

<b>Wynyard Quarter Transport Management Association</b>		<b>Meeting No.77</b>
<b>Board Meeting</b>		
<b>Date and time:</b>	<b>Wednesday 2<sup>nd</sup> July 2025 at 1030am</b>	
<b>Attendees:</b>	<ul style="list-style-type: none"> <li>• Meredith Bates (MB), Mott MacDonald – Chair</li> <li>• Peter Busfield (PB), NZ Marine - VC</li> <li>• Fiona Knox (FK), Auckland Urban Development Office (formerly Eke Panuku)</li> <li>• Anita Potgieter (AP), Visa</li> <li>• Tim Marsh (TM) Kiwi Property</li> <li>• Pete Bowden (PBO), VHHL/Tramco</li> <li>• Michael Hawes (MH), Warren and Mahoney</li> <li>• Stuart Houliston (SH), Sanford</li> <li>• Laura Cheftel (LC), Zilch/Carbn NZ</li> <li>• Ronald Tay (RT), WSP</li> <li>• Brigid Rogers (BR), WQ TMA Coordinator</li> </ul>	
<b>Apologies:</b>	<ul style="list-style-type: none"> <li>• Sharon Byrne (SB), Auckland Theatre Company</li> <li>• Brett Sweetman (BS), Park Hyatt Auckland</li> <li>• Bridget Law (BL) Eke Panuku</li> <li>• Bernard Trevor (BT), ASB</li> <li>• Genevieve Sage (GS), Waitematā Local Board</li> <li>• Paul Alston (PA), Sanford</li> <li>• Michael Tracy (MT), Precinct Properties</li> <li>• Greg Moyle (GM), Waitematā Local Board</li> <li>• Tom Locke (TL), Warren and Mahoney</li> </ul>	
<b>Guests:</b>	<ul style="list-style-type: none"> <li>• Eric Van Essen (EVE), Auckland Transport</li> <li>• Julie Crabb (JC), Auckland Urban Development Office (formerly Eke Panuku)</li> <li>• Mischa Gildenhuys (MG), PAG</li> </ul>	
<b>Notes taken by:</b>	Brigid Rogers	
<b>Meeting held at:</b>	Park Hyatt, Auckland	

Item	Discussion and Action	By who
<b>1</b>	<b>Karakia and introductions</b> MB shared the Karakia with everyone. MB welcomed everyone and asked all attendees to introduce themselves.	
<b>2</b>	<b>Apologies and notes from last meeting / matters arising</b> Apologies were noted as above.	
<b>3</b>	<p><b>Central Wharves Programme</b> – presentation by Fiona Knox (FK). FK explained that her team were now part of the new Auckland Urban Development office (AUDO).</p> <p>The Central Wharves project has been under engagement for the last four months. The project is very important in terms of its place and connectivity with the wider Auckland waterfront. There has been regard for the strategic context and widespread partner stakeholder and community engagement. This work came about through a mayoral initiative of moving the port from the waterfront. There has been a lot of work done around what that might look like testing various theories etc. Eke Panuku was asked to develop a plan for the wider Auckland waterfront. Through the 2012 waterfront plan the main goals were identified as: a resilient waterfront, a working waterfront, a public waterfront, a connected waterfront and a liveable waterfront. Ultimately the port will remain on the waterfront, but Captain Cook Wharf, Marsden Wharf and Admiralty Steps could be released back to Auckland Council. There is a current consent for Bledisloe Wharf, which is being fast tracked at the moment. The port has submitted that consent as they want to enable bigger cruise ships to come alongside at Bledisloe Wharf. PB asked if the port gets their consent what will the impact be on the area. FK noted that the port would use Bledisloe Wharf for the bigger vessels and there would be no disruption two other marine vessels. FK also noted that there are still ongoing issues to resolve around cruise ships.</p> <p>There is now a Port Precinct Framework Plan – endorsed in June 2024. This laid out the high-level vision for the future of the whole 85-hectare area from Hobson Wharf to Teal Park. The framework included greater detail around the first stage of the development which would be the Central Wharves. The framework plan has been used as a starting point for engagement and technical work. A draft master plan will be released for formal consultation in 2026.</p>	

There are also issues around the future of the Cloud events space, now that investment is going to Eden Park. With the introduction of electric ferries, it is likely that charging options will be at Queens Wharf. The Wharves are very old, with three metre diameter pipes containing overflows and stormwater. The water quality in the area is very poor. It will be very expensive to improve the infrastructure and water quality in this area. The cost benefit of all options has to be considered. There have been planning sessions with the City Centre Advisory Panel, Local Boards, Mana whenua, along with subject matter experts. There have also been opportunities for the public to engage.

Summary of the discussion points are shown below:

<p><b>Summary of discussion points</b></p> <p><b>Blue Green</b></p> <ul style="list-style-type: none"> <li>• Connection with, and health of Te Waitematā is fundamental</li> <li>• Climate change and sea level rise considerations</li> <li>• Green infrastructure opportunities</li> <li>• Soft, natural edges – potential to extend Te Wānanga</li> <li>• Greening the site</li> <li>• Potential / partial declaration to be considered - especially Captain Cook wharf</li> </ul>	<p><b>Public Waterfront</b></p> <ul style="list-style-type: none"> <li>• Manaaki opportunities to welcome visitors</li> <li>• Events, activation &amp; facilities</li> <li>• Special character, heritage &amp; identity</li> <li>• Commercial opportunities and catalysts</li> <li>• Connections – people to place, to the City Centre and the region</li> <li>• North south &amp; east-west axes / spatial organisation</li> </ul>
<p><b>Smart Working</b></p> <ul style="list-style-type: none"> <li>• Delineating “Zones” for Ferry/Cruise/Cargo</li> <li>• Integrate land side and water side responses</li> <li>• Transport forms part of the theatre of the City Centre waterfront</li> <li>• Need for calm water space for vessel layover &amp; maintenance</li> <li>• Opportunities for green transport innovation</li> </ul>	<p><b>Connected</b></p> <ul style="list-style-type: none"> <li>• Embrace the functionality and connectedness</li> <li>• Water quality issues in the site</li> <li>• Integrated and coordinated response / utilities</li> <li>• Pick Up Drop Off (PUDO) areas</li> <li>• Wharf use &amp; maintenance costs</li> </ul>
<p><b>Liveable</b></p> <ul style="list-style-type: none"> <li>• Demographics &amp; population trends</li> <li>• Commercial revenue and catalytic opportunities</li> <li>• Ownership vs lease of wharf structures</li> <li>• It is a highly connected, accessible site - attractive</li> <li>• Construction cost impacts</li> </ul>	

There are many opportunities to connect to and with the Waitemata. Public accessibility is important and there are opportunities for commercial investments and development. The logistics of ferries, cargo, freight, cruise and leisure users also needs to be taken into consideration with any future plans. It is also very important to ensure the area is well connected in terms of public transport, cycling, walking etc.

Summary

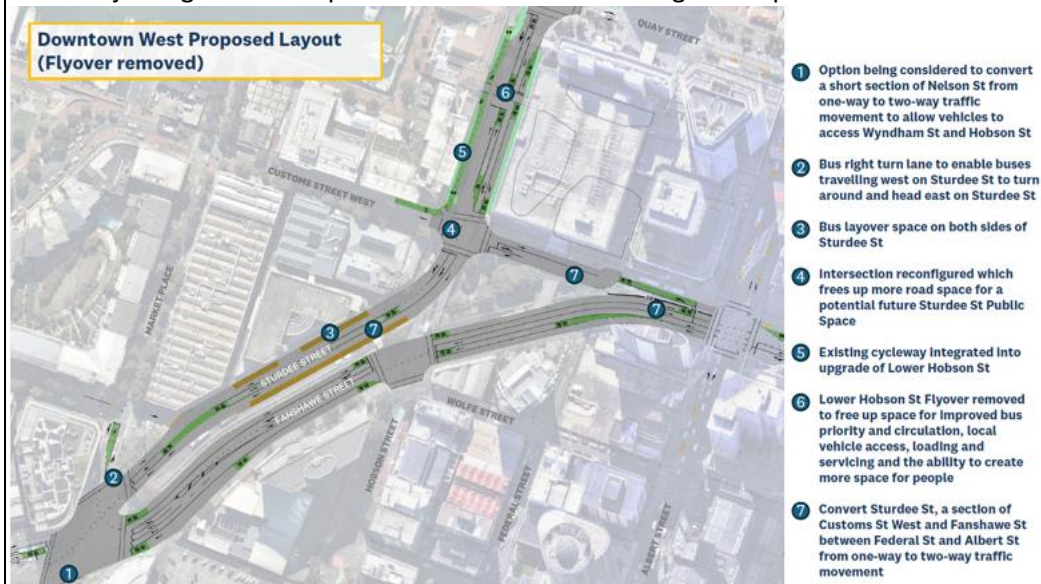
As a result of the public feedback to date can be seen below:

- Publicly accessible spaces, seating and viewing
- More greenery, planting, trees and parks
- Family friendly places, facilities and activities
- Food & beverage options
- More sporting facilities
- Engage with the water
- Events and performances
- Art, sculpture and craft

	<p>Emerging themes include:</p> <ul style="list-style-type: none"><li>• Enhancing health and Mauri of Te Waitemata and waterfront environment</li><li>• Creating welcoming, safe, inclusive and democratic spaces</li><li>• Creating catalyst opportunities for investment and economic growth in the waterfront and CBD</li><li>• Celebrating our unique culture and heritage</li><li>• Encouraging connections activity and vibrancy</li></ul> <p>FK explained that this is a four-year plan and they are only 6 months into that. Auckland council will have to agree the master plan and the projects will come out of that. The next steps are as follows:</p> <ul style="list-style-type: none"><li>• information needed on the asset condition of the wharves</li><li>• documenting all findings into a technical report</li><li>• working with the recently engaged firm to build a programme business case (PBC)</li><li>• creating material to support options development</li><li>• transitional use activities to continue</li><li>• analyse all cruise data</li></ul> <p>BR Asked if consultations could take place on weekdays so that the views of those who work in the area could be taken into consideration.</p> <p>PB asked about the events spaces and noted that the VEC was already very busy, he asked where events such as Sail GP would be located, or would they move out of Auckland. FK mentioned that the area had to work for everyone, and not all events needed to be on the waterfront. Accessibility will be improved when CRL opens. FK also cautioned against relying solely on international events, when local events grow and evolve, they can be just as important, often without the high costs.</p>	
4	<p><b>Te Ara Tukutuku</b> FK introduced Juie Crabb (JC) who is the project manager on site for Te Ara Tukutuku. FK introduced the presentation saying how Wynyard Point is an area which is set to become one of the most important regeneration projects in the city over the next 10-20 years. The 5ha public open space is the first new urban Tāmaki Makaurau park in 100 years. A quality and sustainable mixed used development that complements the major public space. Partnered and co-designed with Mana Whenua. Guided by Mauri Tukutuku (a bespoke cultural health framework). Regenerating past actions to return to a healthy place that is uniquely Tāmaki Makaurau, Tāmaki Herenga Waka, Tāmaki Herenga Tāngata.</p> <p>The key take home is that it is not just a park it is about unlocking a reclaimed industrial area and enabling 15 years of planned development. Enabling works have now started on site. Shell have exited the site and works have commenced, JC explained that before the site could be developed, healing work had to take place. The contaminated land has been sealed and new clean clay brought in from different sites. This keeps the water on site, which then gets put through sediment to try and clean the water before it leaves the site. There will be a perimeter and ground barrier, and this will contain the healed site.</p> <p>Approximately 43,000m3 of material is required to complete the enabling works. 350 trucks have brought in over 5,000m3 of clean clay to the site. The sediment ponds can treat approximately 600,000 litres of water per day. Only clean water leaves the site. This is a long-term transformation project. 2026 onwards will see the staged construction onsite.</p> <p>The concept is plan is for a new park on the headland and commercial/residential development closer to Jellicoe Street. The Design Overview can be seen below:</p> <div><p><b>Concept Design Milestones</b></p><ul style="list-style-type: none"><li>- Concept Design was undertaken November 2023 – August 2024</li><li>- Extensive engagement was undertaken with AC whānau, residents, businesses and public over July/August 2024</li><li>- Feedback informed the updates to the Concept Design pack issued August 2024</li><li>- 87% of feedback and comments aligned to the vision presented</li><li>- The Eke Panuku Board approved the Concept Design October 2024</li><li>- The Waitematā Local Board endorsed this November 2024</li></ul><p><b>Developed Design underway</b></p><ul style="list-style-type: none"><li>- Developed Design for the northern open space commenced December 2024 and is due to be completed October 2025</li><li>- The scope focuses on the areas that will be taken to construction first, which informs the consent strategy</li><li>- This phase tests the design is constructable and tests the engineering requirements and provides detail around costs</li></ul><p><b>Detailed Design to come</b></p><ul style="list-style-type: none"><li>- Detailed Design will commence once the Developed Design is approved (expected later this calendar year)</li><li>- This phase will lock in the materials, engineering and design approach.</li><li>- This will then provide us certainty around resource consent packages and the going to the market to procure contractors.</li></ul></div> <p>An ongoing programme of engagement is planned for the remainder of 2025 and beyond to ensure that public and stakeholders are informed about the progress and steps to deliver the vision on time. The engagement is themed around the restoration of the whenua (land), wai (water) and tangata (people). More activations are planned for September, and these will be around indigenous coastal vegetation.</p>	



**5 Downtown Development Programme – Eric Van Essen (EVE) Auckland Transport.** EVE is the Programme Director City Centre Integrated Delivery. EVE explained that the Downtown West project and Downtown Bus Improvements project (part of the City Centre Bus Plan) will be combined to ensure integration and will be delivered as a single programme of works ('Downtown Development Programme'). The Downtown Car Park site is the last remaining under-used and strategically significant site in the downtown area. In November 2023, Eke Panuku and Precinct Properties signed a development agreement to revitalise the Downtown Car Park site into a vibrant Downtown Precinct. The development will have public laneways and spacious internal courtyards, seamlessly connecting Britomart and the Viaduct Harbour. Removal of the Lower Hobson Street flyover will provide the opportunity to upgrade the public realm adjoining the development site and deliver strategic transport outcomes. These are outlined below:



With the Downtown car park gone the flyover can be removed which will open up the space removing the shade and noise created by the flyover.

SH asked where all the people who use the Downtown car park were going to park. EVE explained that the car park had 1900 spaces and wasn't often full. The new development has 200 spaces, and there are several other car parks within a 5-minute radius of the site. EVE explained that AT want to bring people into the city centre via mass transit. With a growing city population, it is not feasible for everyone to drive into the CBD.

There is an overlap between the project on the downtown car park site and the downtown bus improvements programme. With the infrastructure changes there are opportunities to create new bus priority lanes as well as cycle and walking improvements. There will be 7000 people living and working in the new building. AT recognise that the public transport in the area needs to be enhanced. Currently 5 bus services terminate in the CBD, this brings with it challenges 4 vehicle parking and staff breaks. It is planned to relocate some of these buses so that not all services terminate in the same place, for example the Tamaki service will eventually run through into Wynyard Quarter and terminate there.

PB was Concerned that when yard quarter had been identified as a site for bus layovers. EVE explained that AT are looking to have an off-street bus layover facility in Wynyard Quarter. This would be part of a development, possibly on the existing Jellicoe Street car park site. It would not be a public facing depot but there would be facilities for drivers etc. MH noted that as this would be part of a development it will fit in with the local environment. EVE also mentioned the need for electric charging capacity for buses. It is envisaged that by 2030 AT would have a completely electric fleet.

The indicative timeframe is as follows:

**Oct/Nov 2025** - AT procures a multidisciplinary design consultant to deliver an integrated design for the Downtown Development Programme

**Early 2026** – public engagement on the Downtown Development Programme concept design starts

**2026** - Precinct Properties begin demolition of the Downtown Carpark

**2027** – construction begins on the Customs Street/Beach Road bus priority lanes, stops & shelters and the Customs Street streetscape upgrade

**Mid-late 2028** - Through running of the Northern bus services to/from a new Quay Park off-street bus layover facility. NX1 will run through to Spark arena.

**Mid-late 2028 (or later)** – Through running of the Tamaki bus services to/from Wynyard Quarter. Timing will be subject to the availability of either interim on-street bus layover or a new off-street bus layover facility incorporated into a private development. EVE mentioned that the Tamaki service could be running

	<p>into WQ before 2028, but that would depend on the appetite to have on street bus layovers until such time as a purpose-built facility would be ready.</p> <p>AP asked if the programme as outline had funding in place or was it subject to budget approval.</p> <p>EVE informed the Board that it was in the LTP (10 year), but it still has yet to be approved – but AT are hoping that is just a formality. FK commented that the improvements to the bus network as integral to supporting the connectivity of CRL.</p> <p>PB asked about the transport support for events and expressed concern about the disruption to the CBD resulting from the redevelopment of the Downtown car park. What risk analysis had been done? Visitors to the Auckland Boat show, for example, come from outside the Auckland region and they drive here. PB mentioned that he had heard of people wanting to attend the Boat show who couldn't find parking and just drove away.</p> <p>EVE acknowledged PBs concerns but felt that there was an opportunity to educate people on the options. Show people when they book tickets where they could park.</p> <p>BR mentioned that there were ongoing conversations with the Auckland Council family about the plans to move people in and out for events. Sail GP left bus travellers wrangling reduced service levels due to it being a weekend. BR mentioned that directing people to Park &amp; Ride facilities could be worth investigating.</p> <p>SH asked if there were any plans to build multi storey carparks on the existing car parks on the NX routes. EVE explained that there were no plans to do this as there are many factors against such a proposal. These included the cost of building such a car park and the additional congestion if a bigger car park was created, not to mention air quality etc. The idea is that people use the connector services to get to the Park and Ride locations. EVE also acknowledged that not everyone could utilise PT and for those options were available. FK noted that post Covid many people are still working from home, so PT demand is often less on certain days. MB thanked EVE for attending and presenting.</p> <p>BR mentioned that EVE and FK would be attending the Board meetings on a quarterly basis to give updates and take feedback.</p>	
6	<p><b>Lunch &amp; Learn event</b></p> <p>BR gave a brief update on the event that took place on 17 June. Over 10,000 WQ employees were represented at the event. Presentations included: The importance of Sustainable mobility, Introducing AT Travelwise, The Wednesday Challenge and Extraordinary. It was a great networking opportunity for like minded people. There was some very positive feedback and everyone was highly engaged. WQ TMA thanked AT for their support of the event and would continue to follow up with businesses in the area on the themes that had been covered. MB thanked BR for organising the event.</p>	
	<b>12noon - the meeting closed at this point there was no further time for any other items.</b>	
	<b>Date of next meeting Wednesday 6th August 2025 1030am at</b>	