

The first seeds of the future ngahere have been sourced. Seeds from a range of native plants will be collected from up to eight locations across Te Waitematā.



## Sorting and saving

The colourful, messy process of sorting seeds is an important step towards growing a future ngahere. Seeds are bagged, labeled and safely stored until time is right to germinate.

# Tāmata te Mauri – Moana & Tāngata



## **Establishing coastal ecologies**

Mātauranga knowledge, living structures, and korero combines with innovative 3-D technology to inform and test potential for enabling marine habitats.



## **Engaging with public on the possibilities for Te Waitematā**

Building on knowledge gained through a series of trials, activations and interventions, engaging tamariki and public along the way.



## **Intergenerational knowledge exchange and education**

Partnering with marine scientists, technical specialists and educators, including the Goat Island Marine Discovery Centre team. Hosting touch tanks and sea creatures onsite.



# Enabling Works



# Existing Site Constraints

- 01 Contaminated Material
- 02 Contaminated Marine Sediment
- 03 Ground Water Leaching
- 04 Poor Condition Western Sea Wall
- 05 Poor Condition Wynyard Wharf North



# Enabling Works

- Managing stormwater and stabilising the site to provide platform for early works
- Secondary consideration to form the initial stage of main Te Ara Tukutuku Design
- Draft resource consent development underway – draft expected late May 2024
- We will continue to provide updates to Waitemātā Local Board as we progress.
- Establishment with contractors late 2024



# Indicative Construction Staging: Enabling works and beyond

- All of Eke Panuku's work programme is subject to LTP funding. Confirmation of funding for Eke Panuku's regeneration programme will be confirmed as part of the LTP decisions in June.
- Te Ara Tukutuku is a priority project for the City Centre Waterfront and has been prioritised in the WLB Local Board Plan.
- The pace of change on the site, will be influenced by funding, however the stages will remain the same. Heal first.

## Current LTP

## Subject to Future LTP funding



Some public access to park begins

<b>Key:</b>	
	Demolition and Remediation
	Resilience/Earthworks
	Seawall
	Wharf
	Open Space Works
	Park Buildings
	Streets and Laneways
	Ecological Restoration
	Public Outreach/Activation
	Pedestrian Only Access



# Next Steps

# What's happening now:

- Eke Panuku, Mana Whenua Working Group and Toi Waihanga concept design draft review
- Drafting and lodging the resource consent for enabling works
- Preparing for key stakeholder engagement commencing in June 2024, including returning to Waitematā Local Board in June
- Preparing for wider public engagement commencing in September 2024

# Engagement planning

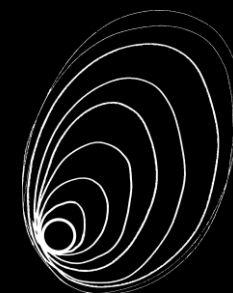
- Engagement through place-based activation (e.g., guided & self-guided hikoī, hoarding wrap)
- Early engagement with AC whānau, and key stakeholders
- Engagement with tamariki, rangatahi, WQ residents and businesses
- Wider public engagement on concept designs, digitally, directly and 'in-place'.
- Education: furthering interactive place-based learning events
- What would the Waitemātā Local Board like to see?



# Te Ara Tukutuku Consortium



**Eke Panuku Mana  
Whenua Partners**



**Toi Waihanga**

LandLAB  
SCAPE  
Mott MacDonald  
DONE  
Stellar Projects  
Warren & Mahoney  
BECA  
Fresh Concept  
Caleb Clarke  
Charmaine Bailie  
Jarrod Walker

eke panuku

**Ngā mihi**





**Low Emission Ferry Programme**

# **Downtown Ferry Terminal Landside Infrastructure Project**



7 May 2024

**Think  
before  
you print**



# Agenda

1. Programme overview
2. Landside project update
3. Charger building design
4. Consent and delivery
5. Cable route / power supply
6. Timeline



# Enabling the future

## Our big four challenges

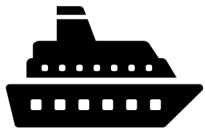
1. Auckland's ferry fleet requires replacement.
2. Many designs, sizes, speed, and passenger capacity:
  - Inconsistent customer experience
  - Maintenance and operator complexity
  - Wharf complexity.
3. Disproportionate environmental impact:
  - Ferries carry 6% of public transport passengers, generate 20% of public transport greenhouse gas emissions.
4. Ferry and wharf ownership sits with multiple parties.



# Enabling the future

## Future Ferry Strategy

- Staged replacement of ferries over a ~10-year timeframe.
- A shift away from diesel power to low emission technologies.
- Standardised, interoperable designs (incl megawatt level charging).
- Transition of vessels and wharf infrastructure to AT ownership.



Ferry procurement – vessels arriving in stages between late 2024 and 2030s



Stage 1

Stage 2

Stage 3

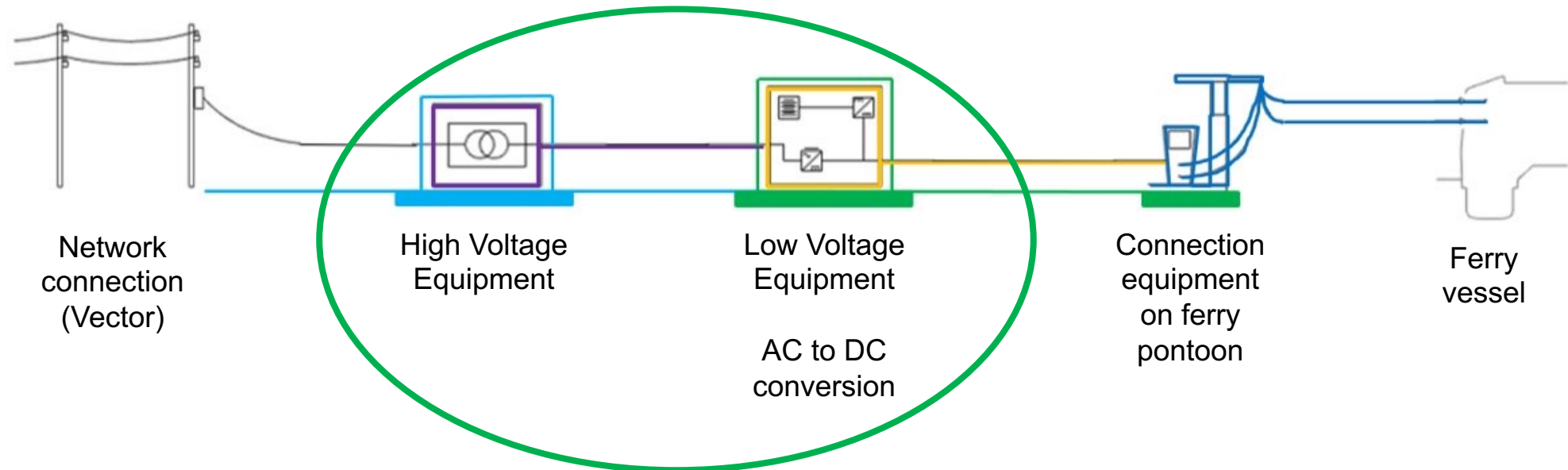
Stage 4



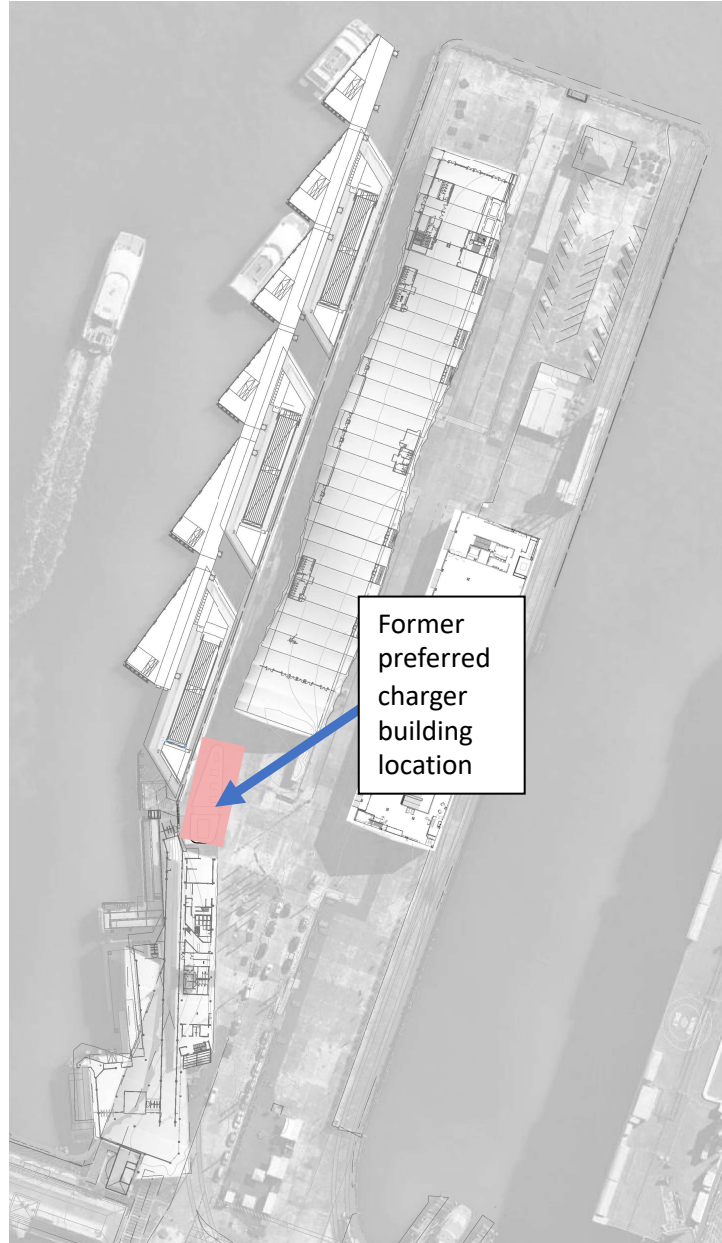
# Downtown Landside Infrastructure project

## Importance of Downtown:

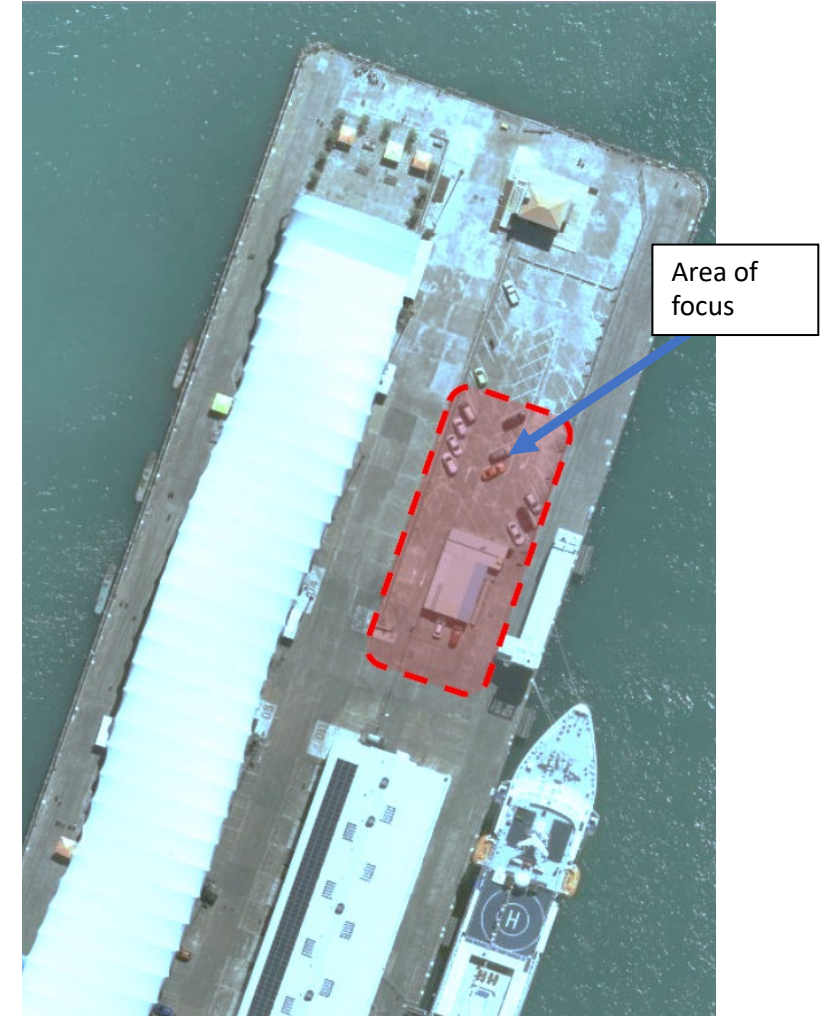
- Regional hub of Auckland's ferry network – all public transport services travel to or from Downtown
- Most important location for charging infrastructure to enable modern ferry designs



# Downtown charging location



- Our preferred location for a charger building was north of the Downtown Ferry Terminal.
- Following review by the Eke Panuku Technical Advisory Group (TAG) in October 2023, this location has been determined as unsuitable:
  - Protection of the east-west viewshaft.
  - Prominent pedestrian area.
  - Sightlines to berths 4 and 5.
  - ‘Front-of-house’ location.
- We assessed other wharf locations and are proceeding with consenting for the southern end of the ‘northern paddock’.
- This approach is supported by the Queens Wharf Governance Group and TAG.

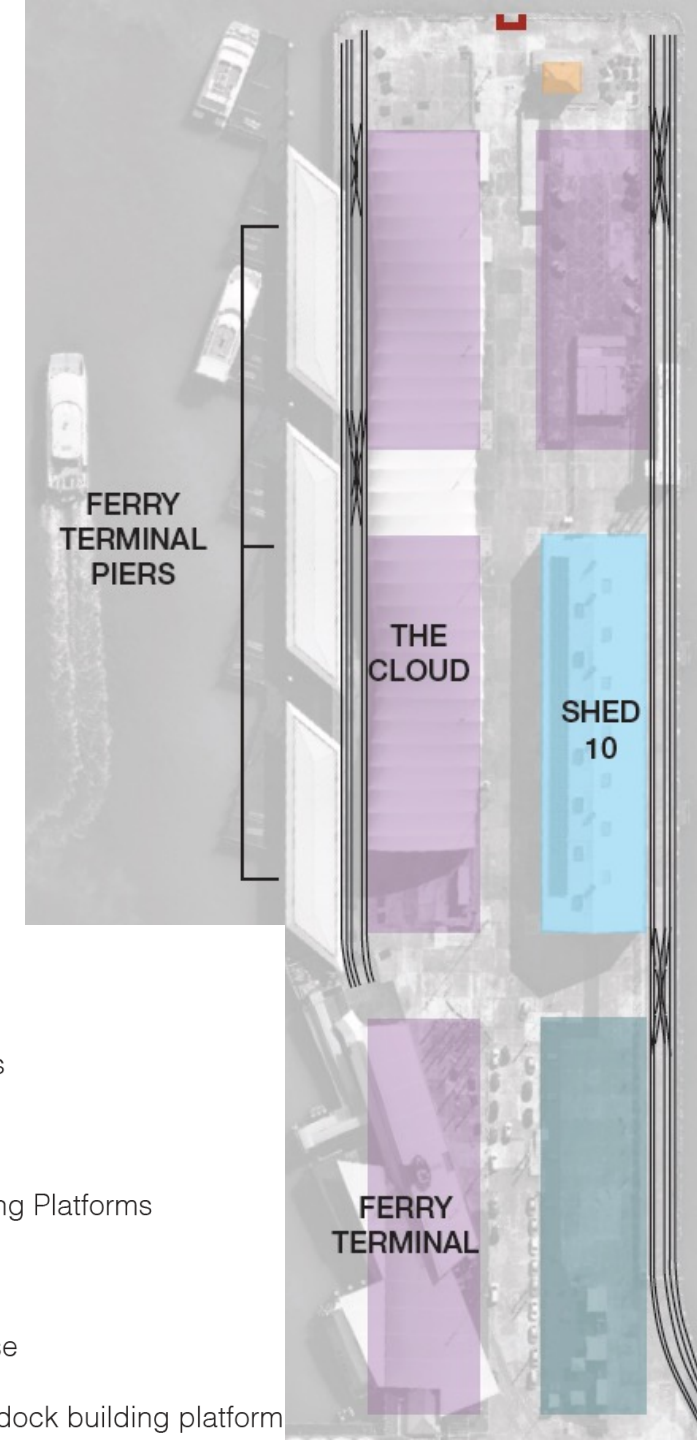


# Considerations

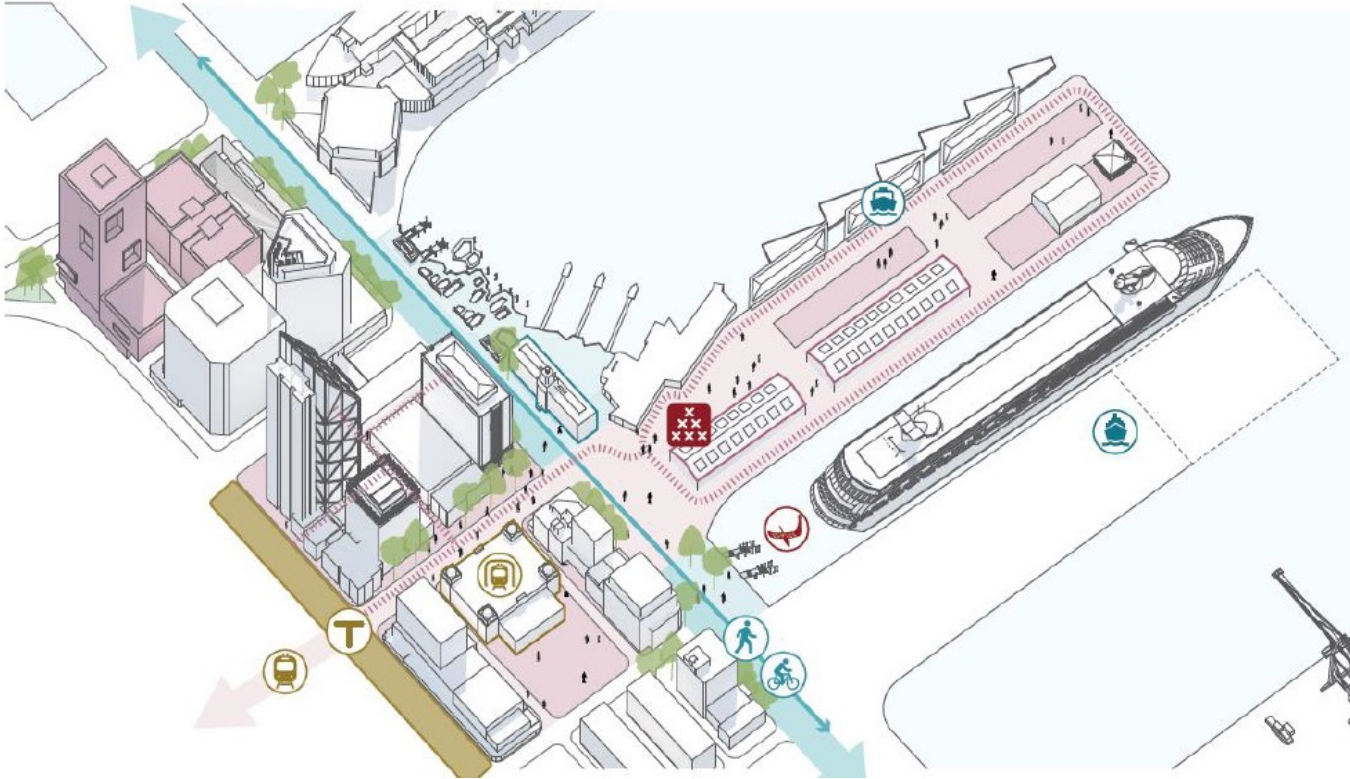
- Alignment with City Centre Masterplan.
- Operational use by Port of Auckland and Tātaki Auckland Unlimited.
- Aligning with future Port planning.
- Electric ferry delivery timelines.
- Consenting / minimising effects.
- Wharf structural condition.
- Minimising construction disruption.
- Public access – now and future.
- Urban design and amenity outcomes.

## LEGEND

- Railway tracks
- Steps
- Former Building Platforms
- Shed 10
- The Lighthouse
- Southern Paddock building platform



# Queens Wharf Strategic context

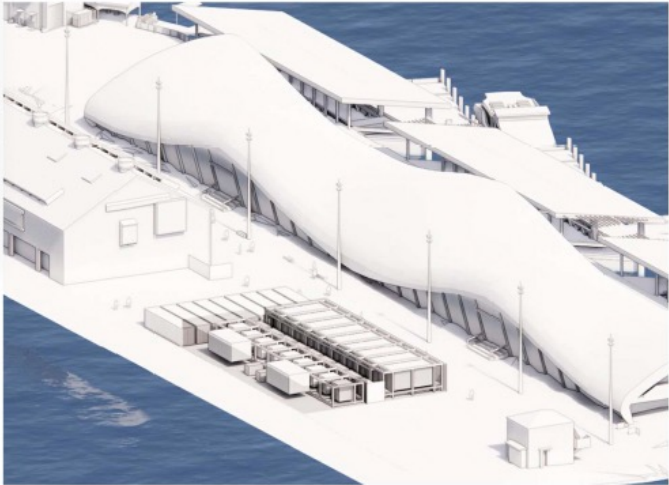


The City Centre Masterplan envisages the following outcomes:

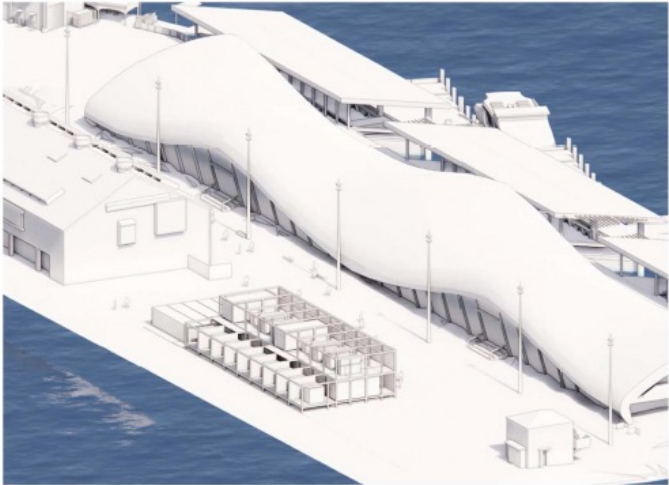
- Removal of The Cloud.
- Further stages of ferry terminal development.
- Further stages of downtown public space development.
- A permanent cruise ship terminal on Captain Cook Wharf.
- Staged public space improvements to Queens Wharf.
- Return of Shed 11 to the south of Shed 10.
- Potential for a papa kōkiri facility.
- Further stages of Quay Street's waterfront boulevard, east of Commerce Street.
- Creation of Admiralty Basin public space.



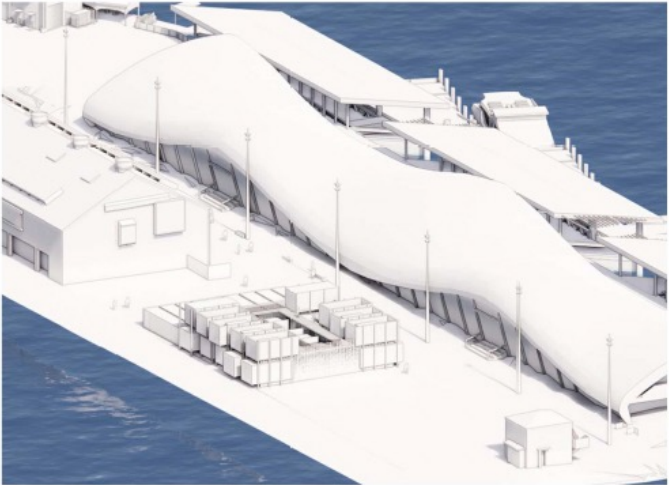
# Charger building layout options considered



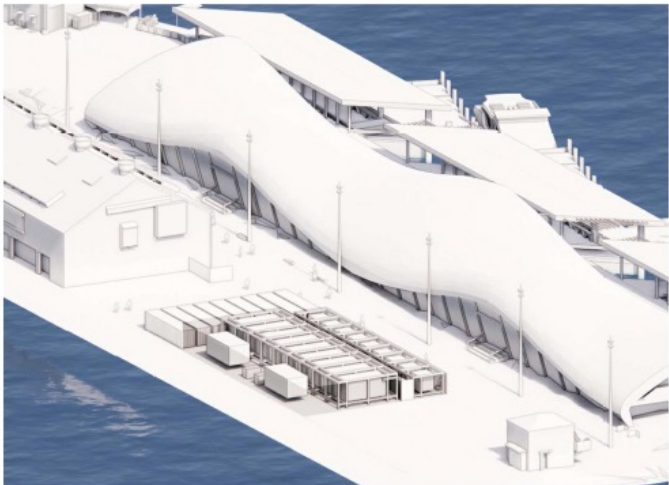
Option 1.a



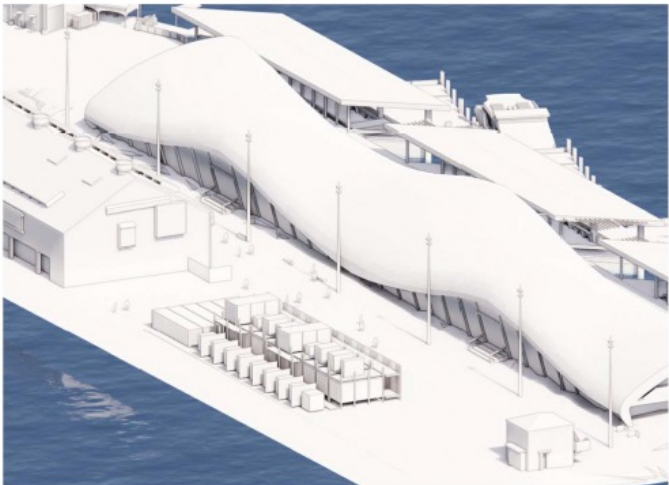
Option 2.a



Option 3.a



Option 1.b

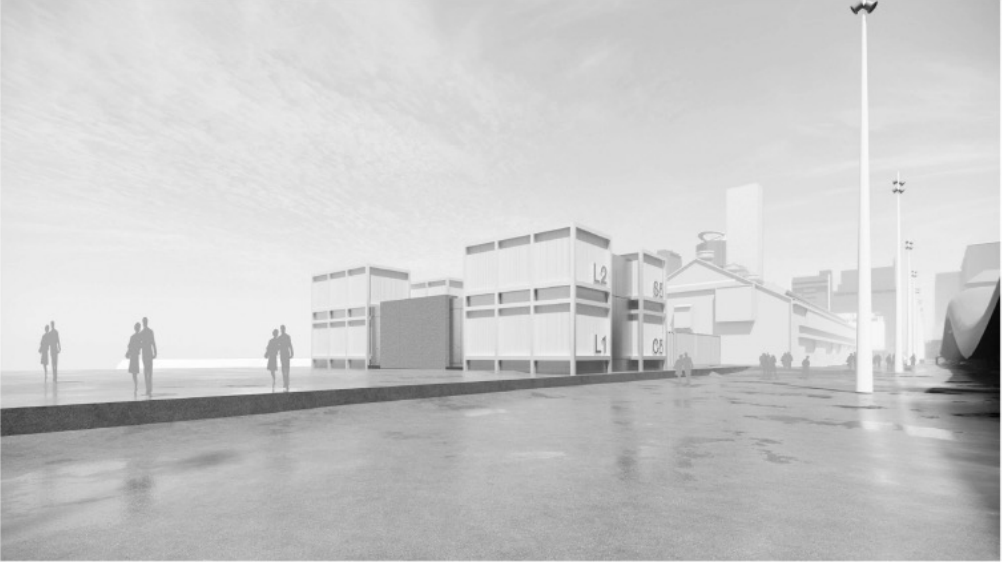


Option 2.b



Option 3.b

# Charger building concept – staged delivery



Stage 1



Stage 2



Stage 3



Stage 4

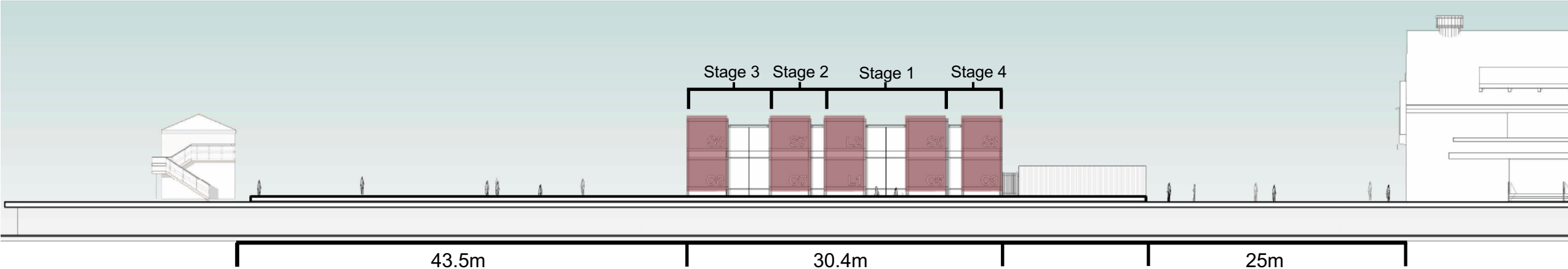
# Charger building space requirements

The Lighthouse

Charger building

Storage

Shed 10



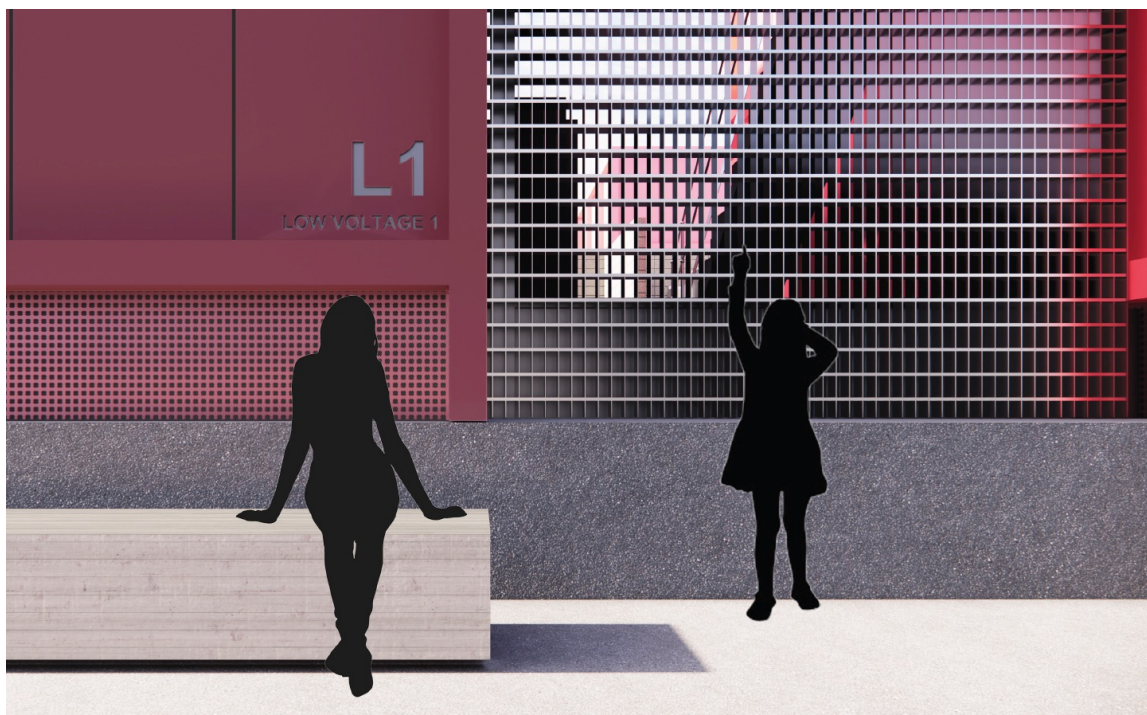
# Charger building concept – all stages



# Charger building concept – all stages



# Charger building concept – all stages



# Indicative delivery approach

## Modular design:

- Enables off-site equipment install and testing. Less work on wharf, less disruption.
- Simpler to construct and remove/upgrade in future.

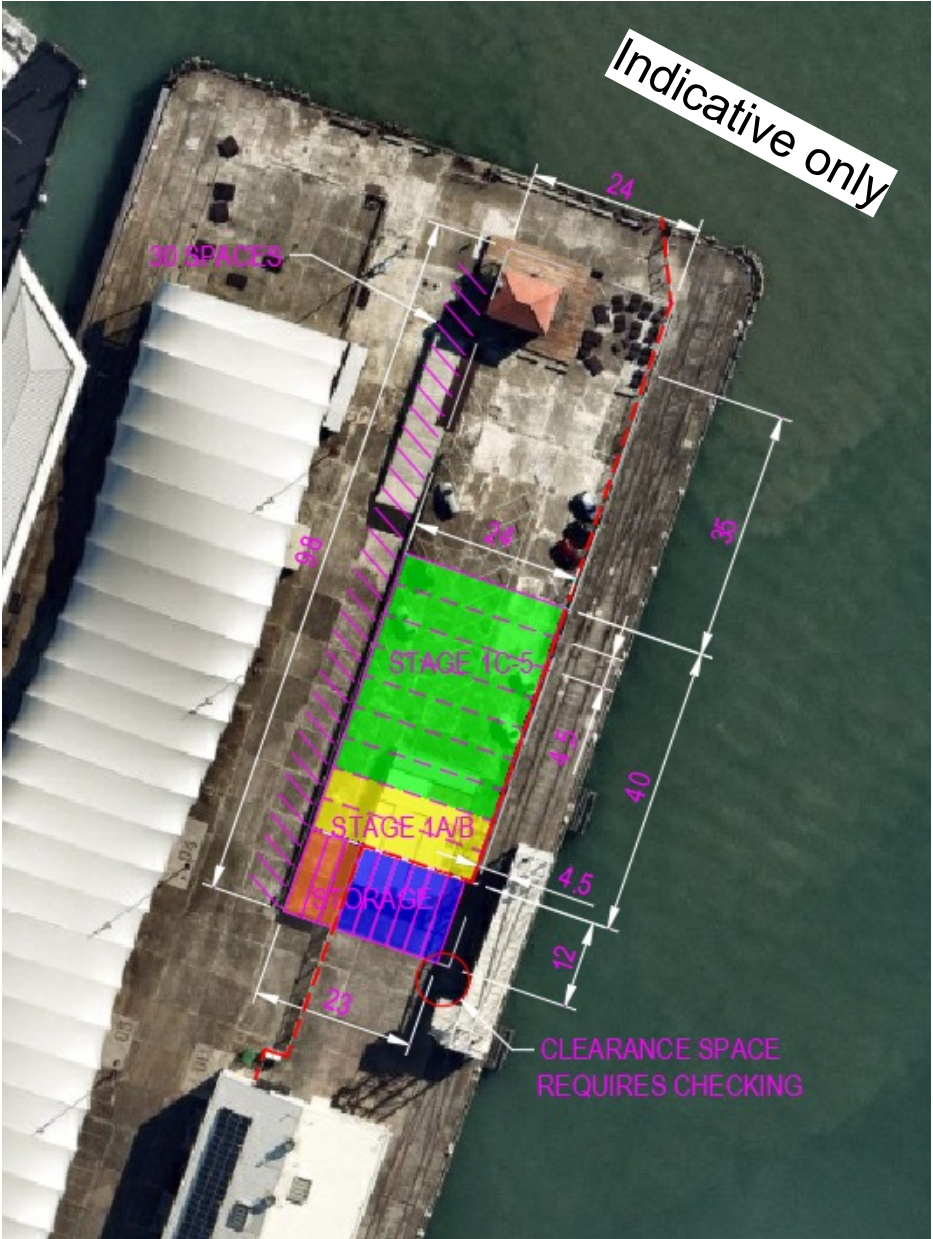
## Project staging/consenting strategy – two stage:

- Interim consent for Stage 1 (Piers 4, 5 and 2), lodgement late June 2024.
  - Focus on enabling charging by late 2025
  - Publicly notified
  - Consented for 5 years
- Permanent consent for all stages (35 years), lodgement TBC (targeting late 2024).

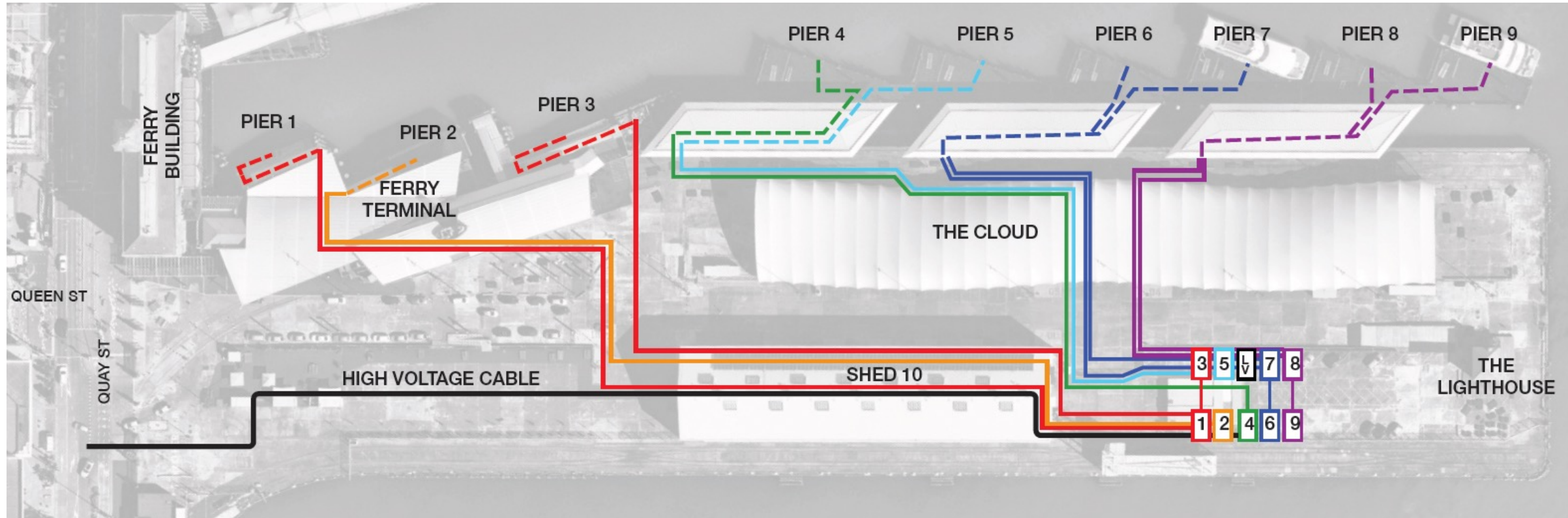


Interim - Consent Package 1

Permanent - Consent Package 2



# Indicative cable routing under wharf – all stages

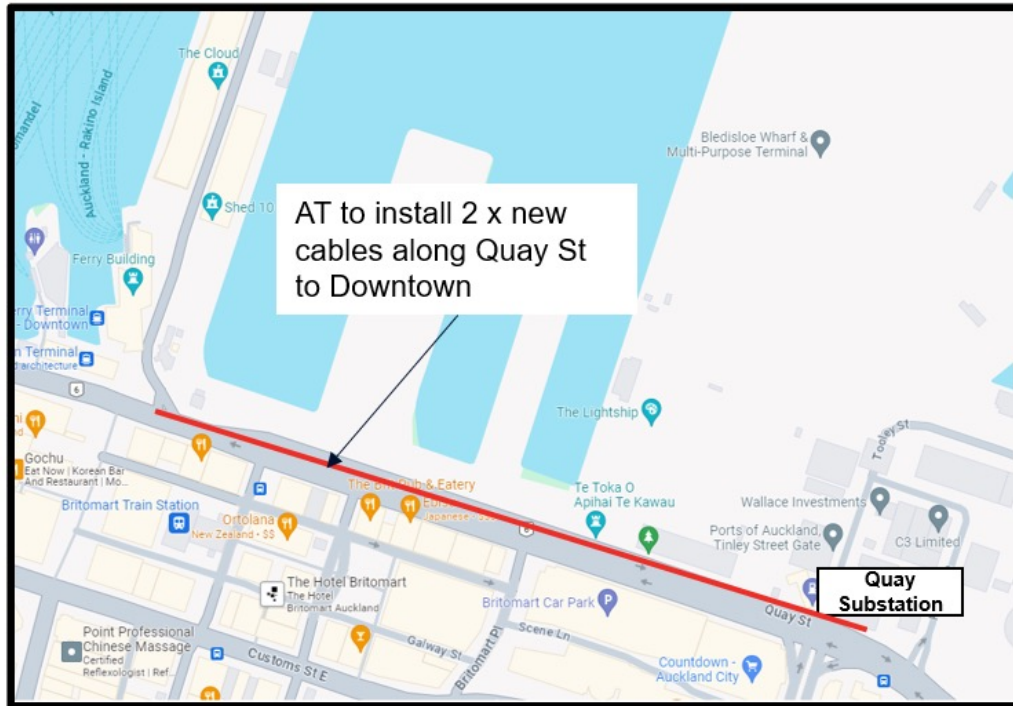




# Vector power supply options to Queens Wharf

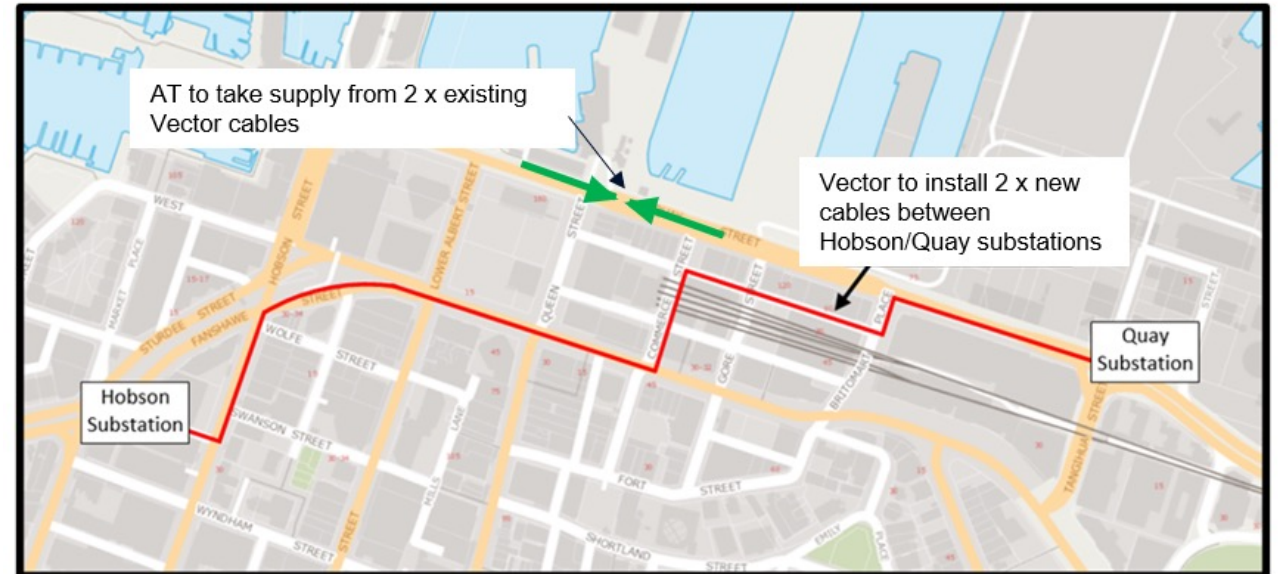
## Option A

Supply from Quay St substation only



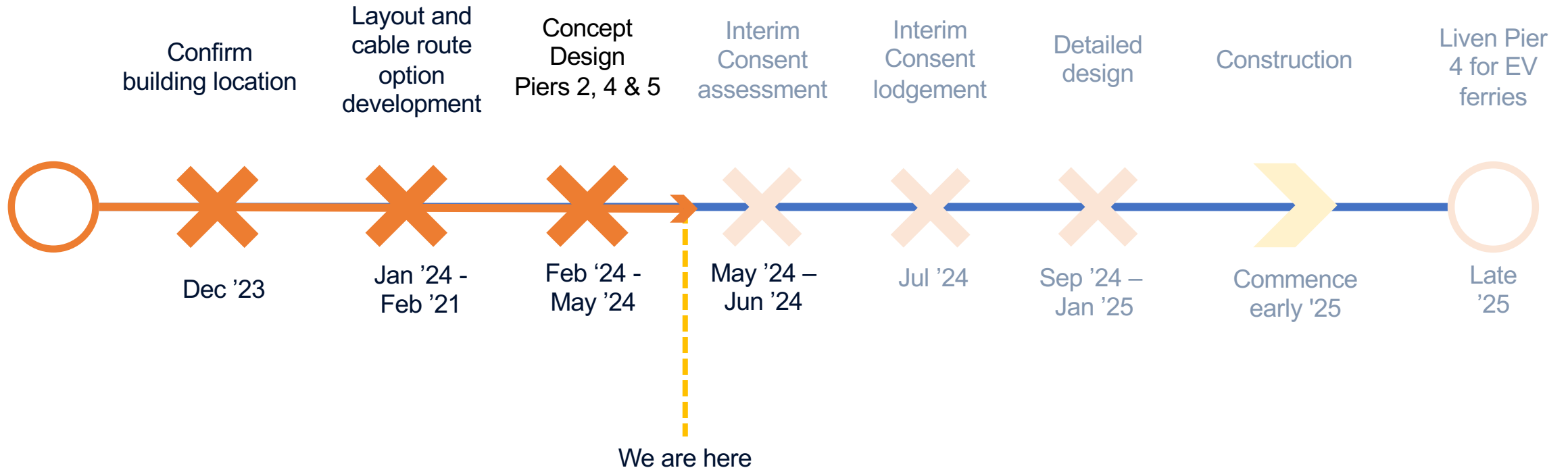
## Option B (preferred)

Supply from Quay St and Hobson St zone substations



Awaiting feedback from Vector on exact route and feasibility of each option.

# Looking forward



An aerial photograph of Auckland, New Zealand, showing a dense urban skyline with numerous skyscrapers and modern buildings. The city is situated on a peninsula with a large harbor in the foreground. Several boats are docked at the waterfront, and a large, modern building with a curved roof is visible in the lower-left quadrant. The sky is blue with some light clouds.

# Tēnā koutou Thank you

Phillip Mora – Project Manager – [Phillip.Mora@at.govt.nz](mailto:Phillip.Mora@at.govt.nz)



# Te Komititanga Place Pilot





# Recap

- We are developing a Place Plan for Te Komititanga.
- The intention of the plan is to help realise the potential of the space for Auckland for future community and economic benefit.
- A ten month Place Pilot is underway which is trialling and testing activities and developing recommendations to inform the Place Plan.



# Placemaking Pilot



Making Friends Cafe



Making Friends Cafe  
Today's Specials

Please wash  
hands to be  
safer

MECCA

lululemon

BOSS

High-visibility vest

High-visibility vest











**What we learnt**



# Place Management

**Ngā mihi**

# Wynyard Crossing Bridge Update

## May 2024

Tātaki  
Auckland  
Unlimited

Auckland  
Transport

Eke Panuku  
Development  
Auckland

Auckland  
Council  
Te Kaunihera o Tāmaki Makaurau





# Background

- Bridge installed in 2011 for the Rugby World Cup as a temporary bridge.
- Recent technical faults require work to repair.
- Steel anti-rust work has been brought forward.
- This maintenance work will lengthen the lifespan of this bridge and address health and safety issues.

# Context:

## Why does the bridge need to remain upright?



### Resource consent requirements:

The bridge must remain upright during maintenance to comply with its resource consent, allowing free access to marine traffic.

### Maintenance works:

A large part of the work will require the bridge to be scaffolded, sand blasted, and coated with anti-rust coating, therefore, it would be impossible to make the bridge accessible to pedestrians through that process. Lowering the arms to leave the bridge open for public use when it has known technical issues also poses an unacceptable health and safety risk.



# What are we doing to mitigate the disruption?

We are working on tightening the time frame for the maintenance programme so that it can be completed as quickly as possible.



# We are investigating options for alternative access over the water

Temporary Ferry Service Trial in May.

Report into a range of alternatives released on May 1<sup>st</sup>.

We remain open to assessing any other viable options.



# Increased promotion of the Wynyard Quarter and encouraging alternative transport options.

- Extensive communications campaign underway, including signage and social media.
- Winter marketing campaign being developed.
- Direct collaboration with effected businesses is ongoing.
- A series of short docu-videos are currently in production.
- Re-designing the Wynyard Quarter website to enable increased promotion of effected establishments and businesses.
- Free City Link Bus pass voucher offered to cruise ship visitors throughout April, with excellent uptake reported.



# Update on technical progress





**Questions?**

# Ngā mihi

A wide-angle photograph of a cityscape at sunset. The sun is low on the horizon, creating a warm, golden glow over the city and the sky. In the foreground, three people are sitting on a grassy hill, looking out over the city. The city features a mix of residential and commercial buildings, with a prominent tower visible on the right side. The sky is a mix of soft pinks, oranges, and blues.

## Memorandum

15 April 2024

**To:** Waitematā Local Board

**Subject:** Update on Public Art projects in the city centre

**From:** Hayley Wolters, Manager Public Art

**Contact information:** [hayley.wolters@aucklandcouncil.govt.nz](mailto:hayley.wolters@aucklandcouncil.govt.nz)

### Purpose

1. To update the Waitematā Local Board on the status of Auckland Council Public Art projects intended for installation in the city centre. Four of these artworks are funded by the city centre targeted rate budget allocation and one is funded by the Public Art Regional capital expenditure budget.

### Summary

2. Four works are in development for sites around the city centre and are funded by the city centre targeted rate allocated budget.
3. The artworks are all at different stages and have been developed in consultation with mana whenua.
4. The sites for these artworks are Jean Batten Place, Victoria Street as part of Te Hā Noa, and Aotea Square.
5. *Waimahara*, the Myers Park underpass project, is funded by the Regional Public Art capital expenditure fund and will launch in June 2024.

### Context

6. The Public Art team is utilising city centre targeted rate (CCTR) funding to progress four projects to be sited within the city centre. The total CCTR contribution is \$3,000,000 over the 2022/2023 to 2024/2025 financial years.
7. One of these projects will be located at the entrance/exit to the CRL's Te Waihorotiu station on Wellesley St West. Delivery is timed to coincide with this opening.
8. The other three artworks are on track to be delivered in the final two quarters of the 2024/2025 financial year.

### Discussion

9. Ngāti Whātua Ōrākei artist Katz Maihi was commissioned to create an artwork for the Te Hā Noa linear path. The site on Victoria Street is near the entrance to Te Waihorotiu Station.
10. Maihi has designed a female figure wearing a korowai and giving a welcoming karanga to pedestrians arriving on to Victoria Street via the ramp from Te Waihorotiu Station. The artwork is currently called *Wāhine* and is in developed design phase.
11. The second artwork destined for Te Hā Noa is by Ngāti Paoa artists Chris Bailey and Sally Smith. The working title is *Horotiu* which refers to the taniwha of te Wai Horotiu Stream.
12. The sculpture is a 7m tuna kuwharuwharu (long-finned eel) and is currently in detailed design phase. Construction will commence in quarter four of financial year 2023/2024 and delivery will be in quarter three of financial year 2024/2025.

13. The artwork for Jean Batten Place is in preliminary design phase. The commissioned studio is currently working closely with Ngāti Whātua Ōrākei and Auckland Transport to develop the concept.
14. The final work of the four will also be by Katz Maihi and located in Aotea Square. This artwork is in early planning stages. Site analysis is underway to ensure that this new taonga will work well with the existing Waharoa by Selwyn Muru. The Waharoa sits at the edge of Aotea Square on the Queen Street side.
15. Developed and detailed design for the new work will be completed in December 2024. Delivery is on track for June 2025.
16. The artworks are aligned with the following objectives for public art as dictated by the The City Centre Public Art Plan within the Public Art Policy:
  - Deliver high profile, signature public artworks
  - Align with the City Centre Masterplan’s focus of “less is more...doing a few things well”
  - Reinforce or activate a specific aspect of a specific precinct’s character
  - Activate relationships and connections. This references relationships between people, the cultural landscape, the built environment and multi-modal (and increasingly social) transport passages across the city centre.
17. Key ideas projects must include :
  - Living / social – the idea of an active, thriving, healthy and people-centric city centre environment, emphasising the increasing number of residents, workers, students, visitors and the wide range of human activities in the area
  - Future-focused / a historical cultural landscape – this idea expresses the increasingly diverse social, cultural and commercial city Auckland is, within and in relationship to a historical cultural landscape. It asserts the significance of earlier populations and their interactions with natural and built environments.
18. The Myers Park underpass artwork, called *Waimahara*, was partially installed and launched late 2023. The final installation and celebration will occur as part of Matariki festivities in June 2024. This artwork is part of the Development Programme Office’s upgrade of the northern end of Myers Park.

## Next steps

19. Progression of all projects will continue until delivery. Concept designs will be presented to the local board when they are further developed.