

Board Meeting

Date and time:	Wednesday 25th May 2022 10am
Attendees:	<ul style="list-style-type: none"> • Anita Potgieter (AP), ASB – Chair • Peter Busfield (PB), NZ Marine - VC • Peter Longdill (PL), Sanford • Sian Marek (SM), WSP • Lauren Tilson (LT), Precinct Properties • Graeme Gunthorp (GG), Waitemata Local Board • Meredith Bates (MB), Mott MacDonald • Ben Haraki (BH), Genesis Energy • Brett Sweetman (BS) Park Hyatt Auckland • Tracey Ryan (TR), Eke Panuku • Matt Thompson (MT), VHHL/Tramco • Brigid Rogers (BR), WQ TMA Coordinator <p>Guests</p> <ul style="list-style-type: none"> • Janine McMullien (JM) • Panjama Ampanthong (PA)
Apologies:	<ul style="list-style-type: none"> • Fiona Knox (FK), Eke Panuku • Jason Heather (JS), Auckland Transport • Sharon Byrne (SB), Auckland Theatre Company • Brett Sweetman (BS), Park Hyatt
Notes taken by:	Anita Potgieter
Meeting held at:	Via MS Teams

Item	Discussion and Action	By who
1	<p>Apologies and notes from last meeting / matters arising</p> <p>The notes of the last meeting held in April were agreed. Proposed by PB and seconded by MB.</p>	
2	<p>WQ update from Eke Panuku</p> <p>TR introduced JM to give an update on the Harbour Bridge Park project.</p> <p>JM clarified the area she will be referring to is the land along Curran Street on the water’s edge towards the western side of the Harbour Bridge, identified in blue on the sketch below.</p> <p>The upgrade was identified in the Waterfront plan 2012, and the Westhaven Plan 2013 and 2015 and the objective is to enhance the green space on the water’s edge.</p> 	

When looking at the area Panuku identified what the landscape identity is and what the user groups are. A reef area was identified, a headland piece of land, the Purakau with reference to the historical and cultural significance of the land, as well as the coastal ecology.

The user groups that were identified in this space were walking and cycling, as well as fishing. Consideration was given as to how to refresh the space without removing the ability for the current uses. The general park and recreational activities, as well as some informal play and general leisure activities were also taken into consideration.

Sketches were presented showing current layout and access as well as cross sections of proposed changes which include a continuous promenade with links onto Westhaven Drive and bi-directional cycleway, and the a single one way road – see drawing below:

Cross Sections



Timeframe: Still in concept design, but this was taken to the Local Board in December and was formally endorsed by them in March. This means consultation has started, hence presenting to TMA. Looking to complete detailed design development next with consent lodged in October 2022 and construction starting April 2023.

BR asked how the proposed plan would link to possible improvements to cycling along Westhaven Drive and what were the plans for the parking in the area? JM – Westhaven Drive is not part of the scope but are looking at how a separated cycle path would look on Westhaven Drive. This is being investigated bearing in mind the constricted road space. Eke Panuku is working with AT and will share more information once there is more detail. Re parking – with the proposal the parking becomes angle/diagonal and therefore there will be an increase in the number of spaces.

PB commented positively on the plan and mentioned that there's not many people bringing trailers through Curran Street. PB thanked JM for looking after recreational fishing as it is a great community service.

PL had a question around waste and waste removal and JM noted that waste bins, recreational seating etc. will all form part of the detailed design which will be shared at a later date.

AP thanked JM for her time and agreed with PB's positive comments on the design and intention of making the space more user friendly.

Wynyard Point Plan Change update

TR noted that the Plan Change is responding to the City Centre Masterplan 2020 that identified a change to the proposed waterfront park at the end of Wynyard point with an eastern edge stitch connecting to the park access which then connects through to Victoria Park. The current Auckland Unitary Plan had a connection through the waterfront park, through some development blocks and the CCMP has adopted a different configuration and that is the key reason for the Plan Change. Views from the Te Ara Tukutuku plan, which was developed for the Wynyard Point Plan Change, shows overlapping of Maori outcomes, green link and the harbour edge stitch all overlapping and coming together in the location of the proposed entrance to a new waterfront park.



TR explained how the 3 key moves from the 2012 plan will align, combine and consolidate wharf access with park access together with the eastern edge which also supports and responds to the infrastructure which has been implemented with the AC36 i.e. much calmer and protected Jellicoe harbour water space.

Key Moves

WATERFRONT AXIS

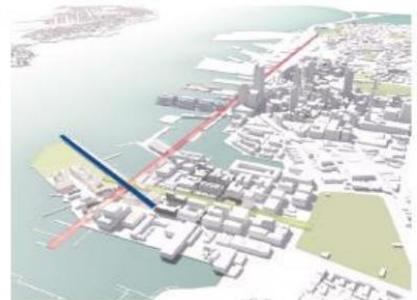
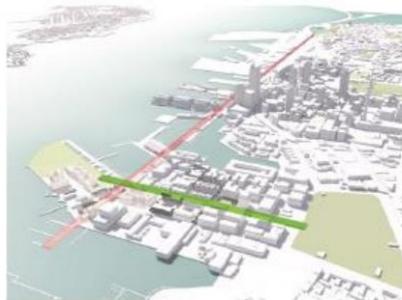
PARK AXIS

WHARF AXIS

Primary east west movement axis

Primary north south transport axis

Active mode recreation axis



The proposed Plan Change alters the shape of the development spaces. The temporary playground will no longer be a development space, but will become open space. The build form will also be pushed away from the Eastern edge to allow the public to enjoy the water edge space. No proposed change to the Marine Industry use spaces. The proposed plan increases open spaces from 4.4 to 5 hectare.

Wynyard Precinct

Realignment of the development sites and open space within Wynyard Point in order to provide the most optimal outcomes for mixed use development and waterfront park.



Existing



Proposed

Eke Panuku
Development
Auckland

Under the Te Ara Tukutuku Plan the projects that will support this change are outlined, Waterfront Park along the Western and Eastern edges; the Headland urban development; Wynyard wharf Promenade redevelopment for public access; the upgrade of the playground and the transformation of Hamer Street so that going forward it serves the marine industry and new development blocks.

Te Ara Tukutuku Plan Projects 2022-2032+



PB – questioned whether there’s a breakwater at the end of ‘A’ (line of map). TR noted that there’s nothing planned there and reminded the Board that these images are related to the Plan Change and that the design of the park has not yet been completed.

PB – questioned the relationship to Beaumont Street cycle lane as the presentation show Daldy street as the main link to the park, taking pedestrians and cyclists away from the busy Beaumont Street and Fanshawe Street which PB felt made sense.

PB – Area’s ‘C’ and ‘D’ shows as open park space, does that mean the space will no longer be available for events? TR- confirmed that spaces will be developed to enable both small and large events. More detail will be shared during the park design phase.

PL – questioned access for heavy vehicles into the point and TR responded that there will be a network of access which will become clear through the design process and that heavy vehicle access would be included.

BR asked how would there be a safe connection to Fanshawe Street. TR commented that this is covered in the ARUP WQ Refresh Integrated Transport Plan.

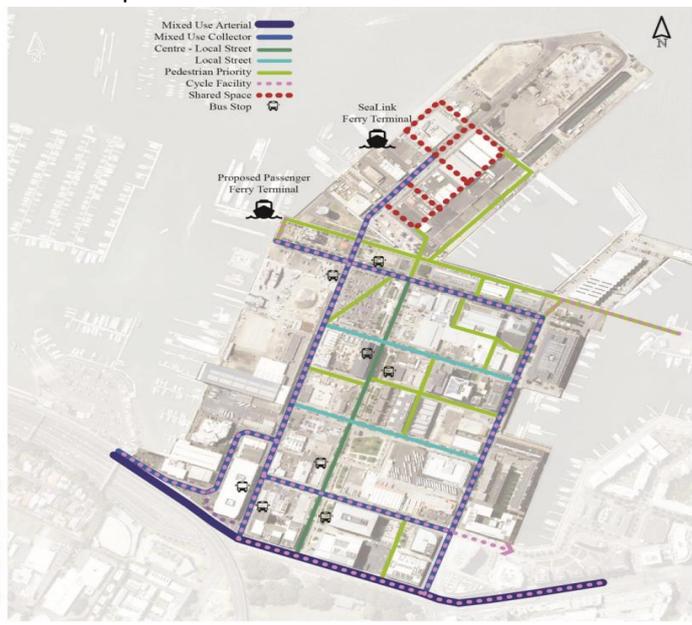
ARUP WQ Refresh Integrated Transport Plan:

TR explained that there was a proposed network of access for when development starts. This won’t be until America’s Cup RC expires but in the meantime the park development will start to be delivered in 2027.

Planning for All Modes

Strategic Access Corridors

- Auckland Transport’s Roads and Streets Framework (RSF) was used to revise the function and modal priority of each corridor
- The function of each respective corridor remains largely unchanged, but the application of the RSF provides further definition and detail around future streetscape improvements
- Walkability and provision for active modes takes priority across Wynyard Quarter
- Public Transport services will work in conjunction with high quality pedestrian environments, meaning buses are not required to permeate through the entire precinct. This will lead to significant safety and environmental benefits
- Provision for general traffic is provided only to the extent of maintaining healthy commercial and light industrial operations across Wynyard Quarter



Possible new passenger ferry service to connect the area would connect with the northern crossing cycling as well to connect it to the proposed cycleway on Beaumont Street and across through to Te Wero Bridge (Wynyard crossing). Daldy Street remains the PT spine. Investigating are ongoing for bus layovers to be incorporated into a development site.

Wider context considers CRL, Downtown Programme, Northern pathway and Auckland new bus network. Several planned transport projects (2022 – 2032) were mentioned and can be seen in the final slide of the pack provided.

PL –asked about access the North eastern side of the park as on the plan no access is visible and with no access the future event use is limited. Comments were also made around emergency vehicle access to the area.

	<p>TR – the network of roads will not circle around the park. The Plan Change is not suggesting removal of the road. Removing the road would require Resource Consent change. Service vehicles and emergency access will be included in the park design.</p> <p>PB – mentioned activation plans for the area and concerns that the return of the fishing fleet might inhibit these plans.</p> <p>TR – any activation plans will need to be a coordinated approach with Eke Panuku which include the right of the fishing fleet to use the water space in Jellicoe Harbour and return to the western side of Halsey Wharf.</p> <p>PB – commented that by agreeing to the presented plan change, the TMA does not concede to or endorse the current proposed Beaumont Street upgrade plans. TR commented that the Beaumont Street upgrade is not part of this plan as AT is leading that project.</p> <p>AP – mentioned that in discussion with Fiona Knox (Eke Panuku), it was agreed that a combined TMA, Eke Panuku and AT workshop will be set up to further discussions on Beaumont Street.</p> <p>BR commented that the WQ Transport plan shows cycling around Sailor’s corner. This is no longer part of the AT plan. MB noted some inconsistency between different images in relation to Daldy Street. TR confirmed Daldy is the PT access spine.</p> <p>AP thanked TR for the presentation and requested that comments from the TMA be briefed to the park design team. TR confirmed that will be part of the approach.</p> <p>PB asked TR for an update relating to the Resource Consent change with regards to Beaumont Street eastern side retail consent. Willis Bond is planning to request a change in the resource consent to lease the spaces to retailers other than Marine industry. PB said the Marine industry hasn’t been approached to support marketing for the spaces, and is concerned that Panuku will support such a change without consulting them.</p> <p>PA – No change to the unitary plan; marine activities is still encouraged in the spaces and suggest PB work with the development manager and Willis Bond to support marketing to marine industry retailers. PB thanks PA and TR and would welcome this.</p> <p>PL asked if a change to the resource consent will be for a specific period of time or for the duration of the consent. PA – for the duration of the consent.</p> <p>AP thanked TR for the presentations and information</p>	
<p>3</p>	<p>Updates</p> <p>Chair – Auckland City Residents Association newsletter mentions the establishment of a city security patrol group, with support from police. If any TMA members want more information there will be a meeting on Tuesday. Information in the newsletter online. BR shared the information with the facilities managers who are members of the TMA.</p> <p>Auckland Transport – No rep at the meeting</p> <p>Waitematā Local Board – Proposal to reduce speeding on Fanshawe street, Nelson and Hobson – consultation start in July.</p>	
<p>5</p>	<p>Items of Interest / AOB</p> <ul style="list-style-type: none"> ○ Beaumont Street upgrade – AP thanked board sub-group for putting together a paper to AT and Panuku with our comments. BR mentioned the comments were based on the overall strategy and confirmed that we haven’t received any responses yet. BR will share the paper with the rest of the board. TR commented that no changes are proposed to the Unitary plan to which PB responded that some of the suggestions doesn’t seem to align with the Unitary plan intentions. ○ Travel Surveys – Results have been shared with all relevant businesses. MB will give a full update at the next board meeting. 	
<p>Date of next meeting Wednesday 22nd June 2022</p>		