

I hereby give notice that an ordinary meeting of the Waitematā Local Board will be held on:

**Date:** Tuesday, 16 April 2024  
**Time:** 1.00pm  
**Meeting Room:** Council Chambers,  
**Venue:** Auckland Town Hall

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## Waitematā Local Board

### OPEN ADDENDUM AGENDA

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#### MEMBERSHIP

<b>Chairperson</b>	Genevieve Sage
<b>Deputy Chairperson</b>	Greg Moyle, (JP, ED)
<b>Members</b>	Alexandra Bonham Allan Matson Richard Northey, (ONZM) Sarah Trotman, (ONZM) Anahera Rawiri

(Quorum 4 members)

**Katherine Kang**  
**Democracy Advisor**

**12 April 2024**

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## Downtown West, urban realm and transport outcomes

File No.: CP2024/03743

### Te take mō te pūrongo

#### Purpose of the report

1. To seek feedback from the Local Board on the next steps associated with the regeneration of the Lower Hobson/Quay/Customs Street area (Downtown West), in alignment with redevelopment of the Downtown Carpark site.
2. To endorse the draft recommendations on development of the Downtown West – Urban Realm and Transport Outcomes.

### Whakarāpopototanga matua

#### Executive summary

3. With the sale of the Downtown Carpark (DTCP) confirmed and the development agreement executed, the Council group is now turning its focus to securing funding for the public good investment in 'Downtown West' as [envisaged](#) in the City Centre Masterplan (CCMP).
4. As per the Governing Body resolution, staff will provide councillors with options for this investment to inform a decision on funding through the Long-term Plan (LTP) process.
5. This potentially includes Lower Hobson Street flyover removal, Custom Street bus improvements (part of City Centre Bus Plan), road network and bus upgrades and potential future public space in the Sturdee Street area.
6. The proposed regeneration of Downtown West forms an important part of the City Centre Bus Plan. Removing the Lower Hobson Street Flyover creates space to optimise transport outcomes and create an area that is an attractive place to live, as well as connecting the city centre to the rest of the waterfront.
7. Working in collaboration with the developer, there is an opportunity to dig once, minimise disruption and optimise investment by aligning with the redevelopment of the Downtown Carpark site.
8. Traffic using the flyover has halved since 2019. Technical work has confirmed that local access to the area, along with the ability to get across town by car and access the motorway network, will still be possible with its removal.
9. Given the council group's constrained funding environment, it is recommended that existing funding included within the draft LTP is prioritised, to deliver the key transport and streetscape outcomes, including removal of the flyover. New funding for further urban realm enhancements to the Sturdee Street public space can be deferred to a later time.

### Ngā tūtohunga

#### Recommendation/s

That the Waitematā Local Board:

- a) endorse the delivery of key transport and streetscape outcomes in Downtown West, including removal of the flyover and associated street, network and bus facility upgrades to Lower Hobson St, Customs St West and Sturdee St.
- b) note that funding for this package of works is included within the draft LTP.

- c) note that detailed design will come back to the local board, including the layout and operation of the proposed bus facilities, changes to the local street network and urban design and heritage opportunities.
- d) endorse the recommendation that a decision on funding of further urban realm enhancements to the Sturdee Street public space be deferred to a future Long-term Plan process.

## Horopaki Context

10. There has been an extensive decision-making process regarding the redevelopment of the Downtown Carpark and wider outcomes that are to be achieved in line with its redevelopment.
11. The sale of the site for redevelopment was approved by the Finance and Performance Committee in December 2020, subject to a set of outcomes that was finalised by the Planning Committee in June 2021.
12. The Planning Committee approved both strategic transport and wider outcomes aligned with the CCMP for the DTCP site. The wider strategic outcomes were in respect to land use, urban form and quality design, movement and access, environmental and social responsibility, and Māori opportunities.
13. Following confirmation of the resolutions at the November 2023 council Governing Body meeting Resolution number [GB/2023/229](#), Eke Panuku, in consultation with the Auckland Transport Board, executed the development agreement for the DTCP. This included the removal of the multi-modal/micro-mobility facility as part of the agreed transport outcomes required as part of the carpark sale.
14. Further, the governing body confirmed that funding the transport and public realm outcomes to be achieved as part of the sale of the carpark will form part of the council's Long-Term Plan (LTP) 2024-2034 process.
15. The decision on whether to fund these projects will be made by the council's governing body in May 2024. However, given the transformational outcomes that can be achieved through this work, the local board may wish to provide advice to the Governing Body to help inform its decision and the desire for this feedback was reinforced in the Governing Body workshop.

## Tātaritanga me ngā tohutohu Analysis and advice

16. The redevelopment of the Downtown Carpark represents a significant opportunity to continue the regeneration of the central waterfront through the delivery of Transformational Move 8 of the CCMP. It also delivers on the CCMP 10 Outcomes and wider transport network outcomes, including the City Centre Bus Plan (Bus Plan).
17. This precinct is envisioned as a hub for a new human-centric environment, prioritising pedestrian and public transport outcomes for the city. This aligns with the city centre's transport vision, Access for Everyone (A4E) and the transport emissions reduction plan (TERP).
18. This requires the council group to deliver on integrated movement, access and place outcomes in partnership with the redevelopment of the carpark site. The proposed scope of these transport and public realm outcomes includes:
  - Lower Hobson Street Flyover removal
  - Road, street and bus upgrades - includes the provision of:
    - Network changes

- Street enhancements
  - On-street bus facilities
  - Custom Street bus improvements
  - Sturdee Street public space
19. Removal of the flyover provides benefits from an urban realm, transport, economic and cultural perspective. It opens up space and also presents an exciting opportunity for a new kind of public space that celebrates the rich history of Tāmaki Makaurau, revealing the historic foreshore, seawall, and the narratives within these spaces.

## Transport outcomes

20. The proposed regeneration of Downtown West forms an important part of the Bus Plan, a plan focused on enhancing access for people who live, work, play and learn in the city centre.
21. The Bus Plan proposes a new bus network for Downtown. Future facilities proposed for Downtown West, as part of this plan, include bus layovers and bus priority lanes. Future considerations include provision of bus charging facilities in Sturdee St.
22. Provision of sufficient bus layover in the Downtown West area enables the future bus network to operate as planned. This kerbside layover space, combined with the proposed bus priority lanes, will ensure reliable and efficient bus services and remove the need for bus circulation, stops and layover space elsewhere in Downtown e.g. Commerce St north and south.
23. Removing the Lower Hobson Street Flyover creates space to optimise transport outcomes and create an area that is an attractive place to live, as well as connecting the city centre to the rest of the waterfront. It is also important to note that under the Bus Plan proposals, buses will no longer need to use the flyover.
24. The proposed regeneration of Downtown West will help to deliver capacity, network, and circulation benefits to accommodate future growth in bus demand. It will create a more operationally efficient bus network, as well as significantly enhancing customer experience through a more legible and consolidated transport hub.
25. An additional benefit of the creation of a consolidated transport hub is that it reduces the need for bus layover elsewhere in the city centre.
26. The redevelopment of the Downtown Carpark will remove a key traffic generator in the area and supports making Downtown West a destination. It also allows the street layout to be re-configured to provide more space, connectivity and amenity for walking, cycling and local traffic, in line with the A4E vision for the area.
27. In addition to improved outcomes for buses, changes to the street network will focus on enhancing circulation and access for local traffic through making the one-way sections of Sturdee St, Customs St West and Fanshawe St two-way. This means that movements to the area for private vehicles will be prioritised, however through movements utilising these streets will still be possible..
28. We understand there are concerns around the impact of removing the flyover. Traffic using the flyover has halved since 2019. Technical work has confirmed that local access to the area, along with the ability to get across town by car and access the motorway network, will still be possible with its removal.
29. While it is important to retain the choice to drive, it is also important to increase the capacity of the network to cater for many thousands more people via bus.

## Urban realm outcomes

30. Downtown West plays a critical role in realising [transformational move 8 of the City Centre Masterplan - The Harbour Edge Stitch](#). Sitting as the missing link in the 'Harbour Edge Stitch', Downtown West holds the key to connecting Wynyard Quarter and the Viaduct to the west with Commercial Bay and Britomart to the east. Intersecting this waterfront stitch is the CCMP's vision for a laneway circuit, creating a strong axis of active modes along Federal Street, linking midtown to the waterfront.
31. The redevelopment of the Downtown Carpark into a thriving commercial, retail and residential hub, which will reportedly accommodate over 7000 people, will fundamentally change this area into a new destination space. To make the most of this opportunity, the public realm needs to respond. We have an opportunity to enhance the way people experience Downtown West, transforming it from a space to quickly move through, to a unique and special place for all, to visit and enjoy.
32. The removal of the flyover is the first and major step in enhancing the public realm in Downtown West, enabling the reorganization of the streets and the creation of a place for people. This key move enhances connectivity, introduces a sense of openness and expands the usable area. Currently covering a quarter of the site, the removal of the two flyovers dramatically increases the amount of sunlight into the area, improves sight lines and wayfinding, contributing to a safer, welcoming environment. Our heritage buildings in the area will be easier to see and appreciate.
33. The planned Downtown West works includes streetscape enhancements to Lower Hobson, Customs and Sturdee Streets. When combined with the high-quality internal laneways through the new mixed-use downtown precinct, this will improve connections to the Viaduct, the Waterfront and across the Downtown area.
34. This development of the Sturdee Street Public Space provides an opportunity to:
  - Repurpose over 3000m<sup>2</sup> of highly valuable land, already in council ownership, as public space for people, to support the growing population in the city centre.
  - Create a much better connection with Federal Street, one of our important laneways on the laneway circuit, supporting its ongoing refresh and where there are several sites ready to develop.
  - Create a better setting to the Tepid Baths, one of our important heritage buildings and cultural and recreational assets.
  - Reveal the historic water's edge – the wall along Sturdee Street follows the original cliff line and provides an opportunity to acknowledge the significant cultural and heritage importance of the area.
35. The development of the Sturdee Street public space is anticipated to generate significant urban realm enhancements to the area. Given the council group's constrained funding environment however, we believe that the most important urban realm outcomes to prioritise are those delivered through the transport package of works, including the removal of the Lower Hobson St Flyover.
36. It is therefore recommended that funding of further urban realm enhancements to the Sturdee Street public space be deferred to a future Long-term Plan process.
37. We instead propose to take a phased approach to development of the Sturdee Street public space, consisting of making good of the site following removal of the flyover (minimum viable product) with the full development to occur at a later point in time. This phased approach will enable us to define the best use and design of this space as the area changes.



## Minimising impacts

38. There is an opportunity to dig once, minimise disruption and leverage investment by doing this work in alignment with the private developer Precinct Properties, which has committed to invest \$1.5b into the site.
39. Development and construction come hand in hand with disruption, which the city centre has experienced plenty of over the past decade or more. By addressing disruptions as part of a comprehensive package of works there is an ability to work with local businesses, residents, and key stakeholders to mitigate the prolonged inconvenience of construction and transport network changes.
40. The council group is committed to minimising impacts to network users and people working, living and visiting the area through the construction phase. This can in part be achieved through taking a “network readiness” approach based around the philosophy of not making changes until a suitable alternative is in place. This includes not making changes to the transport network until enhancements to key public transport corridors currently underway have been completed and are operational.
41. The Council group will also take learnings on what worked well and what didn’t in terms of disruption management from past projects in the downtown area and current projects in Midtown and Karanga-a-hape.

## Basis of the recommendation

42. We appreciate that there a number of competing demands and viewpoints when it comes to the regeneration of this area. It’s important that we are clear on the key elements underpinning the recommendation.
43. The sale and redevelopment of the downtown carpark is a decision that has already been made and executed. The development is anticipated to begin approximately 2026 and may take 7-10 years. The endorsement we are seeking is therefore focused on how we make the most of the opportunity that this city-shaping redevelopment offers the city centre.
44. The removal of the Lower Hobson Street flyover is the single biggest enabler for the regeneration of Downtown West. It creates space to deliver several transport and urban realm benefits, as well as future economic and cultural prosperity forthe area.
45. The proposed transport projects, including removal of the flyover, are part of a package of work which delivers on the council group’s access strategy for the city centre. Splitting up these works undermines the business case.
46. Funding to deliver the key transport and streetscape outcomes is not new funding and is already within the draft LTP.
47. Should funding for the substantive works be removed from the LTP, the opportunity to align disruption timings is lost. Council risks resulting changes to the detailed design of the carpark site’s redevelopment including the potential of reorienting inwards and including a reduction in capacity for residents.
48. The council group’s constrained funding environment is a key consideration. The Sturdee Street Public Space would require new funding through the LTP process. This project represents an exciting opportunity to develop the historically significant Sturdee St area. However, given council’s constrained funding environment, we do not think this can be a priority for now and should be deferred to a future LTP process.
49. Assuming the Sturdee Street public space is deferred, we would still need to allow some funding to make good.

## Tauākī whakaaweawe āhuarangi

## Climate impact statement

50. Climate impacts will be assessed through the next stages of programme development, including through design development.
51. The redevelopment of Quay Street and the upgrade of the Quay St Seawall, between 2018-2021, took into account sea level rise considerations.

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

52. The redevelopment of the Downtown Carpark will have operating and financial implications for Auckland Transport and Auckland Council. These were taken account of in the decision to proceed with the redevelopment.
53. Eke Panuku is leading the redevelopment partnership for the carpark site and the wider regeneration of the area as city centre lead agency, working closely together with Auckland Transport for delivery.
54. The Eke Panuku Board has oversight of this project as Lead Agency for the city centre and works in consultation with the Auckland Transport Board.

## Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe Local impacts and local board views

55. Following the Finance and Performance Committee's approval of the sale and redevelopment of the site in December 2020, workshops were held with the Waitematā Local Board, Heart of the City, the Auckland City Centre Advisory Board (precursor to the City Centre Advisory Panel) and the Wynyard Quarter Transport Management Association (WQTMA) in early 2021. Feedback on the strategic outcomes for the redevelopment of the site was gathered and included in the 3 June 2021 Planning Committee business report (CP2021/07335).
56. The City Centre Advisory Panel has advised that it would like to provide a formal position on the proposal to the Governing Body (noting that as per the advisory panel terms of reference any members with conflicts will not participate in or endorse a position). It will be providing feedback ahead of the Governing Body meeting in May.
57. The Waitematā Local Board had a workshop on Downtown West - Urban Realm and Transport Outcomes on 9 April 2024. Staff will be seeking its support for the proposed recommendation to the Governing Body.
58. There will be multiple opportunities for the community to be engaged through the optioneering and design development phase to provide feedback and advice to help shape and inform the final outcomes.

## Tauākī whakaaweawe Māori Māori impact statement

59. The council required Māori outcomes from the redevelopment as part of the authorising delegations. This included early engagement with mana whenua to explore the potential for incorporation and expression of Māori identity and values including Te Aranga design principles.
60. Mana whenua have been informed of the redevelopment proposal through the Eke Panuku Mana Whenua Forum. Further engagement will occur during the development and detailed design of the area. Ngāti Whātua Ōrākei is a partner with Precinct Properties in this project.
61. Provision has been made in the development agreement for the development partner to provide employment and sub-contract procurement opportunities. This may include sourcing of aspects of the project from mana whenua authorities or Māori businesses.

## Ngā ritenga ā-pūtea Financial implications

	Budget	Existing/New
<b>Recommended funding package for LTP 2024-34</b>	<b>\$53.0m</b>	
Lower Hobson Street Flyover removal	\$5.5m	Existing
Road, street and bus upgrades - includes the provision of: <ul style="list-style-type: none"> <li>• Network changes</li> <li>• Street enhancements</li> <li>• On-street bus facilities</li> </ul>	\$32.5m	Existing
Custom Street bus improvements	\$10.0m	Existing
Make Good: Sturdee Street public space	\$5.0m	New

<b>Future opportunity (to be considered later)</b>	<b>\$30.0m</b>	
Sturdee Street public space (full delivery)	\$30.0m	New

62. The decision on whether to fund the progression of these projects will be made by the council's governing body in May 2024. The governing body will be considering the funding of these suite of projects within the context of the council's current financial situation, priorities against other regional and city centre projects, and the reprioritisation of the Regional Land Transport Plan (RLTP) in response to the loss of regional fuel tax income.
63. Funding to deliver the key transport and streetscape outcomes is already within the draft LTP. This includes Lower Hobson Street Flyover removal; Custom Street bus improvements (part of City Centre Bus Plan); on street bus facilities; network changes to facilitate removal of the flyover and streetscape enhancements.
64. The Sturdee Street public space is currently unfunded and would require additional funding through the LTP process. Given the council's constrained funding environment, it is not proposed that delivery of the Sturdee Street public space is a priority for now. An allowance would, however, need to be made for make good (paving, planting, furniture)
65. There is no City Centre Targeted Rate allocated to these projects.
66. Staff are recommending that the governing body support funding for key transport and streetscape outcomes. These include the removal of the flyover, but further urban realm enhancements to the Sturdee Street public space are deferred to a future LTP process.

## Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

67. The sale and redevelopment of the carpark has always been envisaged as part of an integrated transformation of the area. Decisions to date have been made on this basis.
68. The development is designed around the integration of public realm and transport outcomes. This was the basis of the bid. There is the potential that the developer would need to revisit its design should the proposed public sector investment not go ahead, resulting in compromised outcomes to what was originally intended.
69. Through alignment of our works, we can generate efficiencies and minimise disruption. If we defer the proposed works, we risk re-work, escalating cost and extended disruption when we come to deliver these outcomes in the future.

70. In successful urban regeneration, public and private sector investment go hand in hand, and aligning investment (or not) sends a strong message around partnership to potential future investors. There is a future investment and reputational risk associated with this decision.

## Ngā koringa ā-muri Next steps

71. The governance runway for this funding decision includes:
- 3 April 2024 – Governing body workshop (complete)
  - 9 April 2024 – Waitematā Local Board workshop (complete)
  - 10 April 2024 - City Centre Advisory Panel workshop (complete)
  - 16 April 2024 - Waitematā Local Board business meeting
  - 29 April 2024 - City Centre Advisory Panel business meeting
  - 2 May 2024 – Governing body meeting.

## Ngā tāpirihanga Attachments

No.	Title	Page
<a href="#">A</a>	Downtown West - Urban Realm and Transport Outcomes – presentation	13

## Ngā kaihaina Signatories

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Authorisers	Ian Wheeler – Chief Operating Officer, Eke Panuku David Rankin – Chief Executive, Eke Panuku Glenn Boyd - Local Area Manager

































































































































