I hereby give notice that an ordinary meeting of the Auckland City Centre Advisory Board will be held on:

**Date:** Wednesday, 17 April 2019  
**Time:** 3:00pm  
**Meeting Room:** Reception Lounge  
**Venue:** Auckland Town Hall  
301-305 Queen Street  
Auckland

Ngā Hui a te Poari Kaitohutohu mō te Pokapū o Te Tāone Nui o Tāmaki Makaurau / Auckland City Centre Advisory Board

OPEN AGENDA

MEMBERSHIP

<table>
<thead>
<tr>
<th>Chairperson</th>
<th>Ms Viv Beck</th>
<th>Business Improvement District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deputy Chairperson</td>
<td>Mr Andrew Gaukrodger</td>
<td>Corporate Sector</td>
</tr>
<tr>
<td>Members</td>
<td>Mr Ngarimu Blair</td>
<td>Ngati Whatua Orakei</td>
</tr>
<tr>
<td></td>
<td>Ms Noelene Buckland</td>
<td>City Centre Residents Groupo</td>
</tr>
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<td></td>
<td>Mr Shale Chambers</td>
<td>Waitemata Local Board, Auckland Council</td>
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<td></td>
<td>Mr Greg Cohen</td>
<td>Tourism/Travel</td>
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<td></td>
<td>Mr Ben Corban</td>
<td>Arts and Cultural sector</td>
</tr>
<tr>
<td></td>
<td>Mr Terry Cornelius, JP</td>
<td>Property Council of NZ</td>
</tr>
<tr>
<td></td>
<td>Mr George Crawford</td>
<td>Auckland Council (Mayor’s alternate)</td>
</tr>
<tr>
<td></td>
<td>Cr Chris Darby</td>
<td>Corporate sector</td>
</tr>
<tr>
<td></td>
<td>Mayor Hon Phil Goff, CNZM, JP</td>
<td>Liaison councillor, Auckland Council</td>
</tr>
<tr>
<td></td>
<td>Mr Mark Kingsford</td>
<td>Tertiary Education (University of Auckland and Auckland University of Technology)</td>
</tr>
<tr>
<td></td>
<td>Cr Mike Lee</td>
<td></td>
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<td></td>
<td>Ms Amy Malcolm</td>
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</tr>
</tbody>
</table>

(Quorum 10 members)

Sonya Inger, Governance Advisor  
12 April 2019  
Contact Telephone: (09) 9776050  
Email: sonya.inger@aucklandcouncil.govt.nz  
Website: www.aucklandcouncil.govt.nz

**Note:** The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
1. These terms of reference set out the roles, responsibilities and working arrangements for the Auckland City Centre Advisory Board.

2. The board is a key advisory body, with no decision-making or autonomous budgetary authority.

3. The board will assist the Auckland Council, specifically the Governing Body and the Waitematā Local Board and Auckland Council Controlled Organisations to oversee and be a key advisor to the Auckland Council on achieving the vision and strategic outcomes of the Auckland Plan, the City Centre Masterplan, the expenditure of the city centre targeted rate and city centre issues.

Membership:
Includes one councillor and one local board member.

The board should include members who can provide expert advice on many areas including transport, landscape, environment and youth sectors. The membership includes a position for Mana Whenua. Representatives from CCOs may be board members without voting rights. The number of the board members should be between 16 and 21 at any time.

The new panel’s term should end one month prior to the next local government elections in 2019. The membership of the panel may be rolled over for more than one electoral term of three years.
<table>
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<th>ITEM</th>
<th>TABLE OF CONTENTS</th>
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<td>23</td>
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<td>9</td>
<td>Auckland City Centre Advisory Board - Information report - 17 April 2019</td>
<td>27</td>
</tr>
<tr>
<td>10</td>
<td>Consideration of Extraordinary Items</td>
<td></td>
</tr>
</tbody>
</table>
1 Apologies

Apologies from Mayor P Goff on council business, Mr J Mooney, and Mr A Parkinson have been received.

2 Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

3 Confirmation of Minutes

That the Auckland City Centre Advisory Board:

a) confirm the ordinary minutes of its meeting, held on Wednesday, 27 March 2019, as a true and correct record.

4 Extraordinary Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

"An item that is not on the agenda for a meeting may be dealt with at that meeting if-

(a) The local authority by resolution so decides; and

(b) The presiding member explains at the meeting, at a time when it is open to the public,-

(i) The reason why the item is not on the agenda; and

(ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting."

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

"Where an item is not on the agenda for a meeting,-

(a) That item may be discussed at that meeting if-

   (i) That item is a minor matter relating to the general business of the local authority; and

   (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but

(b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion."
Albert Street bus bays update

File No.: CP2019/04831

Te take mō te pūrongo
Purpose of the report
1. To receive an update on plans for indented bus bays on Albert Street as part of the post-City Rail Link reinstatement of the street.

Whakarāpopototanga matua
Executive summary
2. City Rail Link is undertaking reinstatement of Albert Street as part of their works delivery programme.
3. The reinstatement work includes the delivery of bus infrastructure along the length of Albert Street as well as enhanced urban realm upgrades funded by city centre targeted rate.
4. The bus infrastructure included the provision of four indented bus bays between Wyndham and Custom Streets.
5. Auckland City Centre Advisory Board raised concerns regarding the impact of four indented bus bays for both the street environment and pedestrians. Concerns by the board were raised and included in the letter from the Mayor dated 10 December 2018. A response from the Chief Executive Auckland Transport was provided alongside an update report at the board’s 27 February 2019 meeting.
6. Auckland City Centre Advisory Board resolved to re-escalate the matter to the Chief Executives, Auckland Council and Auckland Transport and copied to Mayor Goff (resolution CEN/2019/5).
7. Mr Shane Ellison, Auckland Transport Chief Executive will address the board on progress on this matter at the board’s 17 April 2019 meeting.

Ngā tūtohunga
Recommendation
That the Auckland City Centre Advisory Board:

a) receive an update on plans for indented bus bays on Albert Street as part of the post-City Rail Link reinstatement of the street.

Ngā tāpirihanga
Attachments
There are no attachments for this report.

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Tam White - Senior Governance and Relationship Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>John Dunshea - General Manager Development Programmes Office</td>
</tr>
</tbody>
</table>
Albert Street and Lower Queen Street urban realm projects update

File No.: CP2019/05698

Te take mō te pūrongo
Purpose of the report
1. To receive an update on the Albert Street and Lower Queen Street urban realm projects.

Whakarāpopototanga matua
Executive summary
2. The Auckland City Centre Advisory Board has endorsed a total of $30 million of city centre targeted rate funding, towards enhanced urban realm outcomes in Albert Street and Lower Queen Street, to be delivered as part of the City Rail Link Project.

3. The agreement has been formalised between council, City Rail Link Limited and Auckland Transport, for City Rail Link Limited to deliver Albert Street between Wyndham and Custom Streets, as part the C2 contract. Work is underway to formalise the agreement to deliver Lower Queen Street.

4. There is currently insufficient budget to fund the section of Albert Street from Wyndham and Wellesley Street. Options for additional funding and cost reduction are being investigated by staff and will be reported to the board in due course.

5. Staff from Auckland Council and City Rail Link Limited will present an update on the Albert Street and Lower Queen Street urban realm projects.

Ngā tūtohunga
Recommendation
That the Auckland City Centre Advisory Board:

a) receive the update on the Albert Street and Lower Queen Street urban realm projects.

Horopaki
Context
6. City Rail Link Limited is undertaking reinstatement works along Albert Street and Lower Queen Street as part of the delivery of the City Rail Link Project.

7. The Auckland City Centre Advisory Board supported investment of city centre targeted rate funding, in addition to City Rail Link investments to achieve higher quality urban realm outcomes for the reinstatement works.

8. In 27 April 2016, the board endorsed the allocation of $20 million towards the enhancement of Albert Street public realm and a further $10 million towards the enhancement of Lower Queen Street, to be funded as part of the City Centre Targeted Rate Programme of Works (TR5) (resolution CEN/2016/18).

9. In 24 May 2017, City Rail Link Limited updated the board on the design and provided information on the urban realm scope of works to be funded by the city centre targeted rate contributions. The board resolved to endorse the allocation of funding as outlined in the presentation including future-proofing for bus bays (resolution CEN/2017/37).

10. Galway and Tyler Streets, between Lower Queen Street and Commerce Street, are being scoped as part of the C1 contract. These streets will be funded separately by the $20 million of city centre targeted rate budget for the Britomart Precinct.
Tātaritanga me ngā tohutohu
Analysis and advice

11. The scope of works to be funded by the city centre targeted rate, as presented and endorsed by the board at its 24 May 2017 meeting, is outlined in Table 1 below.

Table 1. Scope of works to be funded by the city centre targeted rate

<table>
<thead>
<tr>
<th>City Rail Link Project Scope</th>
<th>Additional Elements funded by CCTR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Albert Street</strong></td>
<td><strong>Stone kerbs</strong></td>
</tr>
<tr>
<td>- Concrete kerbs</td>
<td>- Stone paving to footpath</td>
</tr>
<tr>
<td>- Standard footpath – BOAC Concrete</td>
<td>- Future proofed bus bay removal replaced with tree plantings and footpath</td>
</tr>
<tr>
<td>- Some trees and tree pits</td>
<td>- Lighting enhancements</td>
</tr>
<tr>
<td>- Only within Albert Street/City Rail Link designation</td>
<td>- Some work outside designation</td>
</tr>
<tr>
<td>- Standard street lighting</td>
<td></td>
</tr>
<tr>
<td><strong>Lower Queen Street</strong></td>
<td><strong>Entire Lower Queen Street area</strong></td>
</tr>
<tr>
<td>- Replace areas opened/impacted during construction</td>
<td>- Stone finishes</td>
</tr>
<tr>
<td>- Bus provision</td>
<td>- Plaza and shared space finishes</td>
</tr>
<tr>
<td>- Street lighting</td>
<td>- Trees</td>
</tr>
<tr>
<td>- No trees</td>
<td>- Art</td>
</tr>
<tr>
<td>- No art</td>
<td>- Lighting – events and mood</td>
</tr>
<tr>
<td>- Basis furniture</td>
<td>- Kiosk - flexible</td>
</tr>
<tr>
<td>- Toilet</td>
<td></td>
</tr>
<tr>
<td>- Kiosk - standard</td>
<td></td>
</tr>
</tbody>
</table>

12. An agreement was formalised between council, City Rail Link Limited and Auckland Transport in September 2018, for City Rail Link Limited to deliver the enhanced Albert Street urban realm, from Custom Street to Wyndham Street as part of the C2 contract, in line with the above scope of works.

13. Construction of the Albert Street C2 urban realm is forecasted to be completed by the end of 2020.

14. An agreement is being progressed between council, City Rail Link Limited and Auckland Transport, for City Rail Link Limited to deliver the Lower Queen Street urban realm as part of the C1 contract, in line with the above scope of works.

15. The construction of Lower Queen Street urban real is forecasted to be completed in 2021.

16. Staff from council and City Rail Link Limited will present an update on the Albert Street and Lower Queen Street urban realm projects to the board’s 17 April 2019 meeting.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera
Council group impacts and views

17. The project design and delivery is being led by City Rail Link Limited, incorporating feedback from Auckland Transport and Auckland Council.
Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe
Local impacts and local board views

18. Project updates are provided to the Waitematā Local Board as part of its regular City Rail Link update workshops.

Tauākī whakaaweawe Māori
Māori impact statement

19. Mana whenua consultations are led by City Rail Link Limited, via the regular City Rail Link mana whenua hui.

Ngā ritenga ā-pūtea
Financial implications

20. The Auckland City Centre Advisory Board has endorsed $30 million of city centre targeted rate funds towards the reinstatement of Albert Street and Lower Queen Street, of which $20 million is budgeted for Albert Street and $10 million for Lower Queen Street.

21. Contractor pricing received from the C2 contract for the council funded works, encompassing Albert Street from Custom to Wyndham Street, is currently forecasted at $11 million.

22. Quantity surveyors cost estimates for the C1 contract, Lower Queen Street for council funded work is currently at $15 million to $17 million. Firm contractor pricing will be available mid-2019.

23. Updated cost estimates for the C3 contract, encompassing Albert Street from Wyndham to Wellesley Street, are not yet available.

24. The current $30 million budget will enable the delivery of public realm enhancement to contracts C1 and C2 only. Significant scope or quality reduction to reduce cost is not considered due to the prominence that these areas represent as gateways to Auckland’s city centre.

25. Options for additional funding and potential scope reduction for the C3 contract will be investigated by council in collaboration with City Rail Link Limited.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations

26. There is insufficient budget to deliver the full scope of urban realm upgrade for Albert Street and Lower Queen Street.

27. Construction cost escalation trends indicate that cost will likely continue to climb, increasing cost pressure on Albert Street urban realm that are part of the C3 project.

Ngā koringa ā-muri
Next steps

28. Staff are investigating additional funding and cost saving options for Albert Street, Wyndham to Wellesley, as part of the C3 contract and will update the board in due course.

Ngā tāpirihanga
Attachments

There are no attachments for this report.

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Tam White - Senior Governance and Relationship Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>John Dunshea - General Manager Development Programmes Office</td>
</tr>
</tbody>
</table>
Auckland City Centre Advisory Board  
17 April 2019

America’s Cup 36 programme update  
File No.: CP2019/04785

Te take mō te pūrongo  
Purpose of the report  
1. To receive an update on the America’s Cup 36 programme.

Whakarāpopototanga matua  
Executive summary  
2. This report provides the Auckland City Centre Advisory Board with an update on the America’s Cup 36 programme.
3. A memo providing this update was circulated to board members on 3 April 2019 (see Attachment A). Staff will be in attendance at the board’s 17 April 2019 meeting to discuss the programme in more detail.

Ngā tūtohunga  
Recommendation  
That the Auckland City Centre Advisory Board:

a) receive the update on the America’s Cup 36 programme.

Ngā tāpirihanga  
Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
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<tbody>
<tr>
<td>A</td>
<td>Memo to Auckland City Centre Advisory Board - Update on America’s Cup 36 Programme (April 2019)</td>
<td>15</td>
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</table>

Ngā kaihaina  
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Martin Shelton – Programme Director, AC36 Programme Management Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>John Dunshea - General Manager Development Programmes Office</td>
</tr>
</tbody>
</table>
Memorandum

To: Auckland City Centre Advisory Board
Subject: Update on America’s Cup 36 Programme
From: Martin Shelton, Programme Director AC36

Purpose
1. To provide an update on the America’s Cup 36 programme.

Summary
- The America’s Cup 36 programme was established in 2018 to enable Tamaki Makaurau, Auckland and New Zealand to host the 36th defence of the America’s Cup in 2021.
- Six challengers to Emirates Team New Zealand’s defence of the America’s Cup have been confirmed. Challengers’ syndicates will start arriving in New Zealand from August 2019 to build their team bases.
- The America Cup programme’s focus is to ensure that the essential infrastructure is provided on time and that the America’s Cup events take place safely, while showcasing Auckland and New Zealand to the world.
- The Wynyard Edge Alliance, which was formed by Auckland Council, the Crown, McConnell Dowell, Downer, Tonkin and Taylor, and BECA, is responsible for delivering the essential infrastructure to host the America’s Cup.
- Construction of the America’s Cup infrastructure is on track for delivery within the required timeframes (see detailed list of milestones for 2019 in Attachment A).
- Auckland Tourism, Events and Economic Development is leading coordination and planning of the America’s Cup events on behalf of Auckland Council and the Crown. Five race course options have been identified and are shown in Attachment B. Lead up races in Auckland will start from December 2020 with the Cup Match being held in March 2021.
- A strategic framework has also been developed in partnership with mana whenua to identify how Auckland and New Zealand can best leverage off the events to achieve wider benefits and the desired legacy from the America’s Cup (see Attachment C).
- Regular updates will be provided to all elected members as the programme develops. Workshops have also been scheduled in April 2019 with the four local boards that will be most impacted by the America’s Cup: Devonport-Takapuna, Ōrākei, Waiheke and Waitakere.

Context/Background

He waka eke noa, kia eke panuku, kia eke Tangaroa
We’re in this waka together. Through all our efforts, we will succeed.

2. This whakatauki has been chosen in partnership with mana whenua to encapsulate the spirit of the America’s Cup 36 (AC36) programme.

3. The programme is a partnership between America’s Cup Event Limited, Auckland Council, the Crown (represented by Ministry of Business, Innovation and Employment) and mana whenua.

4. Emirates Team New Zealand has established America’s Cup Event Limited to manage the delivery of the AC36 events in Auckland for both the on-water racing and the America’s Cup Race Village.

5. Six challenges for the 36th defence of the America’s Cup have been accepted from:
6. Two lead up events in Auckland, followed by the 36th defence of the America’s Cup, will focus global attention on New Zealand during the first three months of 2021 (see Table One).

<table>
<thead>
<tr>
<th>Race</th>
<th>Time</th>
</tr>
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<tbody>
<tr>
<td>Christmas Race</td>
<td>December 2020 or January 2021</td>
</tr>
<tr>
<td>Prada Cup (the challenger selection series)</td>
<td>January to February 2021</td>
</tr>
<tr>
<td>36th America’s Cup Match, presented by Prada</td>
<td>6-21 March 2021</td>
</tr>
</tbody>
</table>

7. Five race course options have been identified and are shown in Attachment B. Supporting activities are likely to take place in the Devonport-Takapuna, Ōrākei, Waiheke and Waitamata local board areas.

Discussion

America’s Cup 36 Programme

8. The AC36 programme’s focus is on ensuring that the required infrastructure is provided on time and that the events take place safely while showcasing Auckland and New Zealand to the world.

9. The AC36 programme comprises three essential projects:
   - AC36 infrastructure project
   - AC36 event planning and city integration project
   - AC36 benefits realisation project.

10. Governance for the AC36 programme is provided by a Joint Chief Executive Group that includes representatives from Auckland Council group, the Crown, mana whenua and America’s Cup Event Limited.

11. An update on the involvement of mana whenua in the programme and each of the three projects is provided below.

Mana Whenua

12. The AC36 programme continues to work with mana whenua to enable them to provide guidance on tikanga and fulfill their role as kaitiaki throughout the programme. Key mechanisms for this include:
   - the Joint Chief Executive Group currently has three members on it representing mana whenua from the following iwi representations: Waiohua Tāmaki and Waikato, Ngāti Whāitu representation and Marutūāhu. Representative from Ngāti Manuhiri, Ngāti Rehua and Ngatiwai is yet to be confirmed.
   - Mana Whenua Kaitiaki Forum (which includes representatives of all 19 iwi) are also engaged in the wider AC36 programme
   - AC36 resource consents require specific iwi consultation and involvement. A detailed engagement strategy has been prepared to support this.

AC36 infrastructure project
13. This project delivers the essential infrastructure in Wynyard Quarter and the Viaduct Basin to host AC36. This includes the syndicate base platforms for the six challengers.

14. The infrastructure is designed and constructed by the Wynyard Edge Alliance; Consisting of Auckland Council, the Crown (represented by the Ministry of Business, Innovation and Employment), McConnell Dowell, Downer, Tonkin and Taylor, and BECA.

15. The alliance has made significant progress in 2019, including:
   - a 63-metre barge has been operating in the Eastern Viaduct basin installing piles for the extension to Hobson Wharf, to accommodate Luna Rossa’s team base
   - work on a breakwater along the wharf to the rear of the Maritime Museum to ensure the water surrounding the challenger berths and visiting yachts is calm
   - dredging work is underway to ensure the approach to the Viaduct Harbour and the basin area deep enough for the AC36 race boats
   - repair work underneath the Wynyard Wharf is 40 per cent complete and work has started on the syndicate base areas
   - an application to vary the Hobson Wynyard resource consent conditions has been lodged to accommodate design improvements to the temporary team base locations on Wynyard Wharf.

16. In addition to delivering the AC36 infrastructure, the Wynyard Edge Alliance is delivering several auxiliary works provided for within the council’s current Long-term Plan. These include relocation of the SeaLink ferry terminal and extension of the Daldy Street stormwater outfall.

AC36 event planning and city integration project

17. This project involves national and city-wide event planning and coordination. Auckland Tourism, Events and Economic Development is the lead agency for the event planning and coordination. It is responsible for bringing together the wider Auckland Council group and other relevant agencies (such as emergency services) to ensure the city continues to function in the lead up to and during the event.

18. This planning and coordination will be done in close collaboration with the event deliverer, America’s Cup Event Limited, who are responsible for the on-water racing and the race village.

19. An inter-agency steering group has been established to ensure operational partners and regulatory authorities are working collaboratively to enable successful delivery of the event.

20. Early planning is also in progress for supporting activations and opportunities to enhance the event experience for all Aucklanders and visitors.

AC36 benefits realisation project

21. Planning is underway to ensure that all benefits realised from AC36 before, during and after the event are identified, captured and tracked.

22. The Ministry of Business, Innovation and Employment commissioned Market Economics in 2017 to evaluate the potential economic impact of an Auckland-based AC36. Their report estimates that from 2018 to 2021 between $0.6 to $1.0 billion will be added to New Zealand’s economy and an employment boost of between 4,700 and 8,300. The range reflects different assumptions around the number of syndicates competing, visiting super yachts, international tourists and the cost of hosting.

23. A data and evaluation framework is being developed and will be finalised by June 2019. This will ensure that both hard (economic) and soft (broader environmental, social and cultural) benefits of the cup are measured.

24. Initial workshops have been held, including with the Mana Whenua Kaitiaki Forum, to determine what leverage and legacy opportunities are of common interest to the various stakeholders and may therefore benefit from being brought into the programme wide leverage and legacy frameworks. The leverage and legacy plans will be finalised by September 2019.
25. The Strategic Framework for the America’s Cup is shown in Attachment C. It has identified some key principles and a vision to inform development of these legacy and leverage outcomes.

Next steps for engagement with elected members

26. The AC36 programme is committed to providing regular engagement and opportunities for input to elected members and the Independent Māori Statutory Board.

27. Workshops have been scheduled in April 2019 with the four local boards that will be most impacted by the America’s Cup: Devonport-Takapuna, Ōrākei, Waiheke and Waitakemata.

28. Quarterly updates will also be provided to the Finance and Performance Committee through the quarterly performance report and to local boards by memo.

29. Elected members will also be offered opportunities to participate in additional AC36 stakeholder forums and events as these arise.

30. Elected members are also invited to access online information at www.akl2021.co.nz. This has been established to provide information on the major events taking place in Auckland in 2021.

Attachments

Attachment A: 2019 AC36 programme milestones
Attachment B: AC36 race courses
Attachment C: Strategic framework for AC36
## Attachment A: 2019 AC36 programme milestones

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Timing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Decision on Hobson Wynyard resource consent amendment expected from Auckland Council and Independent Commissioner</td>
<td>end of March 2019</td>
</tr>
<tr>
<td>Host Venue Agreement (including Superyacht Agreement, Master-base Agreement and Viaduct Event Centre Lease) finalised and signed by parties</td>
<td>April 2019</td>
</tr>
<tr>
<td>New permanent link road from Brigham Street to Hamer Street completed</td>
<td>April 2019</td>
</tr>
<tr>
<td>Dredging of the outer Viaduct Harbour completed</td>
<td>May 2019</td>
</tr>
<tr>
<td>Dredging of Wynyard Basin</td>
<td>May and October 2019</td>
</tr>
<tr>
<td>Berths and water space by Halsey Wharf handed over to ETNZ</td>
<td>May 2019</td>
</tr>
<tr>
<td>Construction for first three challenger team base platforms, closest to Wynyard Point</td>
<td>April to August 2019</td>
</tr>
<tr>
<td>Benefits data and evaluation framework due for completion</td>
<td>June 2019</td>
</tr>
<tr>
<td>Legacy and leverage frameworks endorsed by Joint Chief Executive Group</td>
<td>June 2019</td>
</tr>
<tr>
<td>Challenger syndicates expected to start arriving to build team bases.</td>
<td>August 2019</td>
</tr>
<tr>
<td>Legacy and leverage plans endorsed by Joint Chief Executive Group</td>
<td>September 2019</td>
</tr>
<tr>
<td>Hobson Wharf extension complete and handed over to Challenger of Record to construct their team base building</td>
<td>September 2019</td>
</tr>
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The five race course options have been developed to help to determine what area would showcase the race the best if there were unforeseen wind conditions. Race courses, scheduled race days and times may change in response to weather and tactical decisions.
Attachment C: Strategic Framework for AC36

A Strategic Framework for AC36 (vision, principles and themes) guides the programme and sets the themes from which the legacy and leverage frameworks will be structured.

VISION:

Ignite the passion –
celebrate our voyages

Infrastructure Mission: Creating a stage for the America’s Cup and a waterfront destination that Kiwis and visitors love.

Event Mission: To provide Auckland and New Zealand with an inclusive, sustainable and welcoming world class international sporting event that delivers increased promotional and economic benefits to the Hosts, Sponsors and Teams.

He Waka Eke Noa
Kia Eke Panuku, Kia Eke Tangaroa
We’re in this waka together
Through all our efforts, we will succeed

WHAKATAUKI

Maunakitanga: a warm welcome
We share the abundance and spirit of generosity with our visitors

Kauiakitanga: Guardianship
Guided by mana whenua, we will actively care for our place, our environment and our people

Kotahitanga: collaboration
We will work together in unity

PRINCIPLES

THEMES

Place
To accelerate the sustainable transformation of our communities, our water and our whenua

Economic Wellbeing
Creating shared benefit through connection, innovation and trade

Participation
Every New Zealander has opportunity to participate in and celebrate the America’s Cup

Storytelling
The rich cultural and voyaging stories of Tāmaki Makaurau and Aotearoa are shared and valued
Te take mō te pūrongo
Purpose of the report
1. To receive an overview of the proposed Wynyard Crossing bridge replacement project and timing.

Whakarāpopototanga matua
Executive summary
2. Panuku is currently working on delivering a replacement bridge between Te Wero Island and Karanga Plaza in the Wynyard Quarter (see Attachment A). Over the past decade, Wynyard Quarter has been undergoing New Zealand's largest urban redevelopment. The current Wynyard Crossing was built as an interim bridge, designed and constructed to provide pedestrian and cyclist access across the Viaduct Harbour.

3. The existing bridge opened in time for the 2011 Rugby World Cup. It was constructed to have an operational life of six years and is currently consented until August 2020. The Wynyard Crossing has been working harder than anticipated due to the popularity of the Wynyard Quarter. The existing bridge has generally been operating reliably, however, has recently been subject to significant operational cost overruns and repair costs. This is not surprising given the bridge is reaching the end of its design life.

4. The project team is working within a short timeframe and have engaged bridge engineers and architects. The proposed new bridge uses a double leaf bascule mechanism. This design was preferred as it is 60 per cent lighter than a single leaf, using less energy to open and can use smaller cranes to construct. The design allows for maintenance of each side separately while still being useable (albeit reduced) for deck-top access. It has a structural form that is reminiscent of modern yacht masts or the wings of a large seabird.

5. A resource consent will be applied via direct referral to the Environment Court in June 2019. Construction is planned for early 2020 for full operation by late 2020 in time for pre-America's Cup events. During construction a temporary pontoon will be in place with the aim of minimal disruption to existing users, both pedestrian and vessels.

6. Professional services through early contractor involvement for more detail on construction methodology are being sought.

7. If resource consent is granted this calendar year the programme allows for the bridge to be constructed before America's Cup. If consent is delayed, and the bridge is not able to be built in time for America's Cup, additional repairs to the current bridge to minimise the risk of it not operating properly will be undertaken. Construction of the new bridge will be pushed out to after APEC to minimise disruption during this busy time in the city.

8. In terms of engagement with stakeholders and residents in the waterfront, Panuku are having early conversations with those identified as having the greatest interest and potential impacts. Other stakeholders have been invited to a briefing and drop in events at the Karanga Plaza Kiosk to provide the public an opportunity to find out more about the project will occur.

Ngā tūtohunga
Recommendation
That the Auckland City Centre Advisory Board:

a) receive the overview of the proposed Wynyard Crossing bridge replacement project and timing.
Ngā tāpirihanga
Attachments

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Ngā kaihaina
Signatories

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<th>Author</th>
<th>Theresa Walsh – Senior Engagement Advisor, Panuku</th>
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<tr>
<td>Authorisers</td>
<td>Imogen Schoots - Project Manager – Implementation, Panuku</td>
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<td>John Dunshea – General Manager Development Programmes Office</td>
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Proposed Wynyard Crossing bridge replacement
Purpose of the report

1. To note progress on the forward work programme (Attachment A) and provide a public record of memos, workshop or briefing papers that have been distributed for the board’s information since 27 March 2019.

2. To note progress on members’ queries register has been established and a copy will be distributed to members separately.

Executive summary

3. This is a regular information-only report which aims to provide greater visibility of information circulated to members via memos, briefings or other means, where no decisions are required.

4. The following information matters are attached:
   - 20190327_Workshop presentation: City Centre Urban Form
   - City Centre Targeted Rate Portfolio Budget 2018-2019.

Recommendation

That the Auckland City Centre Advisory Board:

a) receive the information report for April 2019.

Attachments

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<th>Author</th>
<th>Tam White - Senior Governance and Relationship Advisor</th>
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<td>John Dunshea - General Manager Development Programmes Office</td>
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## AUCKLAND CITY CENTRE ADVISORY BOARD FORWARD WORK PROGRAMME 2019

**Area of work** | **Description of work** | **Board’s role** | **Expected timeframes**
---|---|---|---
### IN PROGRESS / UPCOMING AGENDA ITEMS

**City Centre Targeted Rate Portfolio**

The city centre targeted rate portfolio of works is the schedule of projects that are funded by the city centre targeted rate that formed part of the long-term plan. They are endorsed by the Auckland City Centre Advisory Board and approved by the Finance and Performance Committee. The current version of the work programme is known as City centre targeted rate portfolio 2018-2019 (attached to this agenda).

- **To provide feedback and endorse the city centre targeted rate portfolio of work, for recommendation to the Finance and Performance Committee.**

  **Progress to date:**
  - A report was considered on 21/11/18 on the prioritisation of projects requiring strategic assessment. *Res CEN/2018/66*
  - Report to Finance and Performance Committee by memo attached to this agenda.
  - Final report to ACCAB for allocation.
  - The board also noted that further discussion regarding the St Matthews request will be considered at the CCTR review round clause b) iv) res CEN/2018/64

  **May 2019**

**Downtown programme of works (including transport)**

The Downtown programme of works delivers a connected and accessible waterfront, prepare for the growth of cruise and ferry services and support further activation of Queens Wharf. The programme has been brought forward to align with the America’s Cup event (AC36) in 2021.

- **To receive update and provide feedback on the Downtown programme of works.**

  **Progress to date:**
  - A report was considered on 18/7/18 on the Downtown Infrastructure Development programme. Resolution *CEN/2018/40*. A copy of the response to the Board’s requests is included in Attachment A.
  - For information the current delivery programme report was agreed by the Planning Committee on 5/9/17. Resolution *PLA/2017/111*
  - An update on options on Quay Street East public amenity and accessibility will be provided to the ACCAB early 2019.
  - The Downtown Infrastructure Programme update report was provided on 27/3/19. The next update will be provided in May. The following workshops have been scheduled:
    - 22 May workshop: Queens Wharf Masterplan workshop
    - 22 May meeting: City Centre Traffic Management Plan

  **May 2019**

**Karangahape Road precinct programme of works (including transport)**

The Karangahape Road will deliver improved pedestrian spaces around key transport hubs while leveraging off development opportunities from the City Rail Link.

- **To receive update on the Karangahape Road project. An update was not available when the agenda went to print.**

  **To receive an update on Myers Park Underpass (stage 2b).**

  **April 2019**

  **May 2019**
<table>
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<th>Item 9</th>
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<td><strong>City Centre Masterplan 2040</strong></td>
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| The 2012 CCMP set out a compelling vision for the heart of Auckland. PLA/2-18/121(a) directs council to produce an online masterplan. This provides an opportunity to replace the existing six-year refresh period with a programme of rolling updates, while retaining the core vision for the city centre. | **To provide input and provide feedback on the City Centre Master Plan.**  
**Progress to date:**  
- A report approved by the Planning Committee Resolution PLA/2018/121  
- A report was considered by ACCAB at its Feb meeting and resolved to hold a workshop to provide feedback on the work programmes. Resolution CEN/2019/4  
- CCMP and Waterfront Plan workshop: 4 April |
| **Learning quarter programme of works** |  |
| Including works in Albert Park and streetscape upgrades in the areas around city centre university campuses. | **To provide input and feedback on the learning quarter programme of works.**  
Deferred to May due to alignment with Learning Quarter working group work programme. |
| **Midtown programme of works (including transport)** |  |
| The Midtown programme of works is a coordinated programme to deliver improved pedestrian and public spaces around key transport hubs while leveraging off development opportunities from the City Rail Link, bus infrastructure and the New Zealand International Convention Centre. | **To receive update and provide feedback on the Midtown programme of works.**  
**Federal Street upgrade stage two project:**  
**Progress to date:**  
- The update report was considered on 21/11/18 seeking feedback on the preliminary design. Resolution CEN/2018/64.  
- The board requested staff to follow up on the Waitematā Local Board feedback to ensure cycle access isn't lost on Federal Street. Staff have advised that a cycle access ramp between Federal Street and Mayoral Drive has been detailed in the preliminary design, separated from the area of the existing footpath by a new concrete wall. |
| **Wellesley Street bus improvements project:** |  |
| **Progress to date:**  
- A report was presented on 24/10/18 meeting on progress and upcoming next steps for the Wellesley Street bus improvements project. Resolution: CEN/2018/60. The next phase: commence a business case and once detailed designs are developed, these will be brought back to the board for feedback. |
| **City Rail Link: Albert Street reinstatement** |  |
| **Progress to date:**  
- A presentation was provided on 21/11/18. Resolution CEN/2018/65  
- Further update will be provided in Feb 2019.  
- An update report was considered at the board’s Feb meeting. Further discussions to be held on this matter. The Board requested a presentation from Auckland Transport at its April meeting. |

**April 2019 (workshop)**

**May/June 2019**
## Item 9: City Rail Link update

The City Rail Link Project is a significant infrastructure project to enhance the capacity and performance of Auckland rail services and improve transport outcomes in Auckland. There will be four new and reconfigured stations as part of the project - Britomart Station, Aotea Station, Karangahape Station and Mt Eden Station.

- **To be informed of the CRL project**

  **Progress to date:**
  - An update on the CRL delivery [presentation](#) was provided on 24/10/18.

## Homelessness

The council is developing its position and role on affordable housing including homelessness, and will engage with the board on the development and implementation plan.

- **To provide city centre community input on the council’s homelessness programmes.**

  **Progress to date:**
  - A report was presented on 22/08/18 on Auckland Council's operational response to homelessness. Resolution [CEN/2018/46](#). The board also noted that options for funding homelessness to be considered as part of the CCTR review process.
  - The report on 'Response to homelessness in Auckland city centre' is scheduled for the April/May meeting.

## Public amenities

Including toilets, showers, lockers, and drinking fountains.

- **To receive update and provide feedback for the city centre public amenities project.** The report was not finalised for the April meeting.

## Activate Auckland Programme (including Tactical Urbanisation)

This programme enables a people-led place activation process which aims to transform visitor, resident and business experiences in the city centre. This is achieved by providing temporary, low-cost built form interventions to trial projects in the public realm, while providing support to people and the economy during this period of significant development. The Activate Auckland programme complements the council’s existing strategic delivery initiatives and maximises collaborations on existing and new projects.

- **To receive update and provide feedback on the Activate Auckland Programme, as part of the city centre targeted rate programme of works.** An update will be provided in April/May.

## America’s Cup 2021

Planning and development of areas to host America’s Cup 36 (AC36 programme).

- **To be informed around plans for the America’s Cup 2021, including their potential impact on the city centre programme of works.**

## City Centre Public Art Plan

The City Centre Public Art Plan aims to provide the vision and rationale for investment in public art in the centre city through to 2025. It takes into account all other relevant existing strategies and plans for the city centre area including the public art work floor scheme bonus.

- **To receive update and provide feedback on deliverables arising from the City Centre Art Plan, towards which the city centre targeted rates makes a contribution.**

To be advised 2019
| City Centre Cleaning Services | Town centre cleaning and maintenance services will be transferred to Community Facilities from Auckland Transport and Waste Solutions, as part of the rationalisation of these services across Auckland. This was originally scheduled to go live on 1 July 2018, but has been postponed until 1 July 2019. | To provide feedback for the city centre cleaning and maintenance services.  
**Progress to date:**  
A report was considered on 27/6/18 Res CEN/201832  
- A further update on streetscapes pertaining to the city centre cleaning services will be provided. | April/May 2019 |
Quality compact city vision

Key principles of the Auckland Plan and the Auckland Unitary Plan

- Auckland will transition to a quality compact form over time (change will be over generations)
- Most growth (jobs and homes) to be within existing urban areas
- Rural-urban boundary anticipated staged release of greenfield land with timely infrastructure
- Decade by decade land supply that keeps up with population growth
How the Plan works

Overlay: Heritage, landscapes, Part 6 and 7 matters

Precincts: geographic areas

Zones:
Residential
Business
Rural
Open space

Auckland Wide Rules:
Transport
Earthworks
Subdivision
Noise
Regional

Coastal
City Centre Zone

- Top of the centres hierarchy
- Greatest intensity of development
- Development potential concentrated in the core, transitions to lower heights on the waterfront and fringe suburbs
- Unitary Plan manages the scale of development in order to protect:
  - heritage & special character areas
  - sunlight to parks and public spaces
  - significant views
  - enhance distinctiveness of precincts.
- Manages the form and scale of buildings to:
  - encourage high quality design
  - ensure new buildings successfully integrate with existing and planned built form
  - contribute to a high quality public realm
  - create an attractive and recognisable skyline
What are other cities doing?

All the cities reviewed use a combination of all or some of the following controls:

- Minimum site size for towers (Toronto and Sydney only)
- Minimum/maximum podium height (all except Chicago)
- Minimum boundary setbacks above podium level (all)
- Minimum separation distances for two towers on the same site (all except Chicago)
- Maximum floor plate above podium level (all except Chicago)
- Maximum diagonal dimension or width dimension (all except Toronto and Chicago)
- Requirement for upper level setbacks (Chicago, San Fran, Sydney)
San Francisco
What is Auckland’s identity?

[Images of Auckland cityscape and skyline]
Unitary Plan - City Centre urban form policies

H8.3 (29) Enable the **tallest buildings and the greatest density of development to occur in the core** central business district.

H8.3 (30) Manage adverse effects associated with building height and form by:

(a) **transitioning building height and development densities down to neighbourhoods adjoining the city centre and to the harbour edge**;

(b) protecting sunlight to identified public open spaces and view shafts;

(c) requiring the **height and form of new buildings to respect the valley and ridgeline form of the city centre** and building design to be complementary to existing or planned character of precincts;

(d) manage the scale, form and design of buildings to:

(i) avoid adverse dominance and/or amenity effects on streets and public open space; and

(ii) encourage well-designed, slender towers on sites identified within the special height area.
Key rules that influence built form

- Floor area ratio – allocated development area for each site
- Height
- Sunlight and view protection
- Building design
Floor area ratio: the development potential of a site (100% site coverage + number of storeys allocated per site)
Floor area allocation for each site

2 amounts
- Basic BFAR
- Maximum MTFAR (includes bonuses)
PWC Tower

Floor area ratio: 13.1 (using bonuses)

Up to 13 stories worth of floor area across site but PWC used floor area for a tower and podium instead
Bonuses for extra Floor Area

It Purpose: manage the overall scale of development in the city centre.

Encourages developments to be designed well, contain activities or provide features that provide a benefit to the public.

The bonuses that can be applied for to qualify for more floor area include:

- heritage protection
- through-site-links
- public art
- public open space
- tower light and outlook
- escalators
- residential provision
Height

All building heights are constrained by either one or a combination of the following - identified height limits, sunlight and view protection controls, Floor Area Ratio, site dimensions, General height limits beyond Special Height Area – 50m transitioning to around 20-30m at the periphery. Building height and form along the waterfront is managed by specific precinct controls.
Viewshafts

- Greatest building heights concentrated in core city centre between citywide viewshafts
- Tall height transitions to lower heights towards the waterfront and landward periphery – view protection to Museum in east and Maungawhau Mt Eden in west suppresses height
- Specific height strategies for individual precincts e.g. Britomart, Wynyard, Viaduct Harbour
SUNLIGHT PROTECTION for public places
Item 9
Attachment B

Albert Park
Figure 6: Admission of sunlight to Albert Park

- Sunlight required on this area
  - November 1 to January 31
  - Time: 11:00 am - 1:00 pm
  - October 1 to March 15
  - Time: 11:00 am - 12:30 pm

- Sunlight required on this area
  - September 1 to April 15
  - Time: 10:00 am - 12:00 noon
  - October 1 to March 15
  - Time: 9:00 am - 2:00 pm

- Sunlight required on this area
  - All year round
  - 11:00 am - 2:00 pm
  - August 15 to April 30
  - Time: 10:00 am - 2:30 pm
  - October 1 to March 15
  - Time: 9:00 am - 3:00 pm
Item 9

Attachment B

Harbour Edge Height Control

Figure H8.6.1 Harbour edge height control plane

See H8.6.1 Provision for harbour edge control plans relating to buildings which are more than 20 metres as a reduced discretionary activity.
Appendix 9 Business – City Centre Zone sight lines

Protected sight lines

Figure 16b: City Centre Zone sight lines
Figure 16a: Sight line 16
Tops of buildings tower height and bulk – influences form the
cityscape and skyline

Mid sections of buildings – neighbourhood urban scape, affects adjacent buildings,
neighbourhood/precinct character and site lines through the city

Base of buildings – affects the
streetscape, quality of open
spaces and people’s activities

Building design
Item 9

Buildings affect the way streets look and feel
Towers setback 6m from narrow streets retain intimate pedestrian scale, reduces dominance, more sun and daylight (Precinct apartments – Lorne St)
Attachment B

Tower separation – 6m minimum setback from boundaries and street
Wind effects on tall buildings must inform the design – wind tests required by Unitary Plan

Figure 2a: Wind movements in and around an exposed building.

Figure 2b: Flow patterns around tall, slab-like building, areas of increased wind speeds at pedestrian level.
Maximum tower dimension & set backs

Why have a standard:
- Contributes to achieving skyline and cityscape vision for city centre (refer to Unitary Plan objectives and policies)
- Slender towers contribute to city’s identity and international profile
  - Improves liveability in high-rise centres – space, light, views, outlook and privacy between buildings
  - Contributes to streetscape character, pedestrian comfort and experience
  - Positively influences building design
  - Minimises wind and shadow effects
Item 9

Attachment B

Maximum tower dimension

50m maximum plan dimension
# City Centre Targeted Rate Portfolio Budget 2018-2019

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- **Auckland City Centre Advisory Board**
- **17 April 2019**

#### Auckland City Centre Advisory Board - Information report - 17 April 2019

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