

WESTHAVEN
PLAN
2013_

CONTENTS

1	Introduction and Purpose	4	5	Vision and Objectives for Westhaven	18
	Waterfront Auckland's Role in Westhaven	7		Vision for Westhaven	19
	The Westhaven Plan	7			
2	Strategic Context.....	8	6	Development and Design Context.....	20
	Waterfront Auckland Area of Control and Influence	9		Planning Context	21
	The Auckland Plan	10		Design Context and Principles	22
	Waterfront Plan Vision and Goals	10		Strategic Themes	24
	Current Ownership	11		• Culture and Heritage	24
				• Sustainability	24
				• Marina Needs, Growth and Development	24
				• Public Access, Activation and Sense of Place	24
				• Movement, Transport and Car Parking Demands	25
3	History	12	7	Development Projects	28
	Historical Context - Māori Settlement	12		Land and Water Space Projects	30
	Historical Context - European Settlement	13		• Land Based Developments	32
	Historical Places	14		• Water Space Developments	37
	Cultural Places	15		• Private Projects	42
				• Long Term Projects (Post 2022)	44
4	Draft Plans for Westhaven – Consultation Feedback	16		Funding and Timing of Projects	45
	Consultation Activity (March - April 2013)	16			
	Headline Results	16	8	Where to from here	46
	Thematic Results	17			
	Individual Projects	17			
	Additional Stakeholder Consultation (May - November 2013)	17			

1

INTRODUCTION AND PURPOSE



WESTHAVEN MARINA IS A PRECIOUS ICON OF AUCKLAND. IT EPITOMISES THE CITY OF SAILS LIFESTYLE AND OUR MARINE AND SAILING CULTURE.

To make sure this treasure continues to operate as a premier marina facility and is a welcoming place for all Aucklanders to explore and spend time in, Waterfront Auckland has put together a plan for how the area is to be improved for the future. This plan comprehensively covers the land and water based development in the marina that is planned to occur over the next 30 years.

This plan has been informed by consultation on the draft plans for Westhaven and additional detailed stakeholder consultation held over the period of March to November 2013.

This plan has drawn from and built on previous studies and consultation feedback on the Waterfront Plan, and from legacy documents such as the Westhaven Concept Plan (2009), the Draft Auckland City Council CBD Waterfront Masterplan (2007) and the 2040 Auckland Waterfront Vision (2005).

A number of technical reports commissioned since the establishment of Waterfront Auckland in 2010 have been used to inform decisions around future land and marina based development.

This is a strategic document which provides an up to date picture of the development plans for Westhaven. As projects and issues develop over time there may be variations to specific details. Aucklanders and marina users will be updated on these changes and have a chance to provide additional input through:

- Waterfront Auckland and Council communications (website, signage)
- Stakeholder meetings
- Activation programmes
- Resource consent processes.

Waterfront Auckland's Role in Westhaven

Waterfront Auckland has a number of roles in respect to Westhaven. Waterfront Auckland is:

- The owner of the marina boat harbour and surrounding public space, including the marina business, assets and seabed occupation rights
- A Corporate Trustee, Licensor & Manager of the Westhaven Trusts and berth entitlement units via its 100% holding in Westhaven Marina Limited
- A holder of approximately 50% of Westhaven Berth Entitlement Units (BEU)

- An investor and developer
- The marina operator.

Waterfront Auckland has a mix of commercial and public good objectives for Westhaven and receives revenue from its marina operations. Waterfront Auckland also owns and operates the Viaduct Harbour marinas and the Silo Park super-yacht marina and Okahu Bay landing.

The Westhaven Plan

There are two principle drivers for this Plan, which is a companion document to the Waterfront Plan:

- One is around the land-based activities and a desire to activate the public edge and connect Westhaven to the waterfront and public realm to the east
- The second is ensure the best use of water space and that Westhaven remains a premier facility by international standards for the next generation of boaties.

This plan has built on previous studies and consultation feedback on the Waterfront Plan and from legacy documents such as the Westhaven Concept Plan (2009), the Draft Auckland City Council CBD Waterfront Masterplan (2007) and the 2040 Auckland Waterfront Vision (2005).

These strategic documents identified a range of aspirations and issues that were important to marina users and the Auckland public including:

- Access and connectivity along Westhaven to the city centre
- Demand for berths, boating facilities and services
- Access to car parking
- Security
- Water quality and access to the waters edge.

A number of technical reports commissioned since the establishment of Waterfront Auckland in 2010 have been used to inform decisions around future land and marina based development. These include the Marina Long Term Development Plan, baseline study for car park numbers, best practice research, business cases, resource consent applications and traffic studies.

2 STRATEGIC CONTEXT

Waterfront Auckland Area of Control and Influence

Waterfront Auckland is a council controlled organisation with a mandate to lead the revitalisation of the city's waterfront on behalf of Auckland Council and all Aucklanders. Waterfront Auckland is responsible for around 45 hectares of waterfront property including Harbour Bridge Park, Westhaven Marina, Wynyard Wharf, the land north of Pakenham Street at Wynyard Quarter and Queens Wharf.



Key

- Waterfront Auckland Area of Ownership (2010)
- Waterfront Auckland Water Space (associated with berthage and marine activity)
- Waterfront Auckland Area of Influence

The Auckland Plan

The Auckland Plan sets a strategic direction for Auckland and its communities that integrates social, economic, environmental and cultural objectives. The Auckland Plan sets out an overarching vision for Auckland to be the worlds most liveable city. Under this vision, the desired outcomes are:

- A fair, safe and healthy Auckland
- A green Auckland
- An Auckland of prosperity and opportunity
- A well-connected and accessible Auckland
- A beautiful Auckland that is loved by its people
- A culturally rich and creative Auckland
- A Māori identity that is Auckland point of difference in the world.

Together the Auckland Plan and the Unitary Plan provide the overall vision and direction that guide the future development of the whole Auckland Region.

WATERFRONT PLAN VISION AND GOALS

The Waterfront Plan published in 2012 sets a vision and goals for future development across the waterfront. The vision of the Waterfront Plan 2012 is **"A world-class designation that excites the senses and celebrates our sea-loving Pacific culture and maritime history. It supports commercially successful and innovative business and is a place for all people an area rich in character and activities that link people to the city and the sea"**

To achieve this vision and promote a balance of sustainability, resilience and productivity, Waterfront Auckland has set five goals for Auckland's waterfront to be advanced by bold leadership.



A Blue-Green Waterfront: A resilient place where integrated systems and innovative approaches are taken to enhance the marine and natural ecosystems, conserve natural resources, minimise environmental impacts, reduce waste, build sustainably and respond to climate change.



A Public Waterfront: A place for all Aucklanders and visitors to Auckland, a destination that is recognised for its outstanding design and architecture, natural environmental quality, public spaces, recreational opportunities, facilities and events; a place where we protect and express our cultural heritage and history, and celebrate our great achievements as a city and nation.



A Smart Working Waterfront: Attracts high-value, innovative, creative and green businesses and investment to achieve a significant lift in productivity, a place for authentic and gritty waterfront activities: the marine and fishing industries, water transport and port activities.



A Connected Waterfront: A place that is highly accessible, easy to get to and to move around in, where people feel connected to the wider city and beyond by improved pedestrian and cycling linkages, fast, frequent and low-impact passenger transport, state-of-the-art telecommunications and through supportive community and business networks.



A Liveable Waterfront: The location of leading sustainable urban transformation and renewal in Auckland; the most liveable New Zealand central city urban community; a vibrant mix of residents, workers, visitors and activities. A welcoming and resilient neighbourhood that is safe, diverse and attractive, with plentiful open space and access to local services and facilities.

Current Ownership

Westhaven Marina operates as a commercial business and has established commitments under Trust arrangements to berth holders for the length of their contractual term (2026-2029).

The land and water space occupy approximately one quarter of the central waterfront in Auckland and it is owned by Waterfront Auckland on behalf of the Auckland public. As a consequence, this public asset is subject to the publicly endorsed strategic documents that were developed within the Auckland Council family.

Key

- Waterfront Auckland
- Existing Trust Reversion Year 2026
- Extension Trust Reversion Year 2029



3 HISTORY

Historical Context – Māori Settlement

The Westhaven area is rich in Māori tradition and association. Whilst the largest Māori settlement sites were inland, around the volcanic cones of Maungawhau (Mount Eden) and Maungakiekie (One Tree Hill), the waterfront was a favoured and busy area for Māori tribes.

The western-most headland (Point Erin) was used as a pa site (Oka) that provided Māori with a base for seasonal fishing. The original cliff line is most evident along this part of the waterfront. The adjacent beach areas were using for hauling out and storing canoes. Nearby Freemans Bay was used for shellfish collection and fish drying in preparation for the leaner winter months and for trade.

Freshwater streams teeming with eels flowed down from the Karangahape and Te Rimutahi (Ponsonby) ridges. The reef named Te Rouhu o Ureia that extends from Te Korearanga (Point Erin) carried special significance as a site for the renowned Hauraki taniwha, Ureia, who lived in the waters of the Waitemata using the reef off Point Erin /Oka to scratch its back.

In 2008, the New Zealand Historic Places Trust registered 1.4ha in Harbour Bridge Park extending across some of the reclaimed land towards the Curran Street on-ramp as a wahi tapu site under section 25 of the Historical Places Act 1993.

Historical Context – European Settlement

Early European use was associated with the adjacent residential development of St Marys and Herne bays, and Ponsonby.

Early development was focused around the coastline and included boat building yards, slipways for launching small craft and during the 1930's sporting clubs. Wooden salt-water baths were developed to give the wider population affordable recreational opportunity. Sailing, rowing and boating clubs have developed as a major part of the local recreational use and identity.

In 1929 HMNZS Ngapona Division was constructed on a wharf, at the bottom of the St Marys Bay cliff. It was considered a "state of the art" complex, based on a current English design. Ngapona was relocated within the Devonport Naval Base in 2007 when the Victoria Park Tunnel and other local motorway expansion works were undertaken.

During the 1950s the foreshore of St Marys Bay was reclaimed to provide the motorway approaches to the Auckland Harbour Bridge which opened 1959.



St Marys Bay Pier and Slipway Circa 1920



Original Coastline, Circa 1930



Shelly Beach Saltwater Baths, Circa 1930

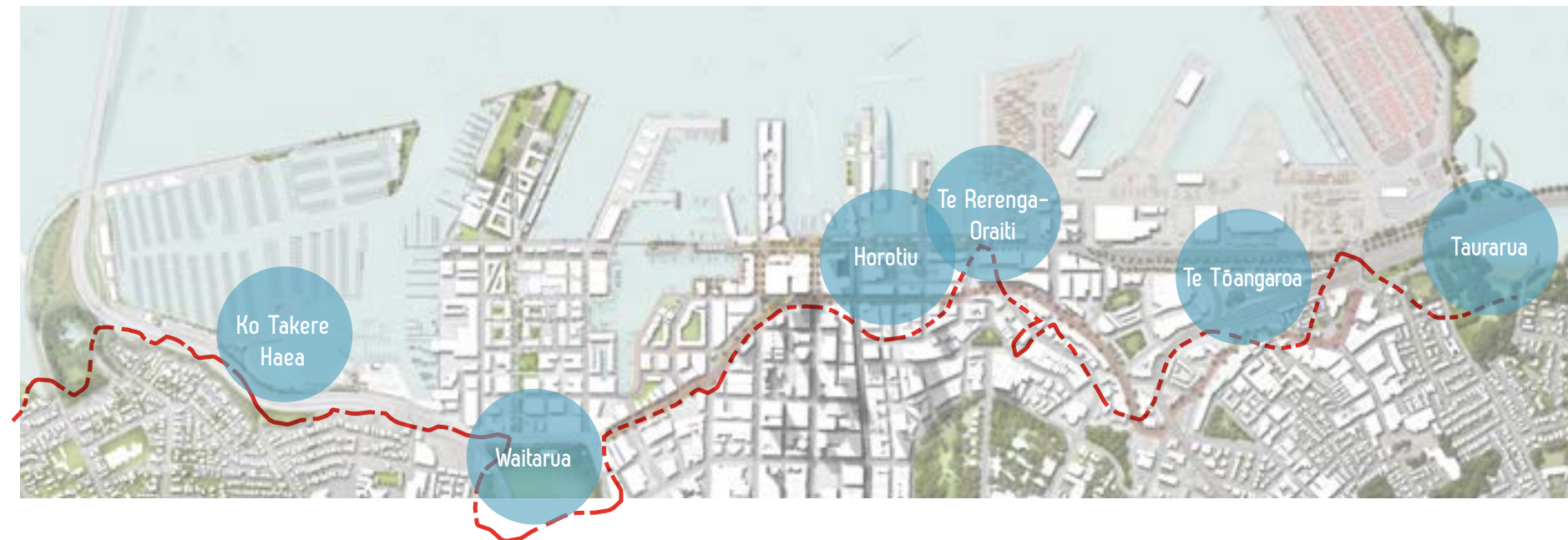


St Marys Bay, Circa 1930

Recent Ownership History (2010)

Ports of Auckland Ltd (POAL) sold Westhaven and Hobson West marinas to the Government in 2004. The Auckland City Council then purchased the marinas from the Government. The objective of the acquisition was to permanently retain and protect public access and open space, and ensure the land around the marinas was developed appropriately. In November 2010 the New Zealand Cabinet transferred ownership to Waterfront Auckland.

HISTORICAL PLACES



Ko Takere Haea / St Marys Bay West

'The split canoe hull'. The name commemorates an event where slaves who were hauling a waka onto shore accidentally caused it to slip on its skids cracking the hull. This was taken as a bad omen and the slaves were thus sacrificed for their indiscretion. Demonstrates the value of waka for the survival of a tribe.

Te Papaku a Whai

St Marys Bay East. Origin of Whai unknown.

Waiatarau / Freeman's Bay

Meaning 'the reflecting waters'. Busy industrial area in the 19th and early 20th century. The value of waka for the survival of a tribe.

Horotiu / Commercial Bay

Horotiu is the name of the Taniwha which plays in this area.

Te Rerenga-Oraitī / Pt Britomart

Meaning the leap of the survivors. Describes an incident where Ngati Whatua forces drove their enemies off the headland with only a few surviving. The point demolished to fill in official bay. Britomart named after the HMS Britomart British brig which visited Auckland in the 1840's.

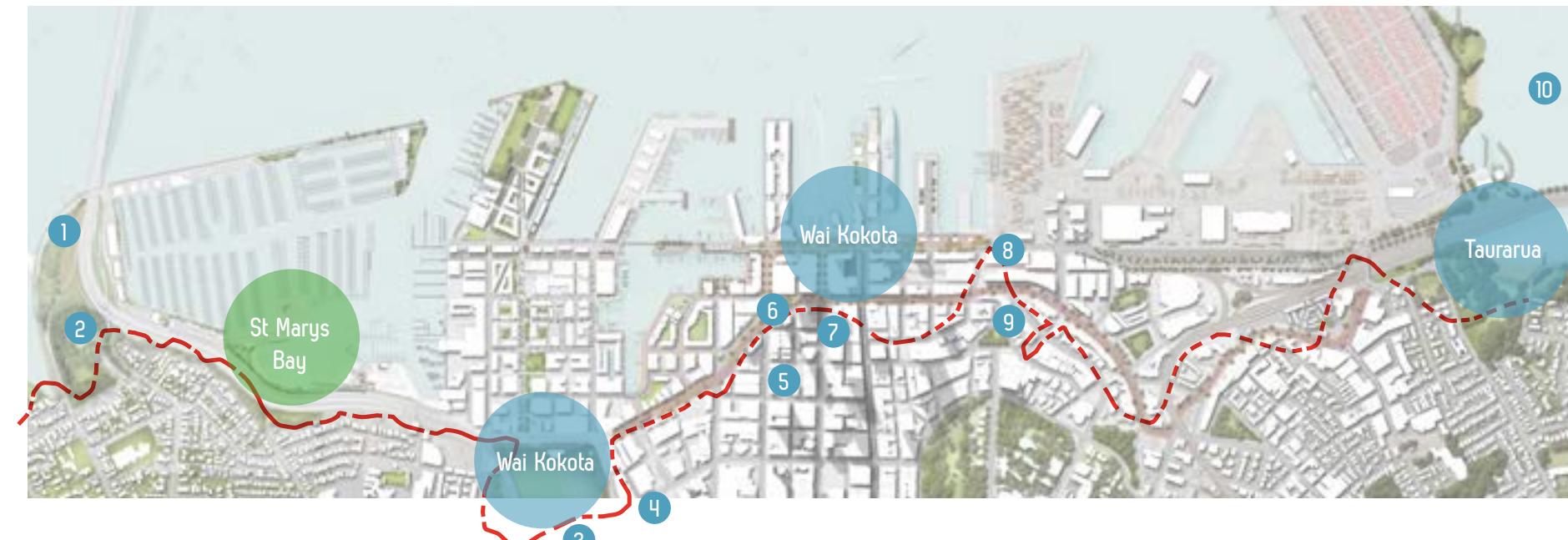
Te Tōangaroa / Mechanics Bay

Meaning 'the dragging of the waka a long distance'. Due to the large tides. Auckland's first industrial area of sawmills and boatyards.

Taurarua / Judges Bay

Judges named after Judge Martin who arrived with Attorney General Swanson from Britain in 1841. Taurarua meaning 'the annoying chant', recalls those being attacked by invading Ngati Whatua calling out insults.

CULTURAL PLACES



1 Te Routu o Ureia

Coastal Rocks where the marine guardian (taniwha) Ureia would rub his body.

2 Te Oka

Māori Pa site (Pt Erin headland).

St Marys Bay

Location of former creeks and coastal vegetation. Former boat sheds and shipping industry.

3 Wai Kokota

Shallows of the bay abundant with shellfish (cockles).

4 Te Koranga

Meaning 'the scaffolds' - Māori fish drying and processing area.

5 Te Tara Karaehe

A track connecting Queen Street and waka landings at the bottom of Nelson Street which plays in this area.

6 Te Hika a Rama

Brickfield Bay where a brick industry thrived in the 19th and 20th C. Place where Rama lit fire to warm his grandchild.

7 Te Ngahuwera

Pa site.

8 Te rerenga-Oraitī

Point Britomart meaning leap of survivors.

9 Te Horo Roa

Meaning 'the slipping away'. Former position of a pa - part of which slipped away killing many people.

10 Nga one maru o Te Huatau

The sheltered bay of Huatau an ancestor of Te Wai o hua. This bay starts at the Harbour Bridge and stretches to Judges Bay.

11 Taurarua

Point Resolution.

4

DRAFT PLANS FOR WESTHAVEN – CONSULTATION FEEDBACK

Consultation Activity (March – April 2013)

Public consultation on the draft plans for Westhaven occurred from 12 March to 12 April 2013. Information was provided and disseminated in a variety of ways. Waterfront Auckland received 137 responses overall. Feedback was received from a number of Westhaven berth holders, yacht clubs, water sports groups, resident and community groups and wider residents of Auckland. Of the 137 submissions, 52 were 'block' submissions in support of the SkyPath proposal.

Of the 137 submissions, 52 were 'block' submissions regarding the SkyPath proposal. These submitters did not support draft plans for Westhaven as they were concerned that they did not include connections to the SkyPath walkway and cycleway over the Harbour Bridge.

Headline Results

The plans were supported by 58% of participants. The main reason for supporting the plans was that the proposed projects would make the area more attractive and publicly accessible. Around half of those who did not support the current plans (approx. 25% of all participants) were concerned that they did not include connections to the SkyPath.

Counter to this were concerns from current marina users around safety and congestion issues associated with allowing cyclists and pedestrians to share the proposed Westhaven promenade, and requests that it specifically

not link in with the SkyPath proposal. Other reasons for not supporting the proposed plans were mainly regarding the effect of the proposed developments on marina berth holders and users and the implications of bringing the public into the operating marina. Concerns focused on:

- Congestion around the marina resulting in loss of continued convenient access
- Perceived loss of space and amenities for boaties
- Perceived loss of car parking
- Impact on water quality in the marina
- The need for increased security and associated costs due to increased public access
- The loss of affordable swing and pile moorings and the and the impact this may have on the ability of a wide range of Aucklanders to be able to afford to berth their boats in Westhaven

Overall, the feedback represents a fundamental conflict between two competing stakeholder groups. This plan must strike a balance between:

1. Marina users, boat owners, berth holders entitlement users and associated clubs and businesses who feel the marina should cater, first and foremost, for the boat users. These people do not want to see an undue focus on wider public access if that means compromising amenity for boat users.

2. Those who want Westhaven to be developed into an asset that all Aucklanders can use and enjoy by increasing public access to the marina area, the provision of green space and connecting it with the rest of the waterfront.

More information about the SkyPath proposal is on page 42.

Thematic Results

There are four key themes within the plans for Westhaven – Sustainability, Heritage and Culture, Public Activation and Car parking. Car parking was the theme most commented on, with berth holders in particular concerned about the impact of land and water based projects on marina parking. There was general public support for increased activity and activation, with a mixed response to the idea of introducing live-aboards and houseboats.

Limited feedback was received on matters regarding sustainability and environmental enhancement, heritage and culture. A small number of respondents believed the plan needed to go further in terms of providing more green space and dealing with air and water quality issues.

Individual Projects

To achieve the goal of opening up Westhaven to all Aucklanders, the draft plans for the area propose a number of new projects.

The Westhaven promenade and cycleway was by far the most supported initiative in the plan (58%) as it is seen to make Westhaven a more accessible, public place for Aucklanders to use. The Harbour Bridge Park, St Marys Bay, and Heritage Yacht Basin/Headland Park redevelopments (projects focused on providing increased public open space and access to the water's edge) received a reasonable level of support.

Most of the remaining projects had higher levels of "non-support" than "support", in particular the pile mooring redevelopment which was not supported by 34% of respondents and only supported by 7%.

A full consultation report has been prepared and is available on the Waterfront Auckland website.

Additional Stakeholder Consultation (May – November 2013)

Since April, continued informal consultation and engagement with major stakeholders has taken place to:

- Clarify and problem-solve on matters of technical and operational detail
- Clarify issues that have been raised based on historic concerns and perceptions

Responses to these issues are covered in section 7 of this Plan.

5

VISION AND OBJECTIVES FOR WESTHAVEN

VISION FOR WESTHAVEN:

To be the most successful marina in the Southern Hemisphere and home to a globally renowned marine industry. An iconic Auckland destination that is vibrant, accessible and attracts people to the sea.



A Smart Working Waterfront:

- To support the growth of marine industries.
- To build a sustainable business with assets that are fit for purpose and progressively upgraded to meet changing trends and customer needs, a financial position that enables the range of customer services and funds asset renewals and upgrades.



A Blue-Green Waterfront:

- To develop the business in a way that meets national and international environmental standards and a healthy marine environment.
- To embrace the principles of kaitiakitanga, and act as custodians of our natural assets.
- To take a low-carbon, long lifecycle view to our business practices, design and development.



A Connected Waterfront:

- To provide high quality pedestrian, cycle, boat and vehicle access to the marina for the community, visitors and berth users.
- To be a part of regionally connected networks (both transport and information technology).



A Public Waterfront:

- To create Westhaven as a premier park within which there is a world-class marina, water-based recreation, a new generation of boaties and increased public access to the water.
- To acknowledge and celebrate Māori, Pasifika and maritime culture and heritage and incorporate into Westhaven design and development.



A Liveable Waterfront:

- To create an attractive, vibrant, safe and accessible place that becomes an integral part of the CBD waterfront experience.
- To provide appropriate diversity of offer over the long term.

6 DEVELOPMENT AND DESIGN CONTEXT

Planning Context

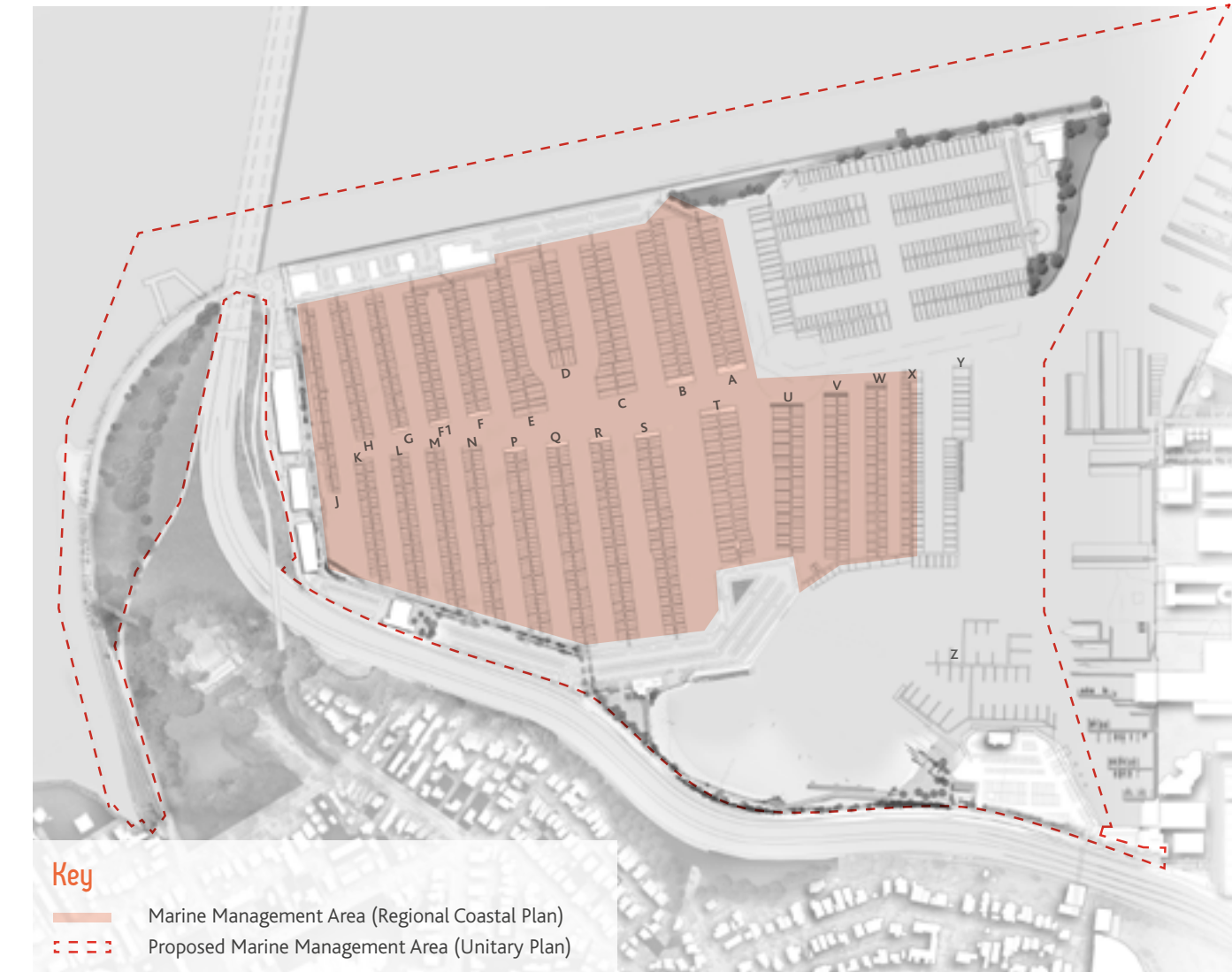
The area is currently subject to current planning documents:

- Auckland City District Plan: Isthmus Section (operative 1999)
- Auckland Regional Policy Statement
- Auckland Regional Plan: Coastal Plan.

The Proposed Auckland Unitary Plan was formally notified in October 2013. Council will receive and hear submissions and then further submissions. The Unitary Plan will carry no statutory weight until the plan is made operative (circa 2016), however as a Proposed Plan it will need to be taken into account when decisions are made within Westhaven Marina.

Westhaven is zoned: Open Space 5. This zone was applied to all major recreational facilities in the District Plan. Other examples include the Ellerslie Racecourse and Eden Park. The zoning limits permitted activities to those ancillary to the recreational use. In the case of Westhaven the list of permitted activities are those ancillary to the operation and usage of the marina.

The diagram (right), shows the existing management area outlined in the District Plan and the Proposed Management Area in Waterfront Auckland's submission to the Unitary Plan. This extended area is more reflective of the existing public open space projects (e.g. Westhaven Promenade), imminent public projects (e.g. Z Pier reclamation) and long term public projects (e.g. Harbour Bridge Park, Westhaven North reclamation), that are within the life of the Unitary Plan.

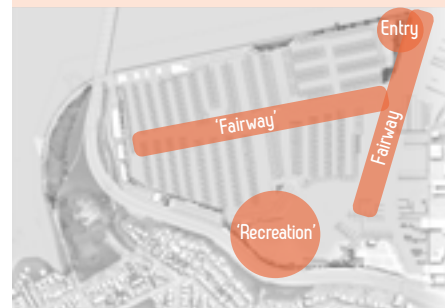


DESIGN CONTEXT AND PRINCIPLES

The Westhaven Plan is based on the following design concepts:

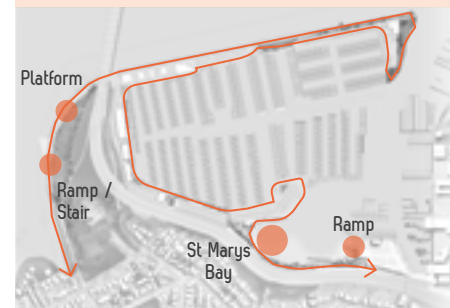
Blue Spaces

Water spaces for existing water-based activities will be defined and enhanced while additional opportunities will be explored for viewing the working marina and further recreational activities.



The Blue Edge

The 'blue edge' establishes a continuous publicly accessible edge to the marina achieved through the provision of additional public open space, promenades and structures that provide access to the water. Opportunities for tactile engagement with the water's edge will be provided at key locations around the marina and promenade edge eg. ramps, jetties, tidal stairs and publicly accessible pontoons etc.



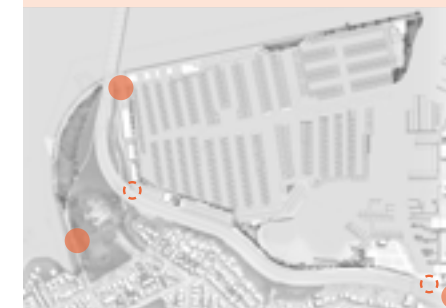
A Green Network

A network of new green spaces of varying scales will be established throughout the marina area to create a 'park' setting. These will provide pockets of trees for shade and shelter, constructed topography to view marina activity, headlands and vantage points defined by public spaces and opportunities to engage with the harbour, city and marina views.



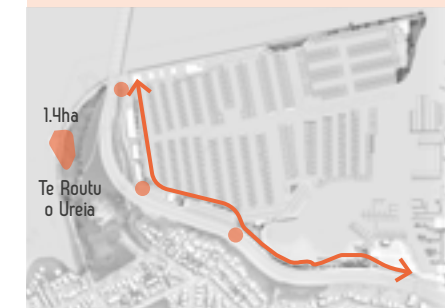
Entry Points

Key entry points to the marina and promenade will be well-defined to enhance accessibility and legibility of the overall area – these include Westhaven Drive, Harbour Bridge Park, Marine Village, the Shelley Beach Road and Jacobs Ladder bridges.



Culture and Heritage

The Plan will preserve and enhance the Te Routu o Ureia cultural site. The design features of Westhaven projects will reflect natural and cultural heritage.



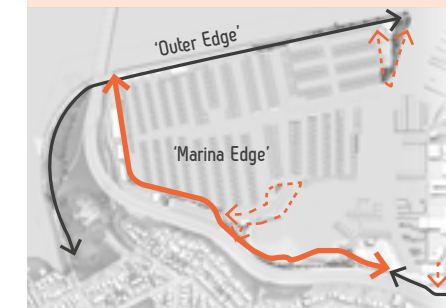
Marine Centre

The Marine Centre will establish Westhaven as an authentic working marina and will be the focal point of the area, inviting the public and encouraging activity and occupation.



Promenade

The promenade will be defined between Harbour Bridge Park and Wynyard Quarter. It will comprise a continuous legible connection defined by lighting, furniture, landscape features and its interface with the water. The promenade will be part of a future continuous connection across the CBD waterfront.



STRATEGIC THEMES

In addition to the urban design principles (outlined previous page), there are a number of key themes that have been considered and incorporated into the design, development and operating context and actions in this plan.

Culture and Heritage

Waterfront Auckland will find ways in each of its projects to highlight, leverage and celebrate Māori culture, urban Pasifika and our marine and fishing history. For example:

- The incorporation of the Waterfront Auckland-led story-telling trail “Tamaki Makaurau – Many Lovers of Auckland”
- A Māori cultural overlay including integrated Māori design details, materials, land-sea references, planting and potential place names has been incorporated into the design
- Projects led by the Waitemata Local Board.

The redevelopment in Harbour Bridge Park will provide an opportunity to increase use and amenity through native planting and waters edge and beach access traditionally associated with this area.

Sustainability

Waterfront Auckland and Auckland Council have a clear sustainability agenda. Westhaven can become an exemplar for Auckland which will pique the public’s interest and attract international investment. Waterfront Auckland will look to international best practice to ensure that new development does not simply mitigate and reduce impacts on the environment, but is restorative and future-proofed.

Westhaven is a highly modified environment. The areas shoreline has been subject to extensive dredging, reclamation and physical modification. Waterfront Auckland and Auckland Council have an opportunity to improve the natural environment through the delivery of our projects and initiatives. Waterfront Auckland will:

- Adopt sustainable design and innovation in all public projects (timber sourcing, solar energy sources, smart metering for electricity and water) as per the Waterfront Auckland Sustainable Development Framework 2013
- Support pilot projects in the marina where these support the Waterfront Plan and Westhaven Goals (for example improvement of water quality and educational programmes)
- Maintain its Clean Marina and Blue Flag Status.

Marina Needs, Growth and Development

Westhaven is well positioned to continue to attract strong demand in the future. Demand pressure means Westhaven needs to make best use of its available water space. The projects provided in this plan all seek to optimise the yield from this water space and increase revenue which can then be used for ongoing service level improvements and investment in the marina.

Public Access, Activation and Sense of Place

Westhaven is a hub of recreational boating, charter services, boat clubs, coastal services, and marine industry. It is a regionally significant recreation facility and the location of the only public trailer boat ramp in the city centre. It is a popular area which is yet to reach its full potential as a public place and space.

Waterfront Auckland has started developing a place plan for Westhaven, with a set of actions proposed to:

- Support existing activity
- Encourage spectators to enjoy the theatre of the water
- Encourage current visitors to stay longer
- Encourage a wider, more diverse audience to feel welcome in Westhaven
- Reconnect neighbouring residents with Westhaven by developing a sense of ownership.

The fundamental driver for the actions is to build a deeper sense of place and vitality to Westhaven, while at the same time taking advantage of an authentic, working marina.

The place plan focuses on:

- Interim uses
- Place infrastructure
- Regular programming
- Site management
- Signature events.

Five spaces are targeted for programming and activity, they are:

- Z Pier
- Waterspace in St Marys Bay
- Pohutukawa Grove/Shelley Beach Road
- Harbour Bridge Park
- The Race Tower/Waitemata Harbour.

It also references the Wynyard Quarter connection through Silo Park. The place plan now needs to be developed. Emerging ideas include, pop up food stalls, a fishing contest, a marine based car boot sale, racing in St Marys Bay, dragon boats, waka ama, sail-ability, a Christmas market, developing a dog park in Harbour Bridge Park.



Movement, Transport and Car Parking Demands

Growth in visitors and users to Westhaven Marina is expected. Not all will travel by car so alternative means of transport need to be considered. The Westhaven Promenade will address the needs of walkers and cyclists and there may be a need for public transport to connect to the site.

There is a concern from current marina users that additional visitors attracted by Waterfront Auckland's marina improvement projects will increase the pressure on car parking. The marina berth holders and users expect convenient access to, and use of marina car parks.

Technical planning information demonstrates that there is currently surplus car parking at Westhaven, so even though the marina improvement projects will result in a net loss in car parks, overall, a 0.8 car park to berth ratio (as required in the District Plan) will still be met.

The improvement projects in this plan provide an opportunity to use the land in Westhaven more efficiently, upgrade the car parking and integrate it with waterfront-wide parking strategies. Staging and timing improvement projects to get the best outcome under the District Plan and Unitary Plan will be important.

Alongside the changes proposed through the

redevelopments, Waterfront Auckland is currently investigating operational car parking changes within the marina including:

- An upgraded layout compliant with district plan standards
- Separate berth holders and public car parking through access control mechanisms
- Introduction of ticket machines to enable a charging regime to be introduced for the public car parks, in line with other CBD fringe areas.

These changes give Waterfront Auckland the opportunity to install an access control system that will effectively manage all marina users including berth holders, boat owners, renters, tenants and tenants' customers, contractors and public.





7

DEVELOPMENT PROJECTS

LAND AND WATER SPACE PROJECTS

WESTHAVEN PLAN PROJECTS MAP

Following consultation on the draft plans for Westhaven a number of decisions have been made on the progress of individual projects. The map opposite provides the full list of projects within the land and waterspace.

Note that for completeness, this map includes reference to both public and private projects in Westhaven and on the adjoining Wynyard Wharf.

Project

1	Westhaven Promenade Stage One	2012-15
2	Y Pier Development	2013-14
3	Pile Mooring Redevelopment Stage 1	2013-16
4	Silo Marina, Superyacht Berth Extension	2013
5	Superyacht (Site 18/26) Berth & Refit	2013-19
6	Westhaven Marine Centre	2013-15
7	Sanford & Vos Yard Redevelopment	2013-16
8	Z Pier Public Open Space	2015-18
9	St Marys Bay Redevelopment	2015-18
10	Z Pier Water Space Reconfiguration	2015-16
11	Harbour Bridge Park Redevelopment	2015-18
12	Heritage Yacht Basin and Headland Park	2017+
13	Pile Mooring Redevelopment Stage 2	2022+
14	Transformation of Yacht Club Sites	2022+
15	Westhaven North and Open Space	2025+
16	Redevelopment of Piers G to S	2026+
17	SkyPath	

Timeframe

Key

- X Waterfront Auckland project
- Private project



LAND BASED DEVELOPMENTS

WESTHAVEN PROMENADE

Description:

The Westhaven Promenade is a two kilometre walkway and cycleway linking Westhaven to the Wynyard Quarter. The five metre wide path along the water's edge will be a recreational "share with care" environment for pedestrians, cyclists and other users. The Westhaven Promenade makes a significant contribution towards achieving the vision for a public waterfront walkway and cycleway along the continuous 10 kilometre route from Harbour Bridge Park in the west to TEAL Park in the east where it would link with the walkway and cycleway along Tamaki Drive.

The promenade will make it easier for boat owners and their crew to get around the marina. Bringing more people to Westhaven will help sailing and watersports clubs recruit new participants and to thrive.

Consultation Feedback:

Wide-spread public support for this vision was confirmed during the Waterfront Plan consultation process. It was also confirmed as the most popular initiative through recent consultation on the draft plans for Westhaven as it was seen to make Westhaven a more accessible, public place for Aucklanders. Some concerns raised were to ensure a connection to the proposed SkyPath, sufficient width/design for safety and functionality for all users, and to minimise potential impacts on marina users, in particular parking, congestion and security. These issues have all been noted and addressed in the design, staging and proposed route.

Design Features:

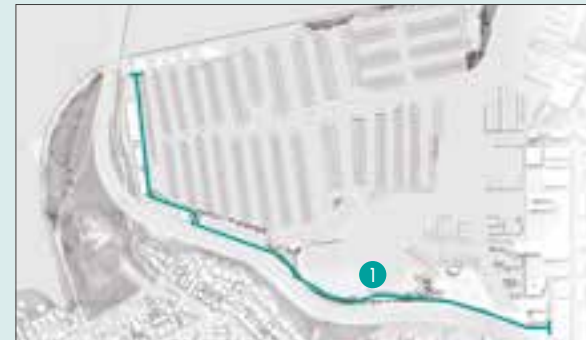
A simple palette of durable materials, timber, steel and concrete, will provide a cohesive and neutral aesthetic for the promenade consistent with materials used in Wynyard Quarter. Best practice environmental sustainable design principles have been adopted, in particular the promenade:

- Will be constructed from sustainably sourced hardwood timber
- Will feature recycled Westhaven materials (pontoons)
- Will provide native planting along the route
- Has been structurally designed to respond to sea-level rise and storm surges.

A Māori cultural overlay including integrated Māori design details, shell materials, land-sea references, plant material sourcing and navigation elements have been incorporated into the design.

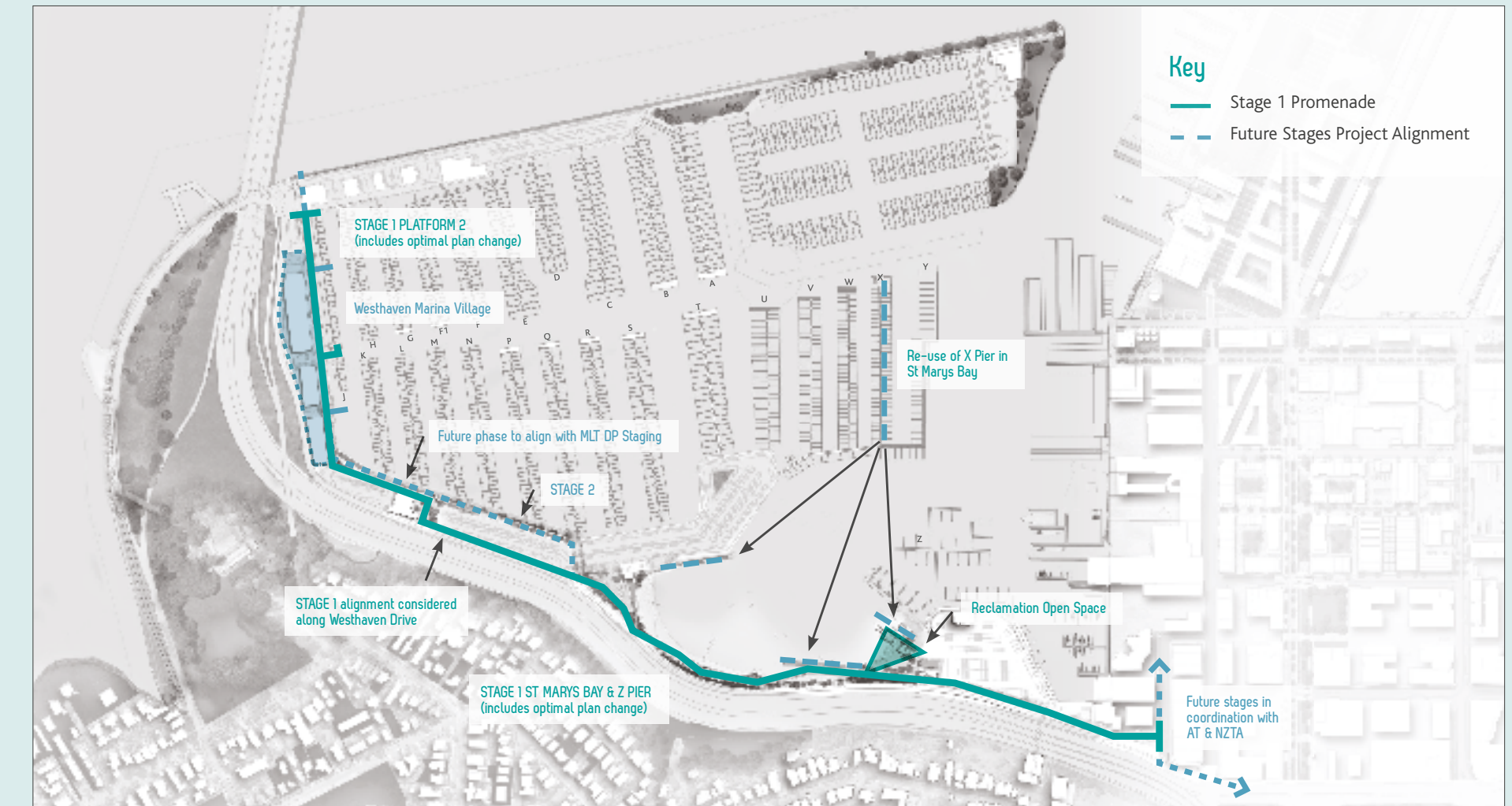
Delivery:

To deliver to world class expectation an "Optimal Plan" has been developed. Due to funding constraints, the promenade will be delivered over multiple stages with a resilient design that can be expanded in the future as other land and water-based projects, upgrades and renewals take place. Construction of Stage One of the promenade started in November 2013 and will be completed in 2014.



1 Westhaven Promenade

WESTHAVEN STAGING PLAN



WESTHAVEN MARINE CENTRE

Description:

This project involves the development of the Westhaven Marine Centre on the "Platform 2" site identified in Auckland District Plan: Isthmus Section (District plan). A key objective for Waterfront Auckland is to maintain Westhaven's position as a competitive international marina facility. This requires both retention of existing commercial operations and addition of a wider range of complementary businesses.

The Westhaven Marine Centre will comprise a marine industry cluster of three to five premises, with a total floor area of 10,000-13,000m² comprising a mix of office and retail (all of which are marine-related), along with associated site and landscape works. The site is currently used for car parking and the design will accommodate the required level of car parks for the building and the marina.

Consultation Feedback:

This project was consulted on during the development of the Waterfront Plan in 2012. Consultation feedback generally supported the intent behind the Marine Centre development and the new centre of activity this would create in the marina. Some concerns were raised around car parking numbers, the potential for congestion for marina users, ensuring no apartments, limiting building heights to 10 metres and the fragmentation of marine services between Westhaven and Beaumont Street. These issues have been noted and addressed in the design and staging of the development.

Design Features:

The building will be fronted by the Westhaven Promenade and will provide a place for people to stop and rest and enjoy the views back to the city. Of importance is the development of a facility that is capable of providing a design that is adaptable to change and provides for a different range of uses and tenants over time.

The building is envisaged to achieve an equivalent 5 Star NZGBC rating. Waterfront Auckland is planning to jointly develop a high performance building envelope resulting in lower energy use, natural lighting and ventilation.

Delivery:

Development rights for the project may be sold to a private developer through a contestable tender process, with Waterfront Auckland taking an active interest in the project via a development agreement.

An optimal design has been developed for the site, and the project is likely to be delivered in stages. Construction is being co-ordinated with the Westhaven Promenade to ensure minimal disruption. Stage One of the development is planned for 2014-15.



6 Westhaven Marine Centre

HARBOUR BRIDGE PARK REDEVELOPMENT

Description:

Harbour Bridge Park provides an important gateway and transition between the City, Westhaven and the coastal suburbs of St Marys and Herne bays. The park has access to upper harbour views, water (including popular land based fishing access) and a geologically rich tidal shoreline that makes it distinctive in the context of the Auckland waterfront. The project site covers an area rich in Māori history.

There is an opportunity to redevelop the area to create flexible open space combined with waters edge access for a vast range of activities.

Consultation Feedback:

This project was consulted on during the development of the Waterfront Plan in 2012. The proposal to reinvigorate this space in the draft plans for Westhaven was generally supported and it was felt that the redevelopment would improve public amenity and encourage more public use of the area. Some felt it would be a good space for people to walk their dogs. Others suggested the use of the waterspace for small boats and kayaks and provision of land-based piers for fishing. Concerns around the impact on car parking were raised.

Design Features:

An early scoping study has been completed by Waterfront Auckland considering the potential uses and general arrangement of activities, including car parking over the short, medium to long-term. Exploration of heritage (cultural and natural) and sustainability opportunities will be of special interest to this project.

Delivery:

This project has funding set aside in the Long-term Plan for 2022-23. Waterfront Auckland is interested in making a case to bring this funding forward to take advantage of other public projects planned in the area, such as the Westhaven Promenade, Marine Centre development and the potential SkyPath project. The New Zealand Transport Authority (NZTA) owns land in Harbour Bridge Park which is used for operational purposes. There are opportunities to improve the quality of the interface between that land owned by Waterfront Auckland and NZTA.



11 Harbour Bridge Park Redevelopment

ST MARYS BAY REDEVELOPMENT

Description:

St Marys Bay is currently an underutilised space. An upgrade of the beach will provide improved water's edge recreational space for small non-motorised boats such as small yachts, dragon boats, board paddlers, waka ama and kayaks as well as landscaped areas for picnics and play. Improving water quality will be a prerequisite to improving peoples experience in this area.

The pontoon at the Marine NZ building will be replaced with approximately 80 metres of recycled pontoon from X Pier loading. This will enable direct access to the water along the northern edge of the carpark.

Consultation Feedback:

This project was consulted on during the development of the Waterfront Plan in 2012. The proposal to reinvigorate this space in the draft plans for Westhaven was generally supported. People felt improvements to St Marys Bay would improve public amenity by having cleaner water and greater access to the beach. Those who did not support this initiative felt it was too expensive or they had concerns about the impact of dredging and whether this would negatively affect the water quality.

Design Features:

Some design work has been completed around St Marys Bay as part of the Westhaven Promenade development. This includes improving access both to the beach and the water. The re-use of part of the X Pier pontoon will provide a staging point for non-motorised activities. New planting around the beach and the inclusion of Māori cultural interpretative design to gradually improve this area and enhance it as a destination.

Delivery:

This project has funding set aside in the Long-term Plan for 2022-23. Water quality is a particular challenge for the waterfront. There are a host of activities contributing to the deterioration of water quality, many of which Waterfront Auckland has limited control over. Watercare is undertaking projects to reduce waste water overflows and the waterfront interceptor pipe will reduce spills from the 50 overflow points in Grey Lynn, Coxs Bay to Freemans Bay however this is not scheduled to be implemented until 2023-24.

A programme of activities is being planned for this area as part of Waterfront Auckland's activation programme, including temporary food outlets and yacht racing. Some dredging may be required to increase the useable waterspace.



9 St Marys Bay Redevelopment

WATER SPACE DEVELOPMENTS

Y PIER DEVELOPMENT

Description:

This project will address the inefficient use of scarce sheltered water space in the eastern part of Westhaven Marina. The swing moorings within this area were removed to provide super yacht manoeuvring space for the neighbouring Silo Marina. The balance of the water space will be used to create a new pier – to be known as Y Pier.

Consultation Feedback:

Those in favour of the idea felt it would provide more berths, more multi-hull berths and the potential option for live-aboards in the future. However, those who did not support it felt the redevelopment and expansion of X-Y Pier would increase congestion in the marina by limiting the amount of open water, increase pressure on car parking facilities and reducing the provision of suitable/affordable berthage for smaller boats.

In response to the concerns raised, Waterfront Auckland has:

- Lowered the rates on smaller berths at Pier K to address concerns about entry level berthage
- Recommended that the 63 new marina berths be included in the Westhaven Extension Trust
- Researched and confirmed that there surplus car parking available within the immediate area

- Reduced infill in the waterspace adjacent to V, W and X Piers
- Providing for sewage reticulation for potential liveaboards
- A fuel jetty will be located on the area indicated.

Design Features:

The concept design uses the water space vacated by the historic swing moorings and replaces them with floating pontoon marina berths. The concept design creates a new pier (shown here as Pier Y) to the east of Pier X.

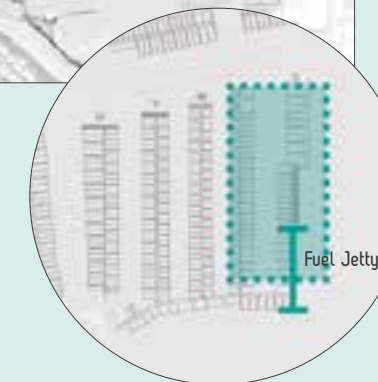
There is an opportunity to re-use the Pier X loading pontoon structure as section of the Westhaven Promenade in the St Marys Bay area. This would give the benefit of enabling people to access the water using the recessed areas and stairs to the water. There is also an opportunity to create a new sheltered water space dinghy storage area next to the NZ Marine building.

Delivery:

This project has funding and is detailed design is underway. It is expected the project will be delivered in 2014.



2 Y Pier Development



SILO MARINA EXTENSION AND SUPER YACHT REFIT

Description:

Silo Marina: Due to the increased demand for super yacht berths, extensions have been made to Silo Marina to accommodate the longer vessels and deeper draughts. Increased provision for power and services (broadband) has also been installed.

Super Yacht Refit: A crane pad on the area known as Site 18 has been installed to assist in stepping masts. It is the largest in the Southern Hemisphere.

Consultation Feedback:

These projects were not consulted on as part of the draft plans for Westhaven process as the projects were already underway.

Delivery:

Silo marina upgrade and extension has now been completed. Works are currently underway to upgrade the seawall. The crane pad on Site 18 has been installed. Waterfront Auckland is developing a marine strategy for the long term future of the site with regard to ongoing super yacht haulage and refit capabilities.



4 Silo Marina Extension and Super Yacht Refit

PILE MOORING DEVELOPMENT

Description:

This project involves the staged redevelopment of the existing pile moorings to floating berths. The pile mooring development will take place in two stages. Stage 1 involves removing the less-utilised pile berths and closing off the western entrance to reduce the tidal effect on boats in this section of the marina. In keeping with demand for access and services, new piers with modern floating marina berths will be installed.

Consultation Feedback:

This was the least supported proposal in the plans for Westhaven. Those in favour were supportive of the increase in berths and the pump-out facilities. However, there was concern about:

- The removal of what was seen to be the more affordable pile moorings
- Closing the western entrance and the impact this may have on congestion around the eastern entrance and the potential impact on water quality associated with infilling this area
- The impacts on parking associated with this development.

In response to the concerns raised, Waterfront Auckland has responded in the following ways:

- Staging the project
- Lowered the rates on smaller berths at Pier H, J and K to address concerns about entry level berthage

- Retained some 50% of pile moorings in the north-eastern corner for the short-medium term at entry level prices
- Considered international best practice which responds to car parking demand in this area of the marina over peak and non peak periods.

Design Features:

The concept design for this project is in its preliminary stages. It is proposed that as part of stage one, the western entrance is to be closed with an extension of the northern reclamation to provide for a continuous publicly accessible edge along this iconic waterspace. Exploration of sustainability opportunities will be of special interest to this project, the reclamation could be made up of the dredging material from the marina (adaptive re-use).

In stage one, approximately 50% of the existing pile moorings will be reconfigured to provide upgraded marina berths to accommodate 16, 18 and 20 metre vessels. The remaining 50% will be reconfigured as demand necessitates over the longer term.

Both stage one and stage two of the development will shift the demand from the southern marina car park to the northern area. This will require a different approach to addressing demand in the northern area of the marina for car parking. Stage three (the marina within a marina) is described in the Long-term Projects section of this Plan.

Delivery:

This project has part funding in the Auckland Council Long-term Plan. Additional funding will be needed through an investment proposal to Council. Technical analysis is currently underway to refine the concept design. Stage one is expected to be delivered, subject to resource consent, in 2016-2017 and stage two in 2020-22. Ongoing consultation with marina users will be undertaken as part of the project design, development and delivery.



3 Pile Mooring Development Stage 1

13 Pile Mooring Development Stage 2

BOATING SERVICES

Description:

There is an opportunity for Westhaven to introduce a fuel jetty to respond to the needs of marina users. Boat owners need convenient and safe access to services and options when undergoing maintenance. Waterfront Auckland plans to introduce a fuel pier, and a number of locations are under consideration. Planning will consider ease of access, limitation of congestion and suitability of the pontoon. Tidal grids are being returned to their former position off the Z Pier reclamation and a new mast gantry will be located on A Pier. The Floating Dock service will also remain in operation in a new location at the end of X Pier.

Consultation Feedback:

The project was not formally consulted on, however there is a need to improve refuelling services to Westhaven Marina users. Historically there were three fuel jetties on the western edge of Wynyard Quarter, currently there is only one.

Design Features:

The final location of the fuel jetty is now to be on Y Pier. The new facility will be incorporated into the new Y Pier pontoons to create a facility that will provide high and low flow diesel dispensers allowing multiple vessels to fuel at the same time. The tanks will be installed below ground which will have no impact on car parks in a location which will allow easy and environmentally safe filling of the tanks.

Delivery:

Petroleum Logistics Ltd will be the operator of this facility and will construct and operate the specialist fuelling component of this facility. A commercial agreement to operate the facility will be entered into between Waterfront Auckland and Petroleum Logistics.



Fuel jetty

Z PIER WATER SPACE RECONFIGURATION AND PUBLIC OPEN SPACE

Description:

These two proposed projects make the following alterations to Z Pier and the surrounding water space:

- Reconfiguration of Z Pier pontoons, additions and modifications and the introduction of visitor berthing
- The introduction of new public open space through a potential reclamation in the eastern corner of Z Pier.

Consultation Feedback:

A new public open space was supported by 5% of respondents and not supported by 6%. Those in favour were supportive of the reclamation and its proposed use as a gateway to the new promenade. However, the opposing view was that the reclamation would limit water space, reduce access for larger vessels and increase congestion around the boat ramp.

Limited feedback was provided on the reconfiguration of the charter pier and a few concerns were raised about the addition of pontoons to Z Pier as it was through to significantly limit access across the water space.

In response to the concerns raised, Waterfront Auckland has responded in the following way:

- A number of alternative berth layout configurations have been considered that addressed some of these concerns.
- Pontoons will be reconfigured to maximise wave screening to the south-west and to make better use of vessels exiting to the east into the main commercial fairway.

- A small reclamation to improve public open space has been considered to optimise the design of the Westhaven Promenade. However this will not be delivered in the first phase of the Promenade due to funding constraints. The short term response is outlined in the design features below.

Design Features:

For the Z Pier pontoon reconfiguration some initial options for layout have been completed. The diagrams show one preliminary concept plan. This concept works toward safeguarding a recreational area in St Marys Bay and requires existing berth users to access/egress berths using a primary fairway/channel between Z and Y Piers and the western edge of Wynyard Quarter.

Waterfront Auckland will reuse the old X Pier loading in the construction of the promenade. This can be used as an improved staging point for St Marys Bay users.

Delivery:

There is currently no funding allocated for either project within the current Long-term Plan budget.



8 Z Pier Public Open Space

10 Z Pier Water Space Reconfiguration

PRIVATE PROJECTS

SKYPATH

Description:

The SkyPath proposal is a private venture seeking to establish a pedestrian and cycling pathway attached to the Auckland Harbour Bridge. The proposal is being promoted and advanced by the Auckland Harbour Bridge Trust (the SkyPath Trust). It is not a Waterfront Auckland project, but received a high level of interest through the consultation process on the draft plans for Westhaven.

Consultation Feedback:

There were strong views on this project both for and against:

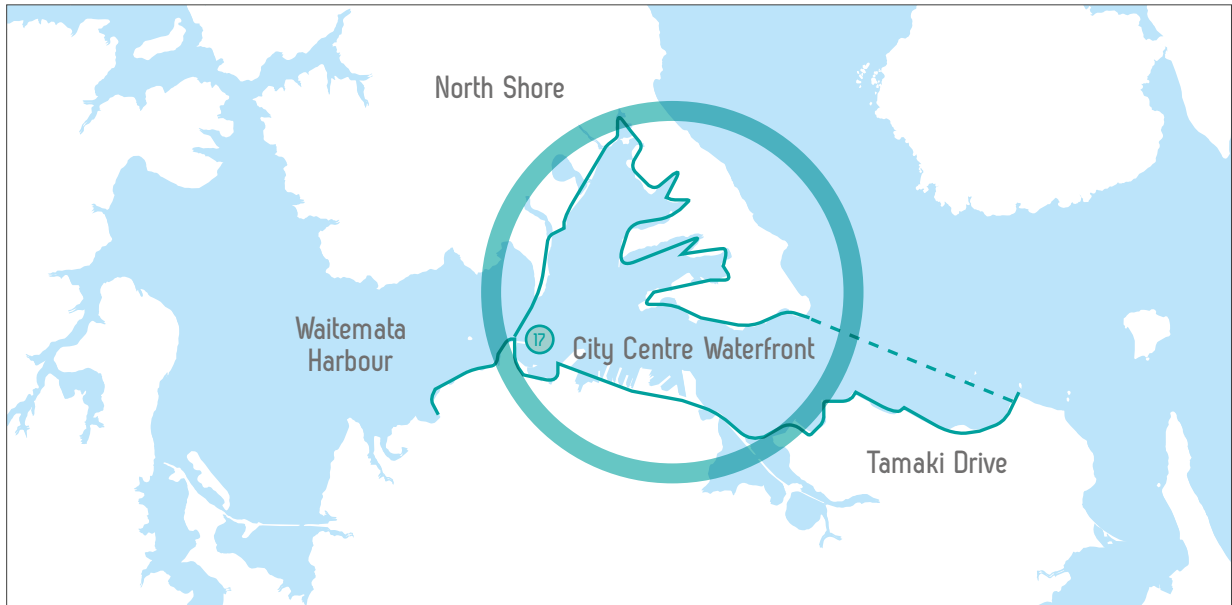
- Around half of those who did not support the plans for Westhaven (approximately a quarter of all consultation participants) felt that the plan should include a link to the proposed Harbour Bridge SkyPath. Specifically, these people felt that the proposed waterfront promenade should link in to the SkyPath, and thus provide seamless walking and cycling access from the North Shore through Westhaven into the city
- However, counter to this were concerns from current marina users around safety and congestion issues associated with allowing cyclists and pedestrians to share the proposed Westhaven promenade and requested that it specifically not link in to the SkyPath for these reasons.

Design and Delivery:

The SkyPath will measure approximately 4m wide and will be attached below the eastern clip-on lane of the bridge structure. Whilst the design concept for the harbour bridge segment of the pathway is well advanced, design work on the southern and northern connections is still at a very preliminary stage. The Auckland Council is currently investigating the feasibility and implications around entering

into a joint venture to fund SkyPath. Waterfront Auckland will have to respond to the landing of the southern end of the SkyPath project and ensure that, if this project goes ahead, best design outcome achieved for the Westhaven Marina.

Waterfront Auckland is supportive of walking and cycling initiatives and has a long term vision of a Waitemata Harbour Loop and will work with NZTA, Auckland Council, Local Boards and Aucklanders and on these proposals as they emerge.



17 SkyPath

SANFORDS AND VOS YARD REDEVELOPMENT

Description:

- This is Sanford's private redevelopment of the former Vos & Brijs Boat Yard and Slipway site. There is commercial potential to construct a new super yacht and temporary working boat berthage plus slipways and onshore marine facilities.
- As part of the commercial agreement between Waterfront Auckland and Sanford, the historical Vos Boat Yard will be preserved. The boat yard will be operated by the newly established Percy Vos Charitable Trust as an integrated maritime centre focused on engaging Aucklanders in the heritage of the waters edge. The primary purpose is to conserve and operate what is the last of the traditional wooden boat building yards in New Zealand, thus continuing the legacy of Percy Vos.



7 Sanford & Vos Yard Redevelopment



LONG TERM PROJECTS (POST 2022)

A number of projects have been proposed as long-term projects for the marina land and water space and as part of the Westhaven and Wynyard Quarter development. These projects are described below. The majority are outside of the Council’s long-term funding period which covers the period to 2022, except for the Heritage Yacht Basin which has funding in place from 2017.



13 Heritage Yacht Basin and Headland Park

- The Wynyard Point Headland Park project will deliver a significant area of waterfront public park space. The development will create a landscaped space with elements including; lawn, trees and planted areas and a water’s edge promenade. The reclamation will create new waterspace and could provide berthage for heritage boats. The area would be connected by public services including a ferry.
- Consultation showed there was some support for the concept of a berthage area for heritage boats as part of the Headland Park development, provided it did not involve making the Westhaven Marina entrance too narrow or create congestion issues.

14 Transformation of Yacht Club Sites

- This long-term project suggests the adaptive re-use of the existing club buildings once the “marina within a marina” development is realised
- There was very little consultation feedback on this proposal. Some concerns were raised about the potential to reduce the number of clubs from three to one, and the cost of any relocation
- There are perpetual leases in place for the yacht clubs in their current location and any agreement to move would need to be by mutual consent.

15 Westhaven North and Open Space

- Situated at the northern tip of the marina, this could be a unique space for public viewing, a ‘marina within a marina’, or an opportunity for more boating facilities.
- The Long-term Plan for Westhaven Marina considers alternatives for a small reclamation which could be a destination for visitors and marina users.
- Consultation generated a few comments in support (4%) and slightly more in opposition (6%). Those in favour liked the potential for a public space in the north eastern part of the marina. However, concerns were raised regarding the impact this may have on the normal operations of the marina, parking access, cost of berthage and congestion.

16 Redevelopment of Piers G to S

- A programme of works to renew and replace existing piers once they revert back to Waterfront Auckland ownership in 2026/2029.
- In the long-term, and beyond the current license period for usage, this section of the marina may be reconfigured and replaced to better cater for the requirements of the next generation of marina users.
- There was very little feedback on this proposal. No one mentioned that they supported this idea, and there were only a few comments from people who did not support it – largely due to the potential impact on costs.

FUNDING AND TIMING OF PROJECTS

The table below shows the phasing for Westhaven Plan Capital Projects and indicates which have LTP funding and where new funding is needed and will be sought over the short to medium term. Long term projects are outside of current LTP timeframes.

	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023 +
Project												
Westhaven Promenade (Stage 1 & 2)												
Y Pier Development												
Pile Mooring Redevelopment Stage 1												
Westhaven Marine Centre												
Z Pier Public Open Space												
St Marys Bay Redevelopment												
Z Pier Water Space Reconfiguration												
Harbour Bridge Park Redevelopment												
Heritage Yacht Basin (HYB) & Headland Park (HP)						HYB	HYB	HYB	HYB	HYB		HP
Transformation of Yacht Club Sites												
Westhaven North & Open Space												
Redevelopment of Piers G to S												

Key

- LTP funded
- Additional funding required (AFR)
- Unfunded



8

WHERE TO FROM HERE

The Westhaven Plan is a strategic document which provides an up to date picture of the development plans for Westhaven as of November 2013. As projects and issues develop over time there may be variations to specific details.

Alongside the changes proposed through the redevelopments, Waterfront Auckland is currently investigating operational changes to improve the efficiency of the marina.

Aucklanders and marina users will be updated on these changes and have a chance to provide additional input through:

- Waterfront Auckland and Council communications (website, signage, Facebook)
- Stakeholder meetings
- Activation programmes
- Resource consent processes.



