

DOWNTOWN PUBLIC OPEN SPACE EVALUATION

FINAL REPORT
4 September 2014



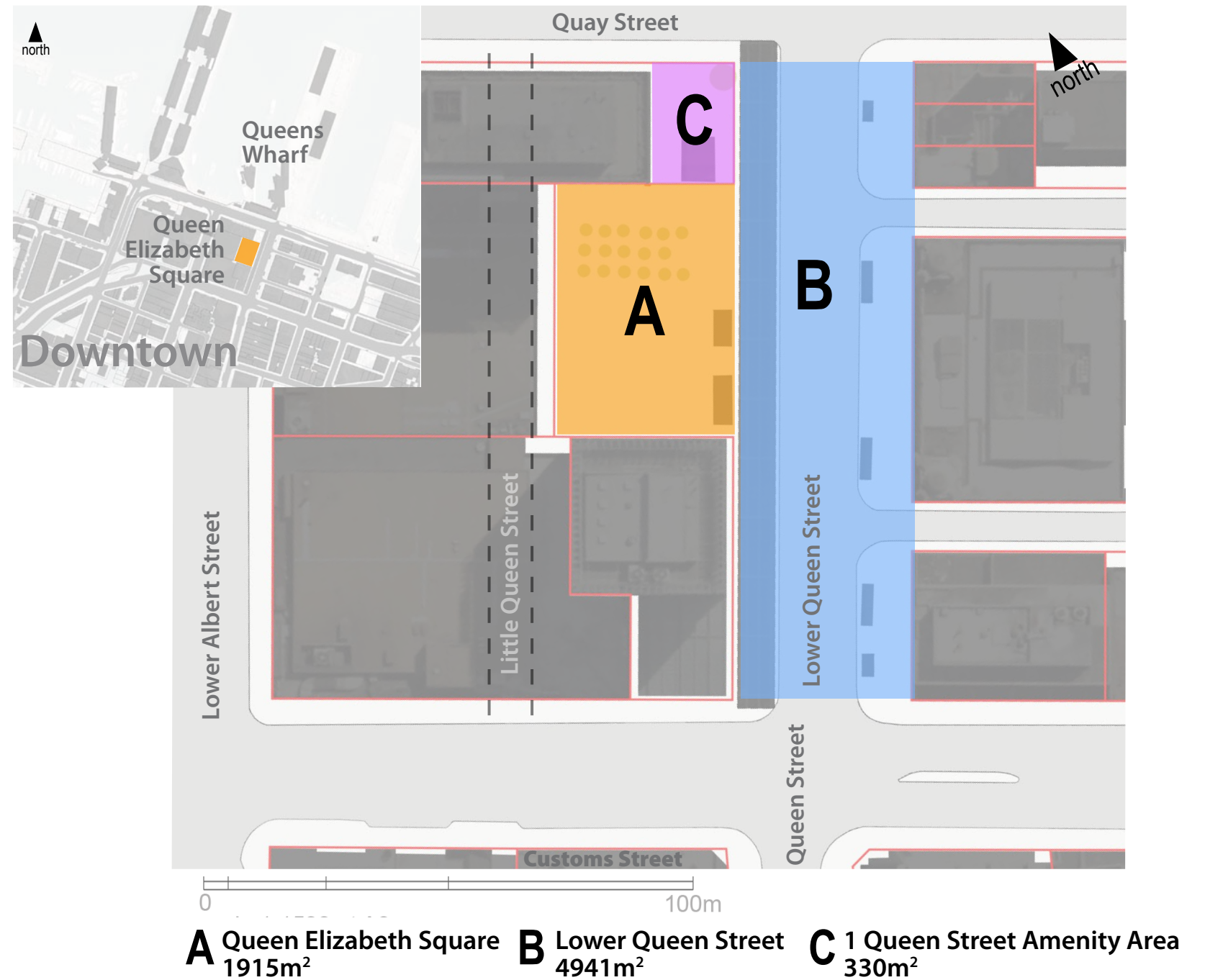
In June 2014 Reset Urban Design were commissioned by Auckland Council to undertake an independent evaluation of current and future public space provision in the downtown area of Auckland City Centre. The work was commissioned as a consequence of an in principle decision by Auckland Council's Auckland Development Committee to dispose of Queen Elizabeth Square. This decision was made on the basis that a better overall public space outcome could potentially be achieved by using the return to deliver new or enhanced 'off site' public space/s.

The key tasks identified in the brief were as follows:

- Identify and understand the needs for public space in the downtown area.
- Understand the historical development of this area from a public space perspective.
- Develop a set of assessment criteria to assess public open space in the downtown area.
- Assess the qualities of both the existing and an enhanced (realistic best case) Queen Elizabeth Square.
- Identify alternative spaces that could be invested in with the potential proceeds from a sale of Queen Elizabeth Square.

The following document, based on a presentation that has evolved through numerous workshops with councillors and stakeholders, responds to these tasks. The contents and final recommendations represent the professional opinion of Garth Falconer, Principal Director, Reset Urban Design. They have been formed through desk-top study, on site observational work, stakeholder consultation feedback and the application of best practice public realm evaluation techniques/criteria.

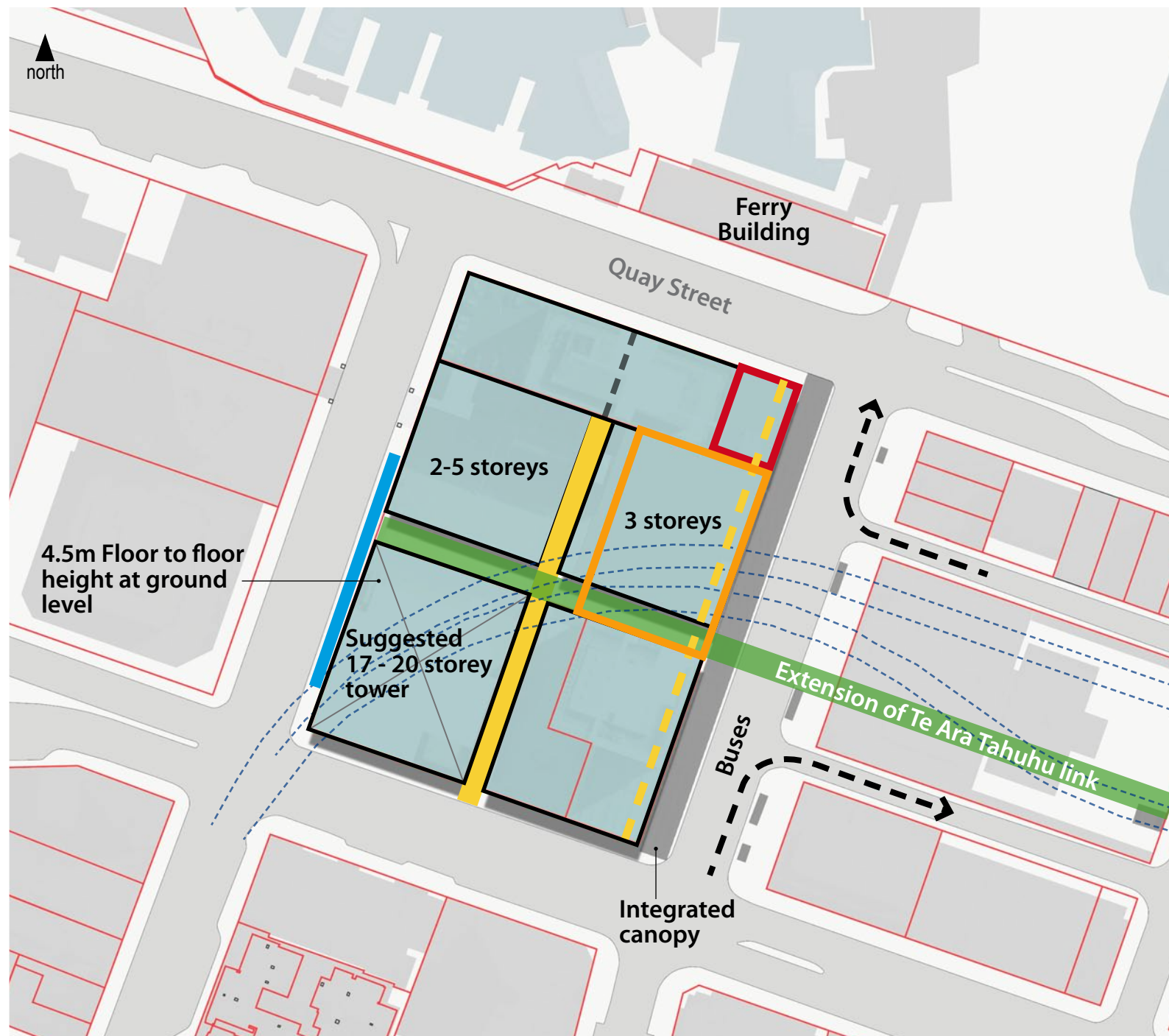
INTRODUCTION



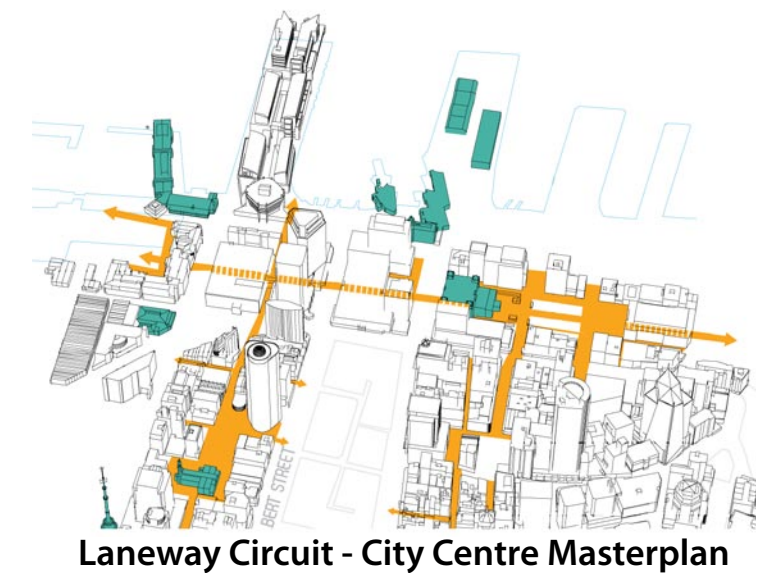
- Queen Elizabeth Square is located in the downtown area adjacent to lower Queen Street and near Quay Street
- There are actually three open spaces, which has created some confusion
- Queen Elizabeth Square is a squarish space of approx. 2000m² located off to the side and is largely enclosed by the adjacent building form

LOCATION

Queen Elizabeth Square



-  Precinct Properties ownership
-  City Rail Link - Proposed Route
-  Queen Elizabeth Square
-  1 Queen Street amenity space
-  Bus stop - proposed
-  High quality retail edge / principal entrances
-  Suggested Little Queen Street



Design and Development brief by BEU - issued October 2013

Produced to assist the master planning process for the Downtown Shopping block, owned by Precinct Properties.

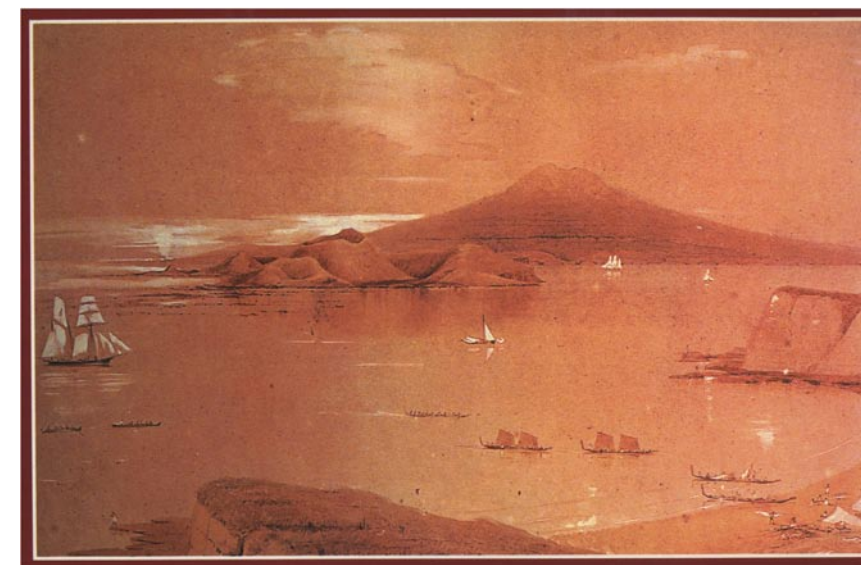
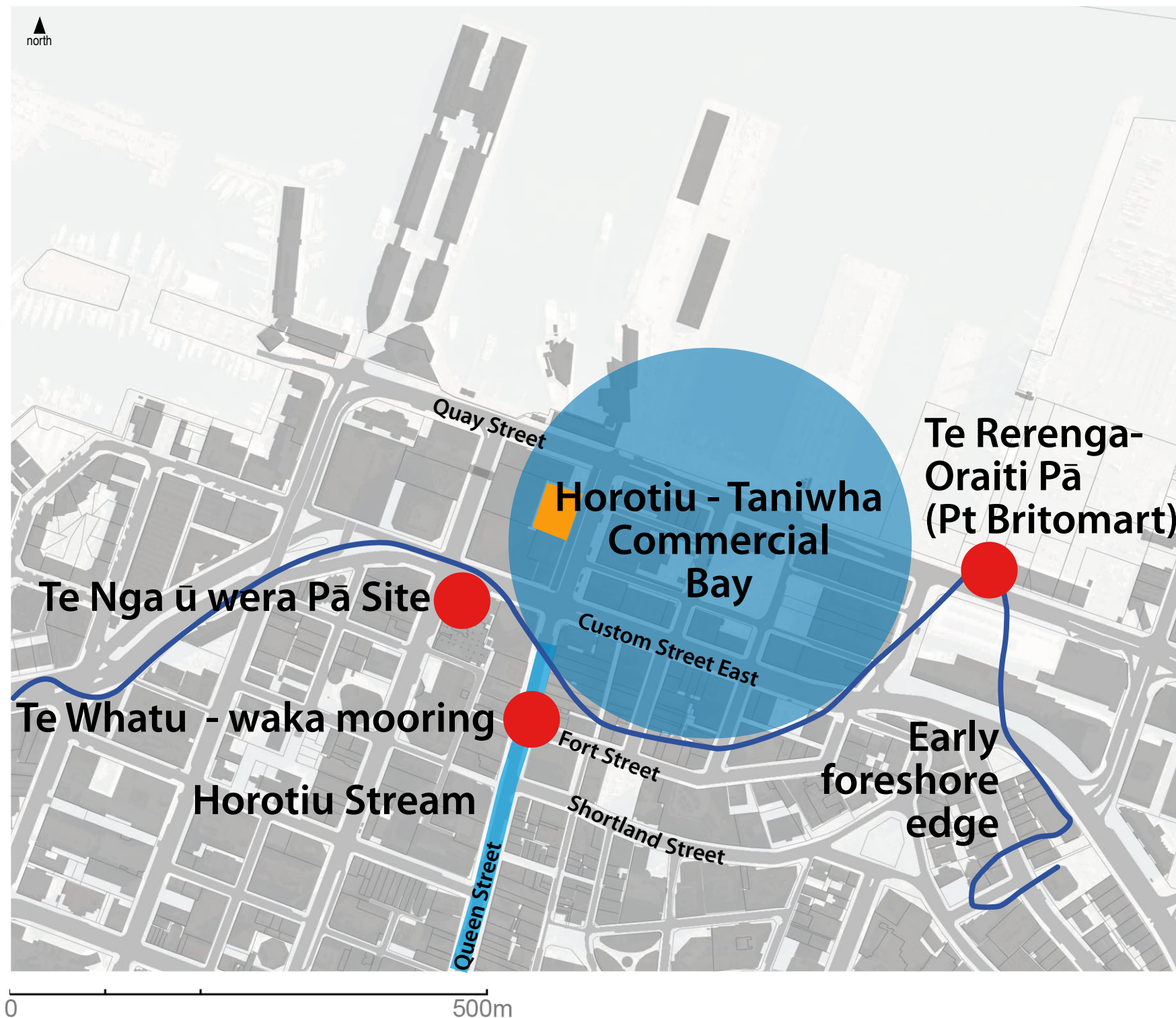
Series of interdependencies:

- Bus interchange
- Te Ara Tahu link
- Lower Queen Street pedestrianisation
- Possible building over special amenity yard
- CRL works and foundations for new Downtown buildings

- Council's Built Environment Unit (BEU) have engaged with the design process being carried out by Precinct Properties
- A brief by BEU highlights public good outcomes and as a result of the under-performing of Queen Elizabeth Square suggests it should be considered in the master planning of the blocks redevelopment
- Early ideas identified a number of crucial co-dependencies with public access lanes, public transport and building heights that require Council involvement

DEVELOPMENT BRIEF

Downtown Shopping Centre Block Redevelopment



Auckland Waterfront 1840's

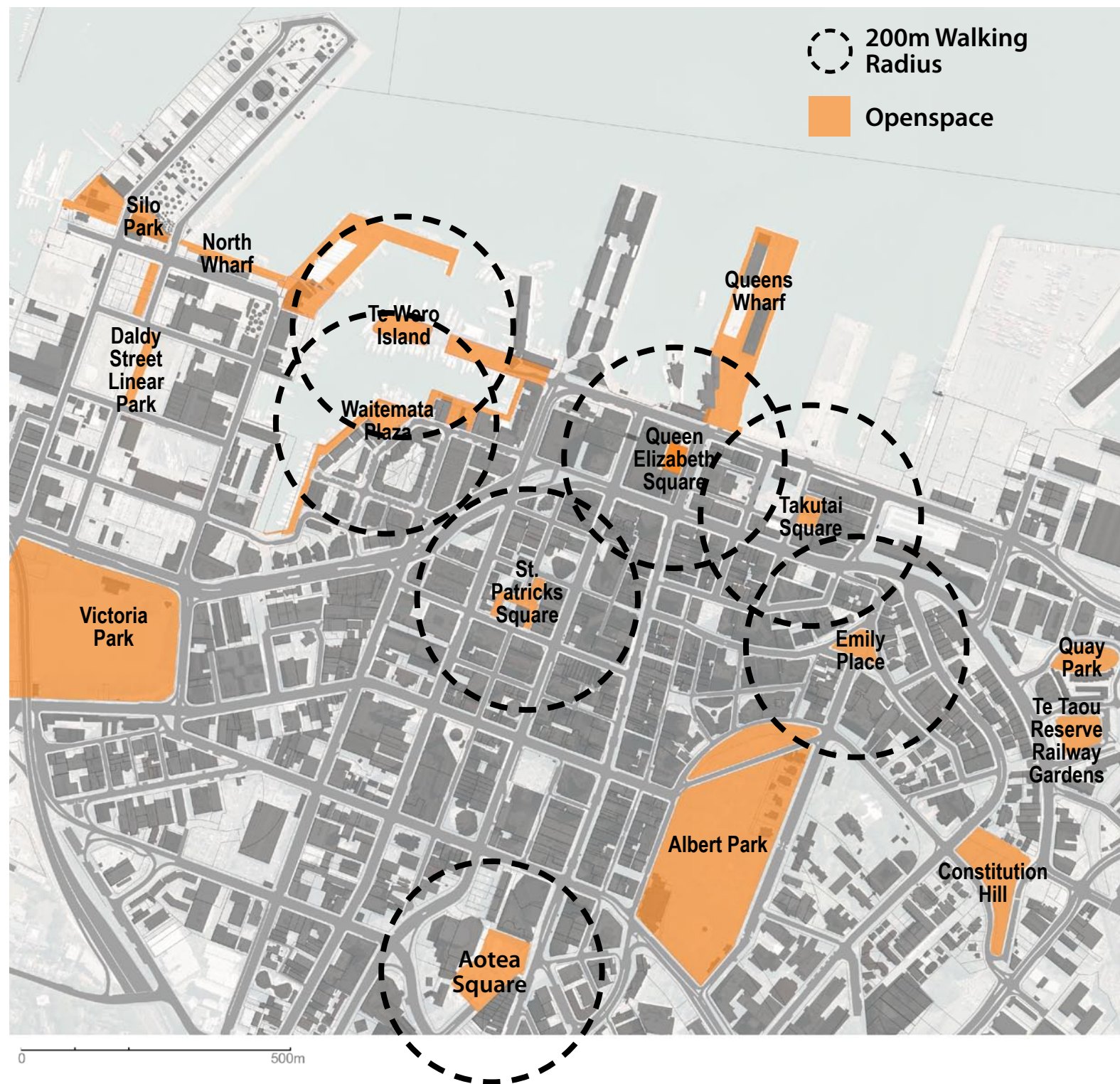
WHAT'S IMPORTANT FOR MANA WHENUA

- Reviving names and cultural narratives from the area
- Remediating land and water quality
- Natural environments - connection to atua tāne and tangaroa
- Artistic / design treatments which bring names and narratives to life
- A living presence - a place where mana whenua can gather, welcome visitors and celebrate their connection to the area

- Historic relationships between mana whenua and the central downtown area have been largely extinguished
- Significant opportunity for re-engagement and to establish mana whenua presence and expression

MANA WHENUA

Values and Aspirations



Increasing Population

	2013	Projected by 2030
Residents in the city	29,000 ^{1.}	42,000 ^{2.}
Students in the city	3,000 TBC	TBC
Workers in the city daily	68,562 ^{1.} TBC	128,000 ^{2.}
Tourists in the city daily	12,000 TBC	TBC

^{1.} Statistics New Zealand Census 2013

^{2.} Auckland Regional Transport, Model Scenario I 8b

RECREATIONAL NEEDS SURVEY 2009*

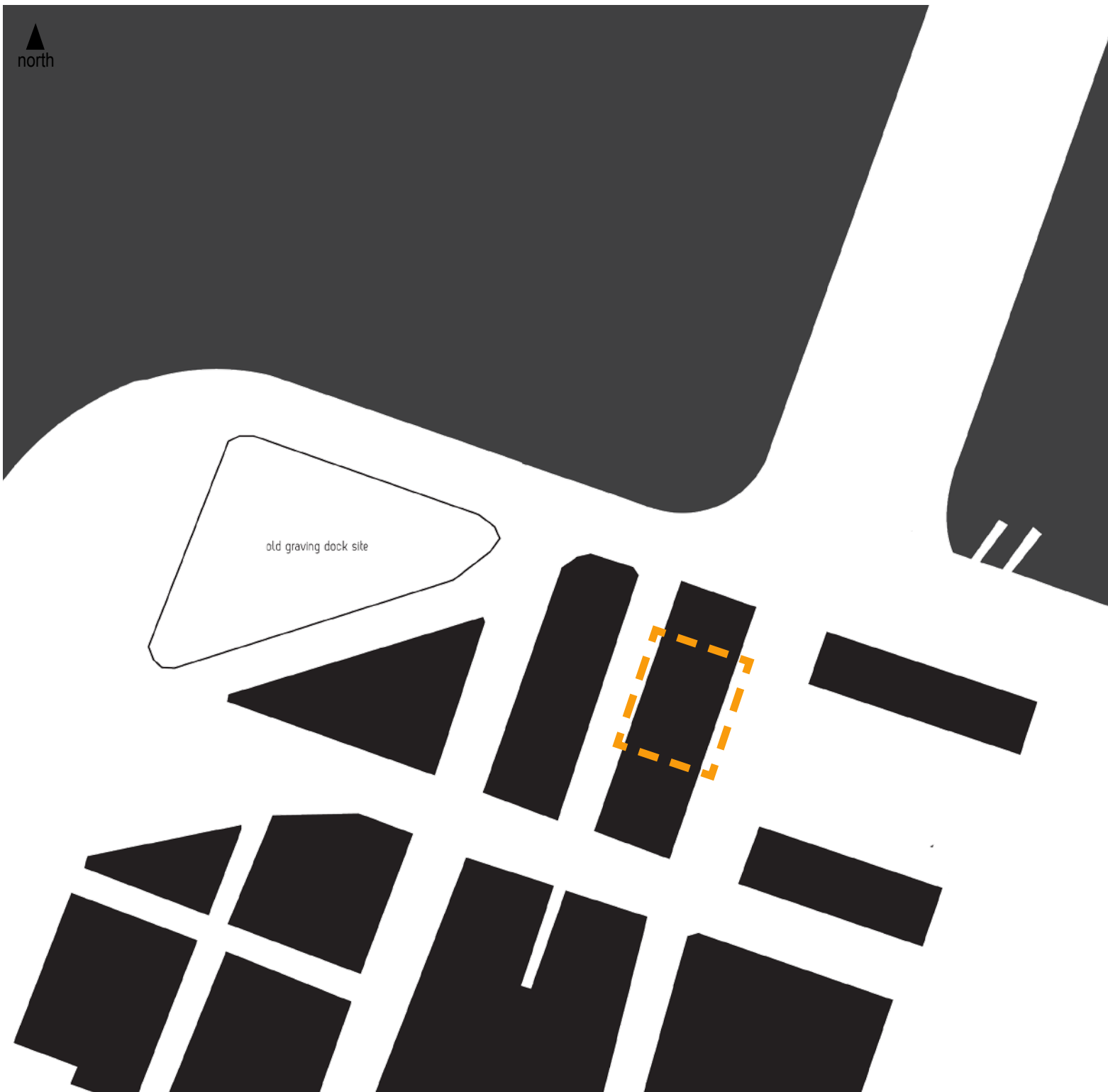
They want...

- More open space
- Playgrounds
- Additional facilities
- Safer access
- Places to gather & enjoy events
- Stronger connections to water

* Sport and Recreation in the City Centre - Understanding Needs and Identifying Barriers and Gaps in Provision, Auckland City Council, November 2009

- Historically the provision of public open space has not been planned and currently it is under provided
- There is an increasing inner city population and tourist numbers
- Surveys reveal strong demand for a range of additional facilities

RECREATION NEEDS



1870: Existing Development and Streets

- Building Footprint
- Public Space
- Location of present day Queen Elizabeth Square

1870 - 1909 Waterfront



Late 1800's - Queens Wharf Promenade



The lower end of Queen Street from the harbour front 1909

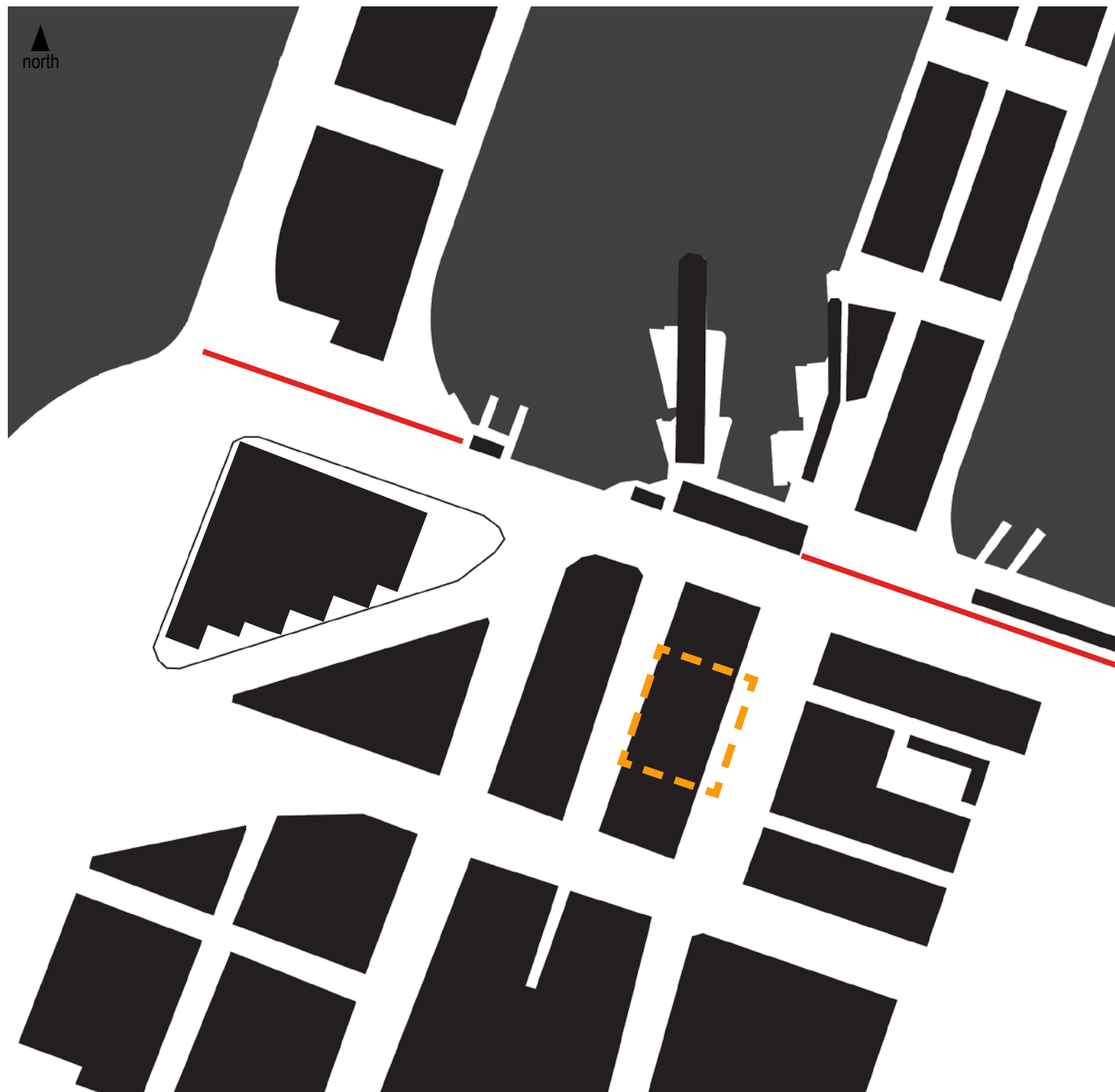
(Source: 1909 Photo AWNS-19090603-7-1: www.aucklandcity.govt.nz, Auckland Council Heritage Images Online)

1870 - 1909

- Open and busy waterfront district
- Interface of Queens Wharf and Queen Street

- This area has been through continual change
- Current situation is a result of dynamic historical development
- Waterfront open for public use as well as maritime activities
- Queen Elizabeth Square site reclaimed land as part of a city block with Queen Street on one side and a public lane (Little Queen Street) on the other

1870 - 1909 Historical Transition of Queen Elizabeth Square



1959: Existing Development and Streets

- Building Footprint
- Public Space
- ▨ Location of present day Queen Elizabeth Square
- Red Fence

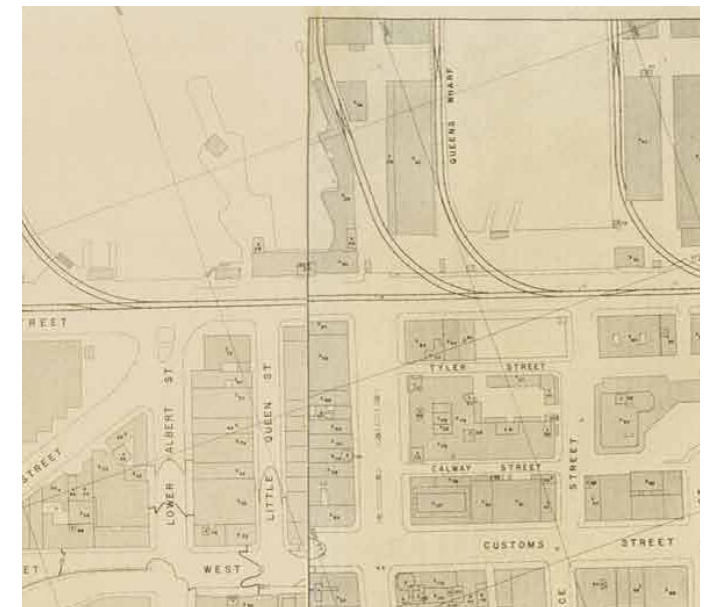
1909 - 1974 Street System



Site of Queen Elizabeth Square 1970's

1909 - 1974

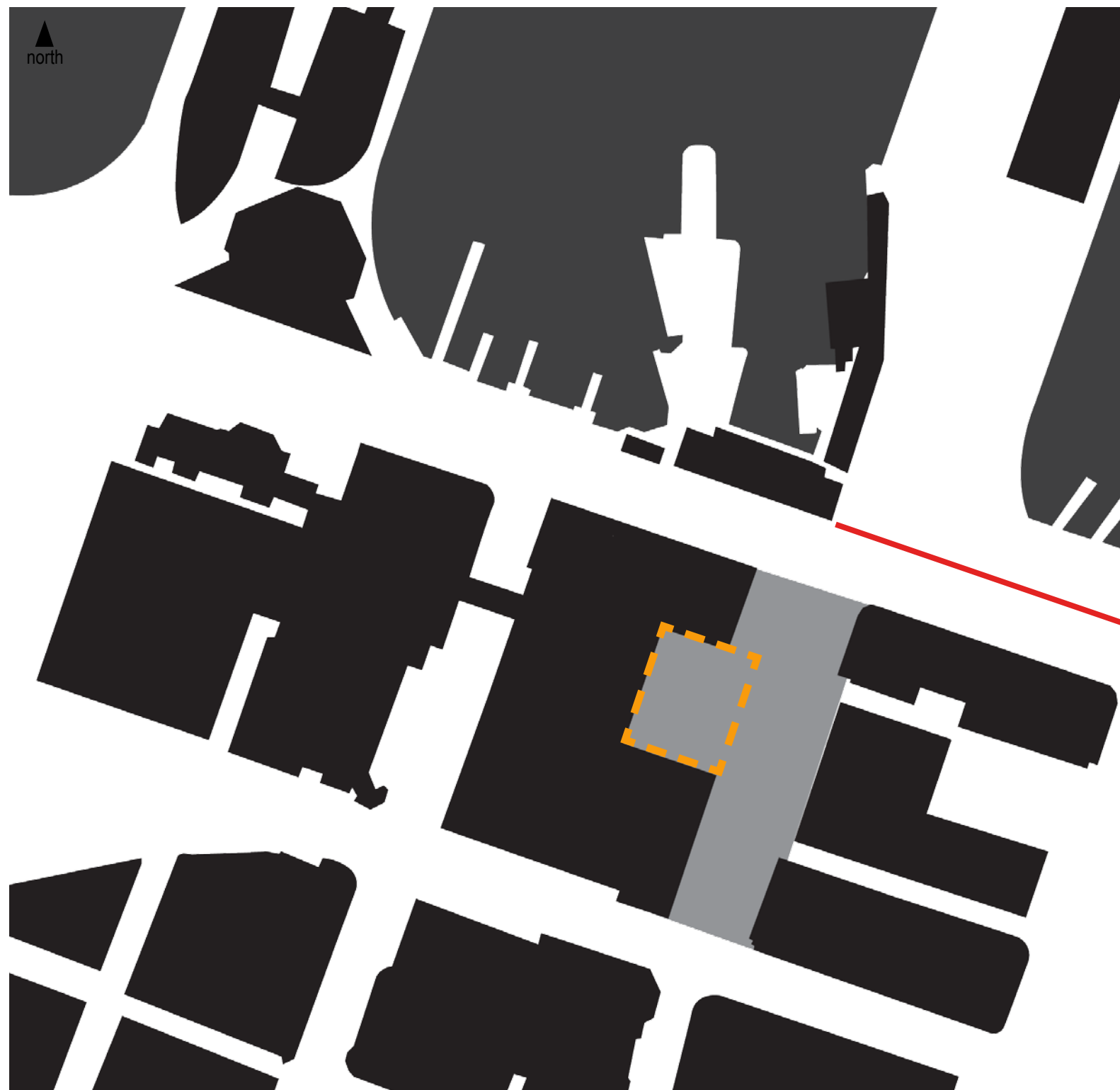
- Consolidated urban fabric
- Waterfront red fenced off
- Civic buildings installed at base of Queen Street
- Popular place for political gatherings



Harbour Edge 1966
(Source: 1966 NZ Map 2055 www.aucklandcity.govt.nz, Auckland Council Heritage Images Online)

- Beginning of twentieth century huge changes with mechanisation and consolidation of Port
- Public excluded for safety and security reasons, red fence constructed
- Several key public buildings built reinforced the civic nature of the precinct

1909 - 1974 Historical Transition of Queen Elizabeth Square



2001: Post 1980 opening of Queen Elizabeth Square, existing surrounding developments and streets

- Building Footprint
- Pedestrian space
- Location of present day Queen Elizabeth Square
- Red Fence

1974 - 2003

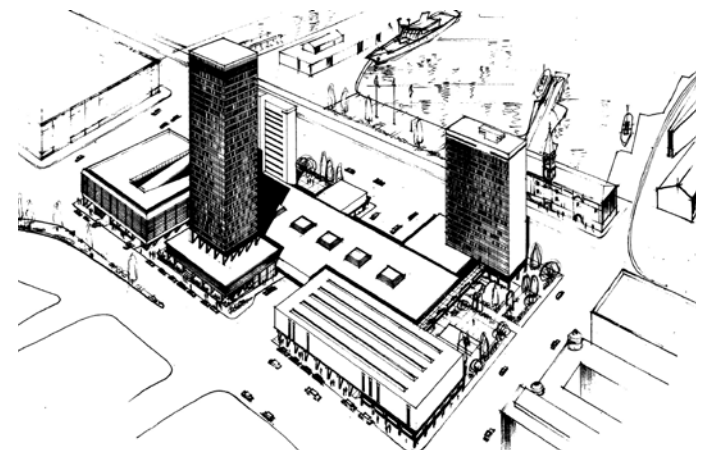
- Modernist commercial redevelopment
- Based on a stand alone tower block and plaza model
- Little Queen Street removed and Queen Elizabeth Square created as compensation
- Lower Queen Street amalgamated to form larger pedestrian space
- Limited access to waterfront

1974 - 2003

1965 Tower Block - no controls



Queen Elizabeth Square 1980's
(Source: Auckland Council Heritage Images Online)



Modernist Conception - Early 1970's
(Source: Auckland Council Archives, Central Library)

- 1960's - 1970's comprehensive redevelopment ended up in tower block
- Removed the fine grain fabric including Little Queen Street and more height provisions allowed a plaza space at the foot of the tower
- 1980's saw the pedestrianisation of larger space a compensation for lack of access to waterfront

1974 - 2003 Historical Transition of Queen Elizabeth Square



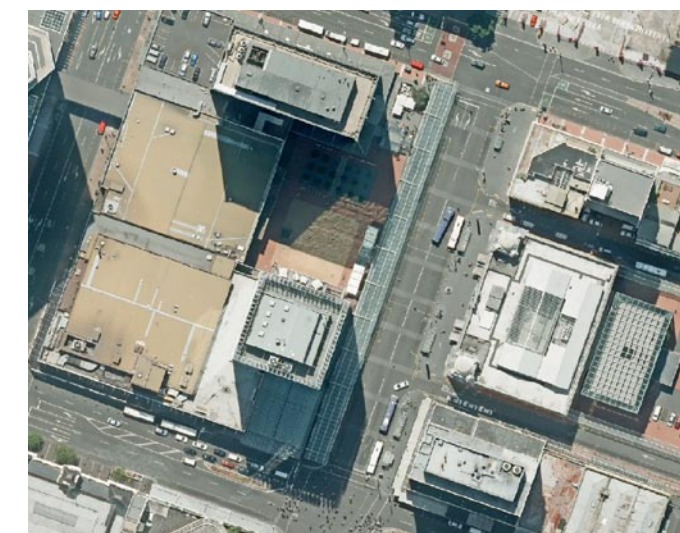
2010 Present: Post 2004 Britomart Transport Centre development

- Building Footprint
- Pedestrian space
- Location of present day Queen Elizabeth Square
- Red Fence

2003 Transport Scheme



Lower Queen Street 2014

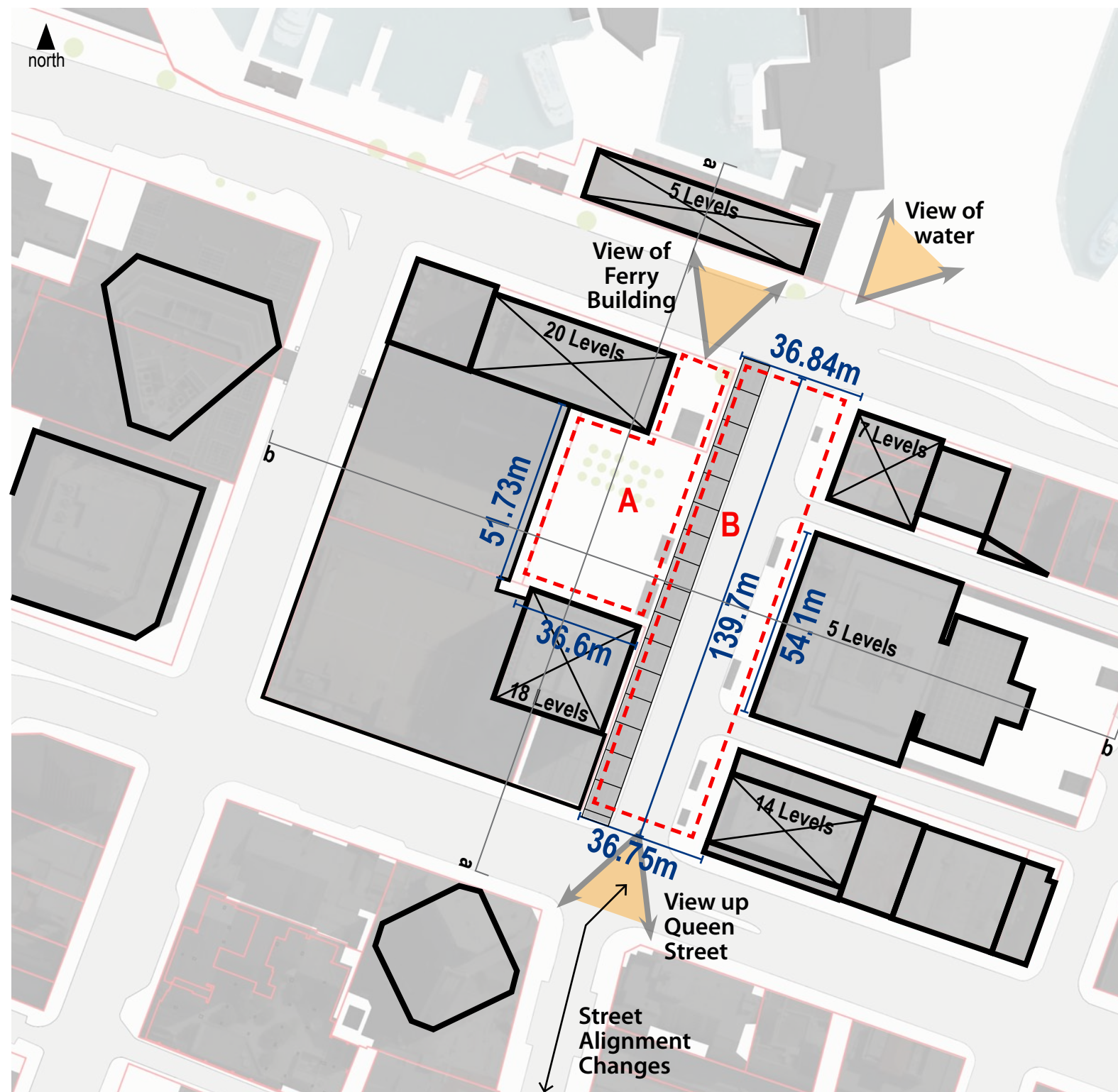


2003 - present

- Lower Queen Street lost to busway
- Long tall canopy divides space
- Queen Elizabeth Square a residual space empty except for a small kauri grove and a flaming rock
- Increased access to the waterfront and the Queens Wharf red fence is down

- The last ten years brought more changes
- More access to waterfront but Queen Elizabeth Square and Lower Queen Street Spaces have been separated by a long high canopy

2003 - Historical Transition of Queen Elizabeth Square



SUMMARY

- Straddles two blocks
- Two main spaces divided by canopy, A and B
- Linear Lower Queen Street
- Queen Elizabeth Square forecourt
- Highly enclosed by taller buildings
- Opening to Quay Street - some clutter

- Queen Elizabeth Square is dominated by imposing tower blocks
- Queen Elizabeth Square is largely cut off from lower Queen Street and the nearby waterfront

SPATIAL ATTRIBUTES

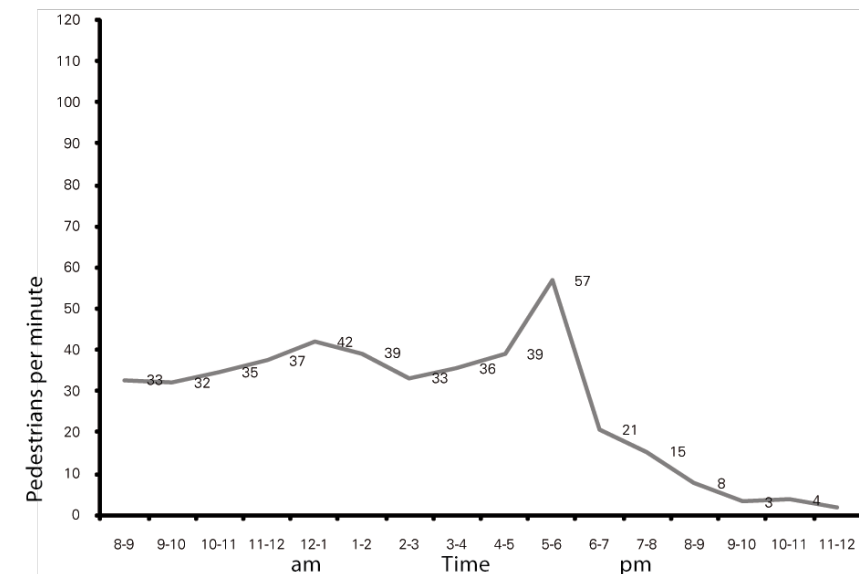
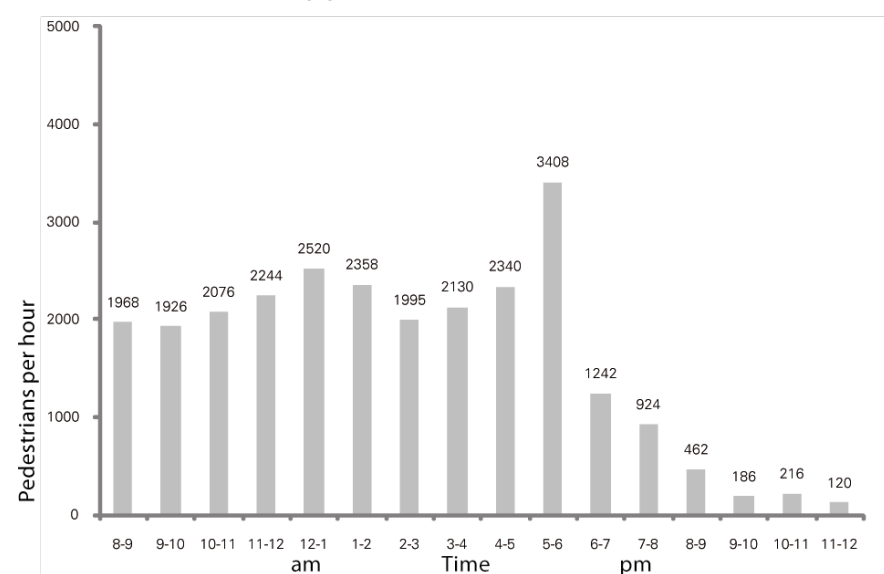
Queen Elizabeth Square



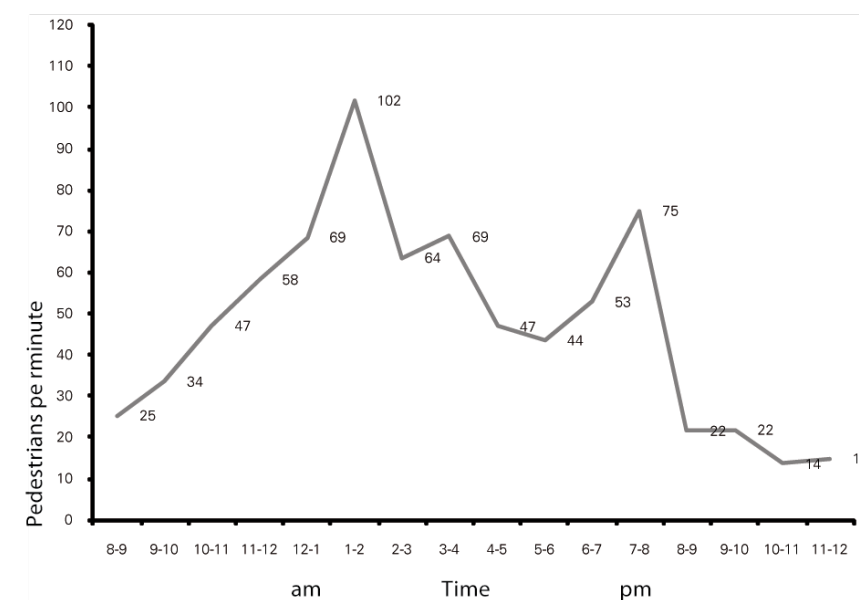
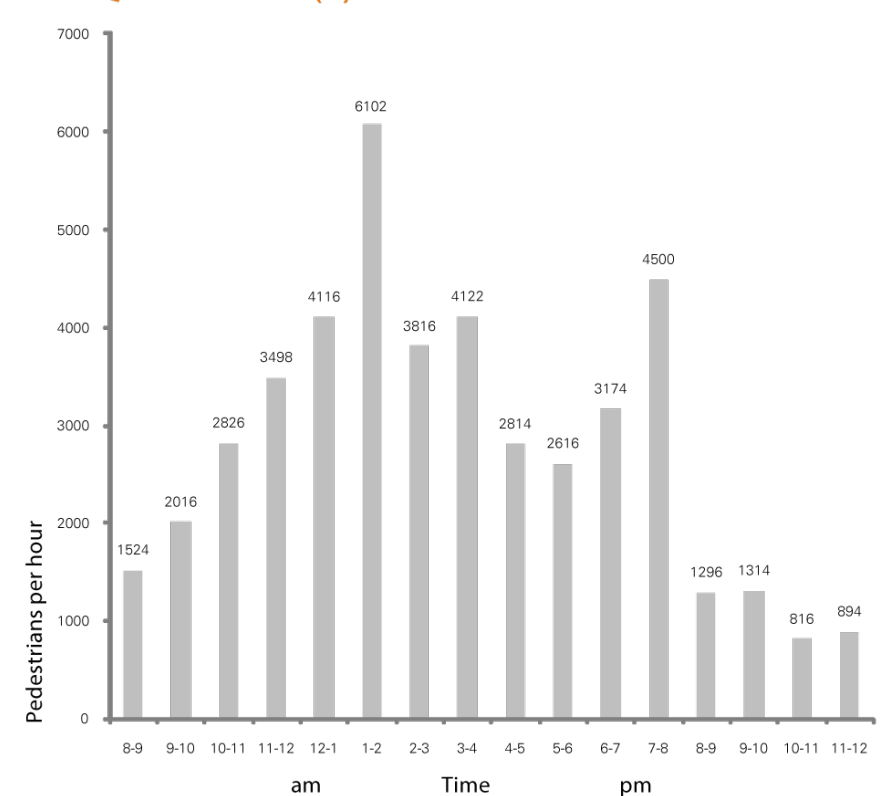
Pedestrian Traffic - Weekday undertaken by Gehl Architects

Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May. Weather: mild 17-22° C

3a. Queen Street (a)



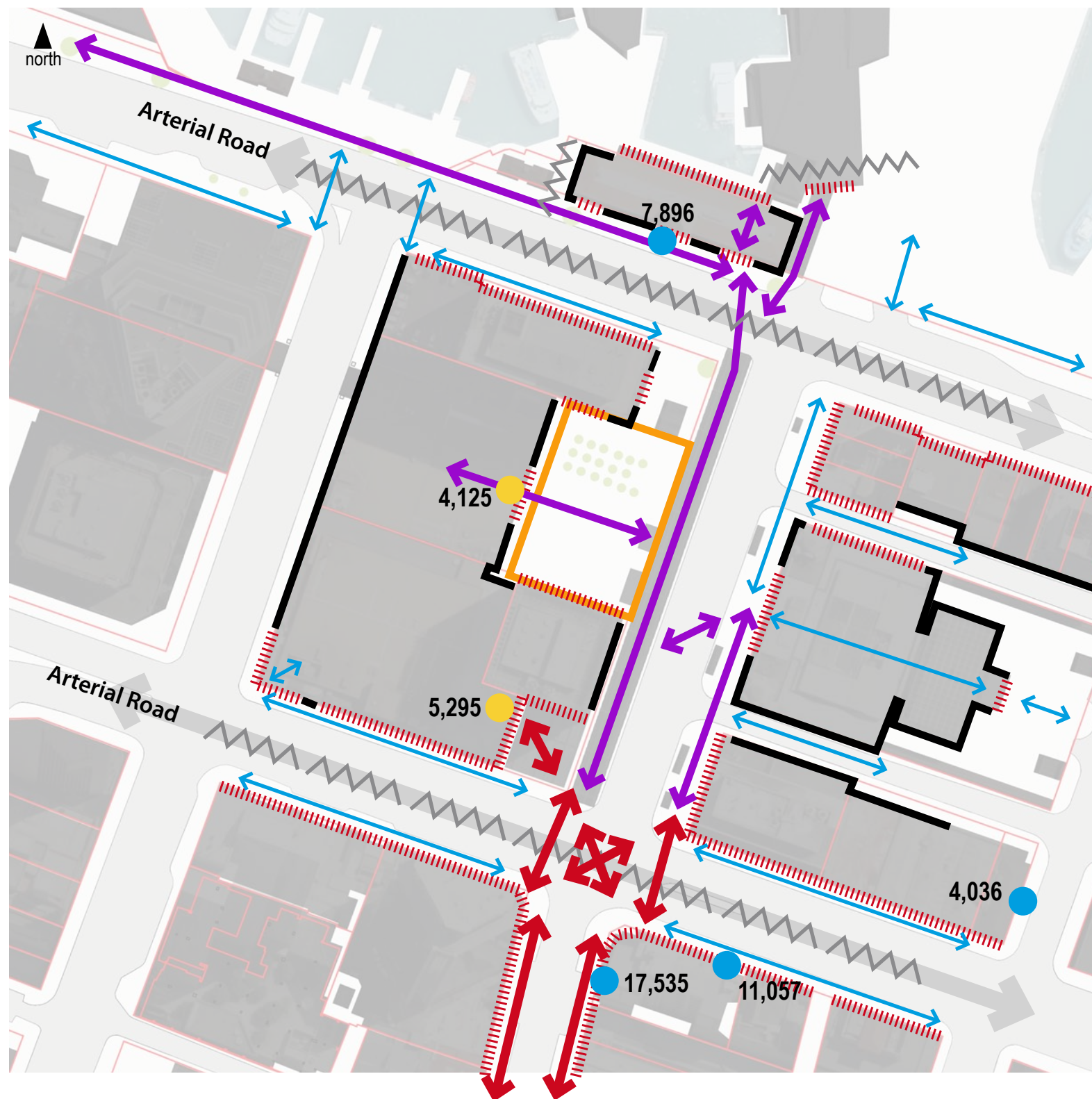
3b. Queen Street (b)



- Survey shows slow build up during day with peak at 5 to 6 pm - exiting work time
- Very little traffic after hours
- Compared with mid Queen Street the characteristics are of a thoroughfare for commuters

PEDESTRIAN STUDY 2010

Gehl Architects



↔ Pedestrians - High
15,000 - 20,000 (average per day)

↔ Pedestrians - Medium
11,000 - 15,000 (average per day)

↔ Pedestrians - Low
5 - 10,000 (average per day)

— Solid Wall

----- Entries

⚡ Barriers

● Pedestrian count - average daily pedestrian activity over 24 hours (July to August 2014)*
*Heart of the City, Pedestrians in the City, Pedestrian Count System

● Downtown Shopping Centre Door Count - average daily totals, June 2013 to May 2014

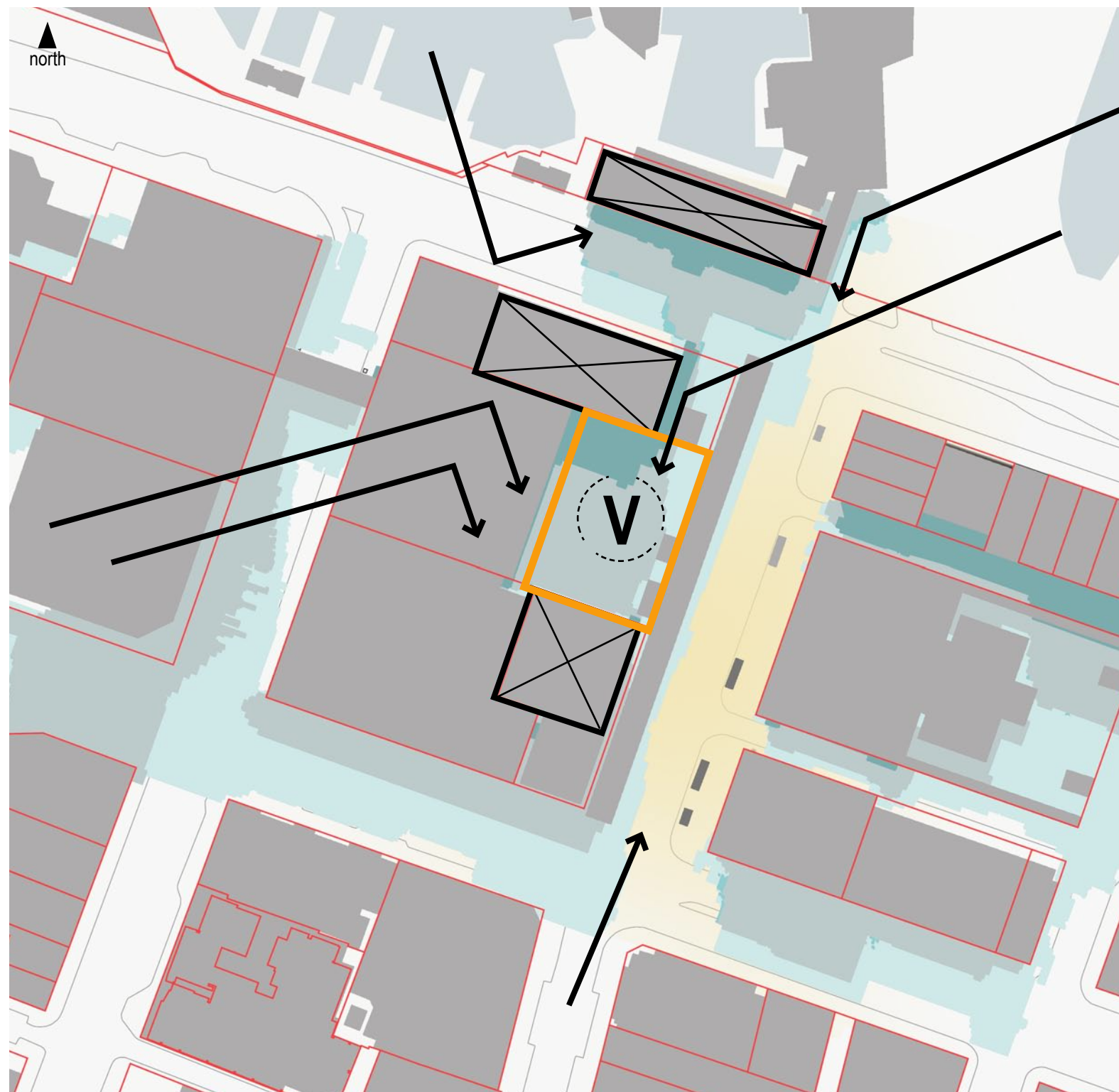
□ Queen Elizabeth Square

SUMMARY

- Few records and monitoring points for pedestrian numbers in the area
- Big numbers drop dramatically going north
- Desire line to ferry
- Mall corner entry takes large numbers
- Limited entries around
- Space is isolated by arterial roads and subdivided by busway

- Queen Elizabeth Square is not as well used as adjacent Queen Street
- Main pedestrian movement is linear from city to the ferry terminal
- There are several breaks as the movement pattern becomes dispersed

MOVEMENT AND ACCESS ATTRIBUTES Queen Elizabeth Square



Shade at 12 Noon

- Summer Solstice
- Spring Equinox
- Autumn Equinox
- Winter Solstice
- All day Sun
- Wind
- V Vortex
- Queen Elizabeth Square

SUMMARY

- Queen Elizabeth Square is in shade most of the year and is subject to strong localised winds.
- Queen Elizabeth Square is an uncomfortable space

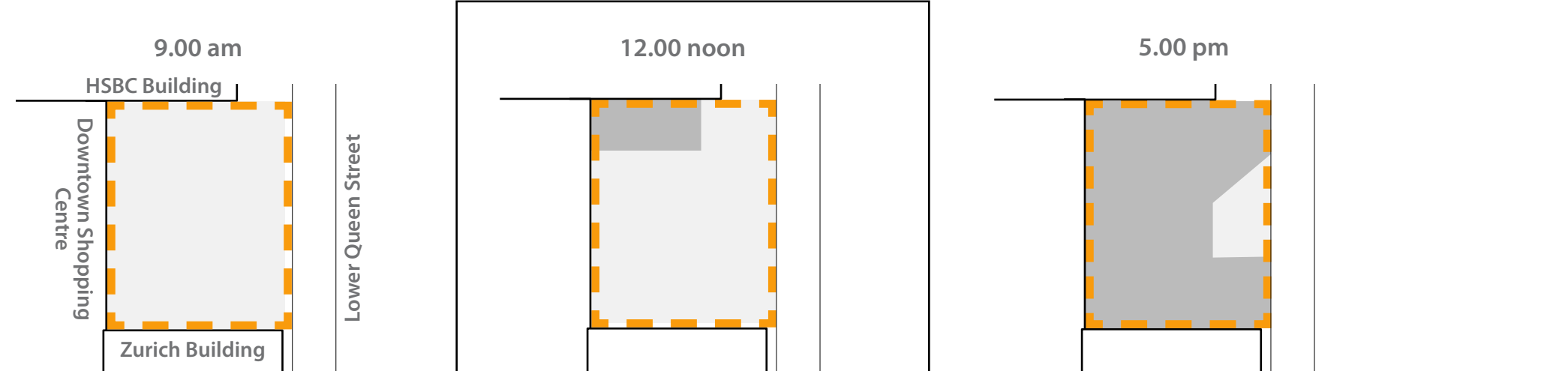
- Queen Elizabeth Square is not climatically comfortable, there is sun in the early morning but at the crucial lunchtime and evening times most of the year the space is in shade
- In addition there is localised wind turbulence caused by wind shear of adjacent buildings
- Lower Queen Street enjoys all day sun and less wind

CLIMATIC AND ENVIRONMENT ATTRIBUTES

Queen Elizabeth Square

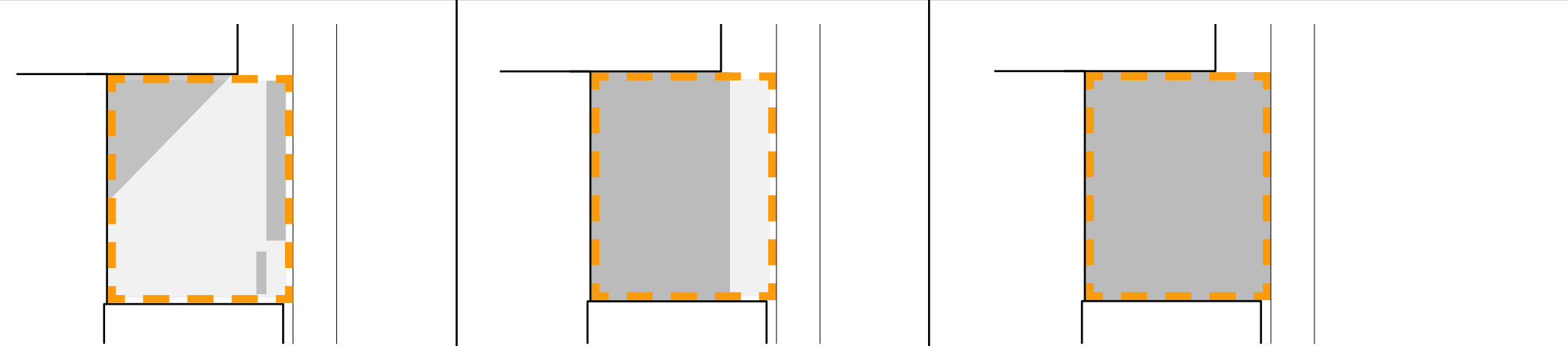
SUMMER SOLSTICE

22 December



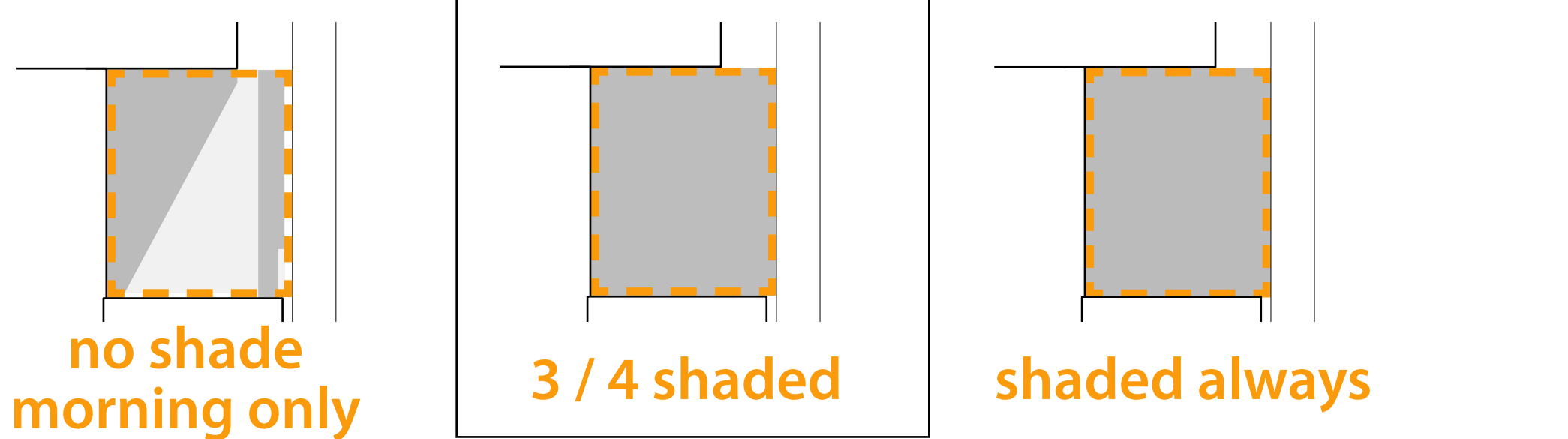
AUTUMN / SPRING EQUINOX

23 September / 20 March



WINTER SOLSTICE

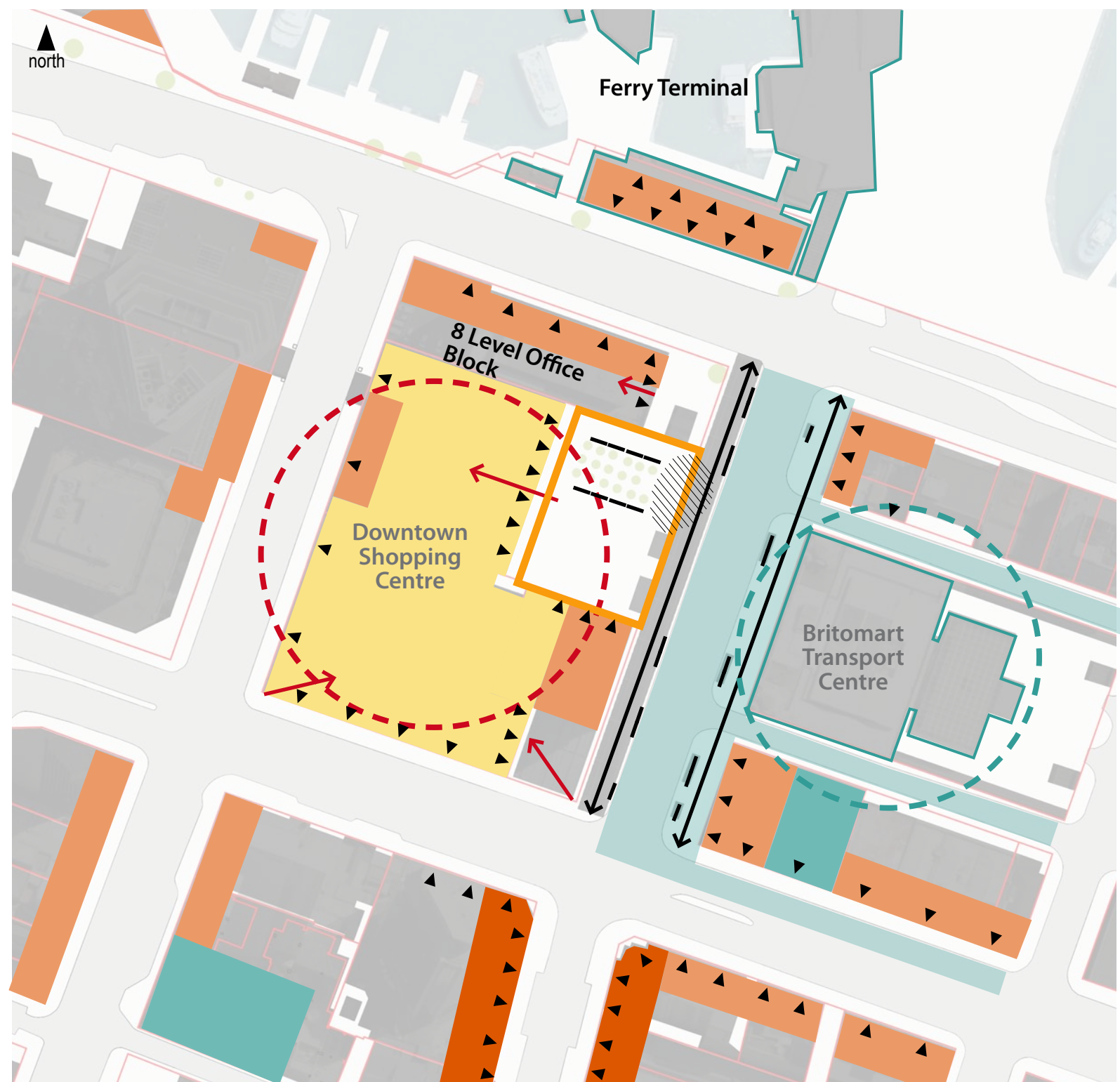
21 June



- Only 25% of the year the space is sunny during the important lunchtime period
- The north facing wall of the Zurich building receives sun during the year round
- Overall the space is very shady

SHADE

Queen Elizabeth Square



Ground Floor Landuse

- High end Retail (\$2500 - \$3000/m²)
- Mid to low level retail (\$500 - \$700/m²)
Convenience / food and beverage
- Shopping Centre
- Hotel
- Office
- Queen Elizabeth Square
- Public Demonstration Gathering Area
- Entry Point
- Transport
- Bus Movement Zone
- Anchors
- Thoroughfare
- Seating
- Active Edge

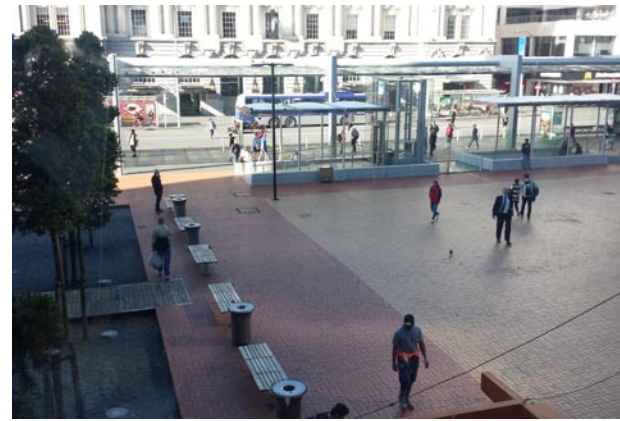
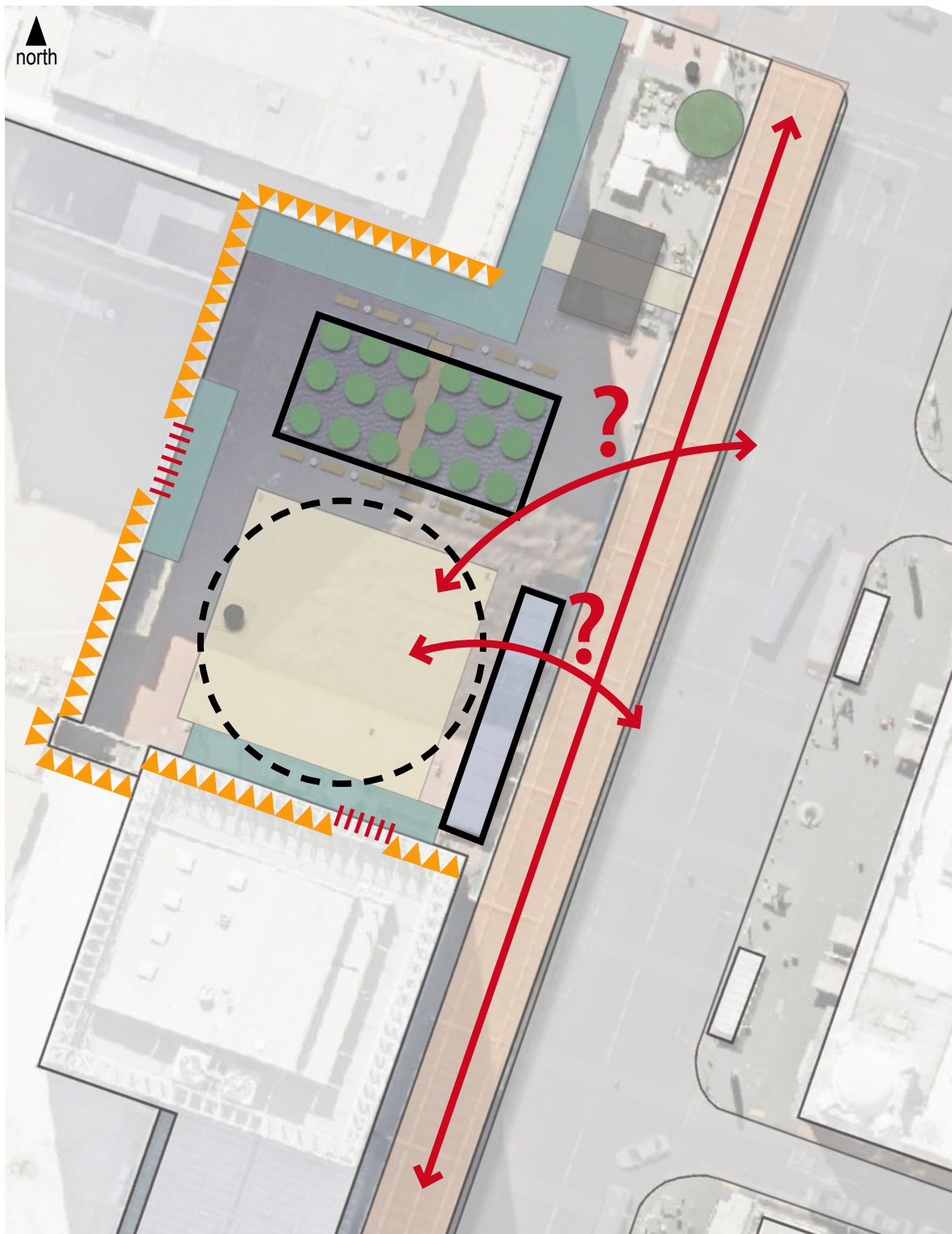
SUMMARY

- There are two adjacent anchors, one retail and the other transport
- Mainly functions as a thoroughfare
- Mall gathering area
- Weak retail around edges
- Little after hours activity
- Big drop off from activity and retail in Queen Street

- Activity wise the Queen Elizabeth Square space shows potential but is not currently performing well in relation to adjacent areas such as Queen Street and Britomart
- Poor and non-continuous active edges
- Poor fragmented gathering spaces

ACTIVITY ATTRIBUTES

Queen Elizabeth Square / Lower Queen Street



Only used as a thoroughfare



Lack of edge activation with mall side entrance and busway



Unfriendly and shared space

SITE ATTRIBUTES

Positive elements

- Adjacent to Lower Queen Street
- En-route between city and waterfront
- 1900m² Sizeable space
- Opposite CPO / Britomart Transport Centre
- Close to waterfront

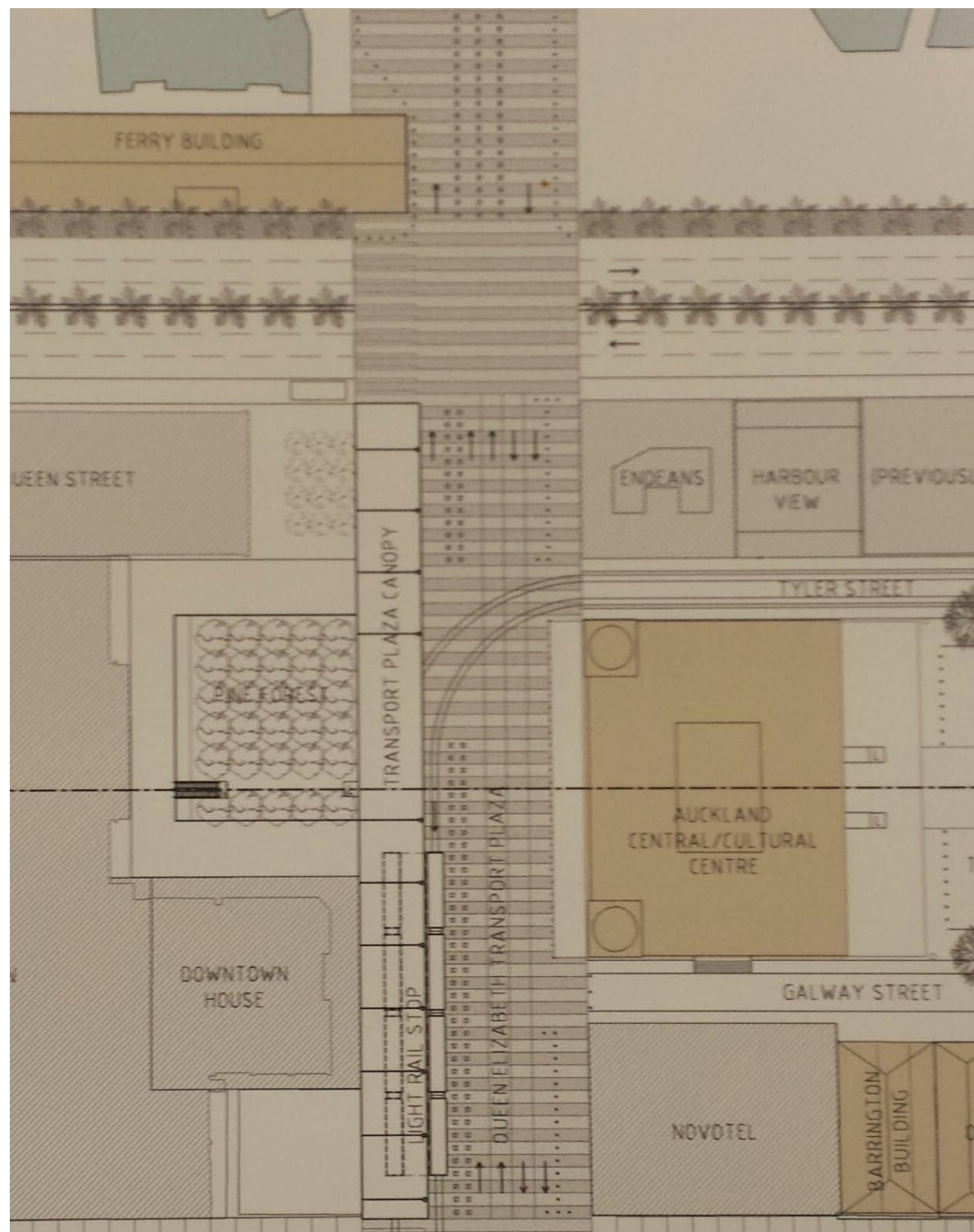
Negative elements

- Residual space acts as a forecourt to the Mall
- Creates a gap in the city harbour link
- Few facilities
- Poor environment - windy and shady
- Cut off and subdivided
- Poor link to Waterfront
- Not good gathering civic space
- Currently a failed space
- More a retail forecourt than a civic or recreational space
- Related to varying public access to the waterfront

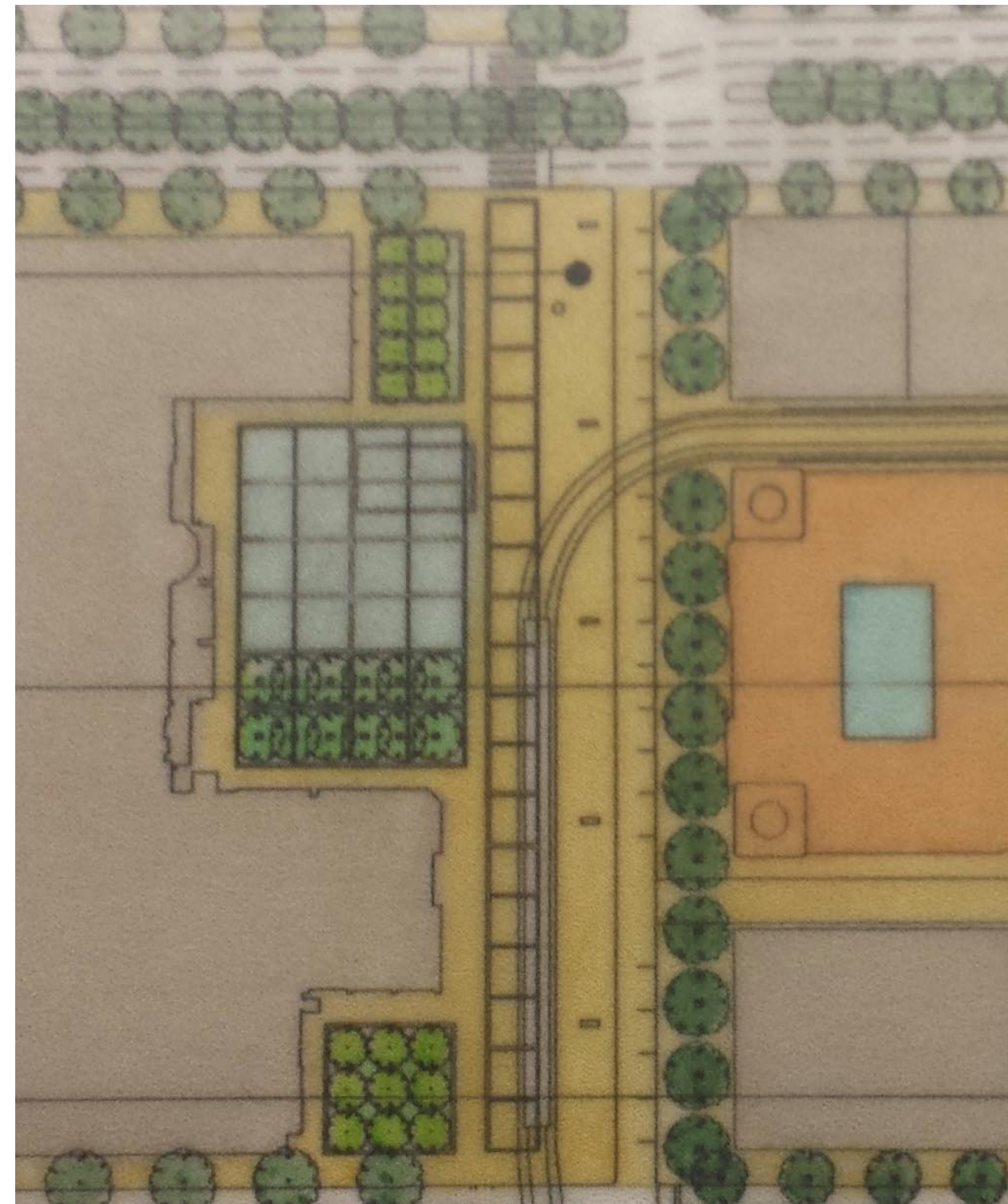
- There is some value to Queen Elizabeth Square but it is not of high quality in terms of use or public regard
- Suffers from fundamental flaws - spatially enclosed and uncomfortable

ANALYSIS CONCLUSION

Queen Elizabeth Square



Courtyard



Canopy

- Major international design competition held for Britomart and Queen Elizabeth Square areas held in 2000
- Of the seven finalists there were two dominant approaches for Queen Elizabeth Square, one creating a courtyard and the other in filling with a canopy

DESIGN IDEAS

Entries from 2000 Design Competition

▲
north

Main Entry

Urban canopy -
greened

Raised lawn and
kiosk

Relocated kauri
with seating
underneath

Water display
pool and seating

Wide canopy

Busway and
shelters

Active edges -
retail / food and
beverage

Cost

Courtyard Pool	1m
Paving	1m
Retrofit Canopy	200k
Lighting	500k
	3.5m

PROS

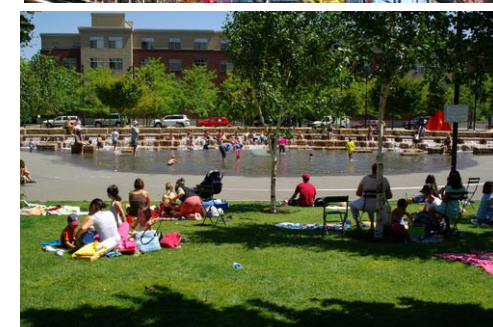
- Provides internal interest
- More seating
- Minimal cost

CONS

- Little additional use or activity
- Buses left in Lower Queen Street
- Still a retail forecourt
- Two separate spaces
- Not a space that mana whenua can welcome visitors

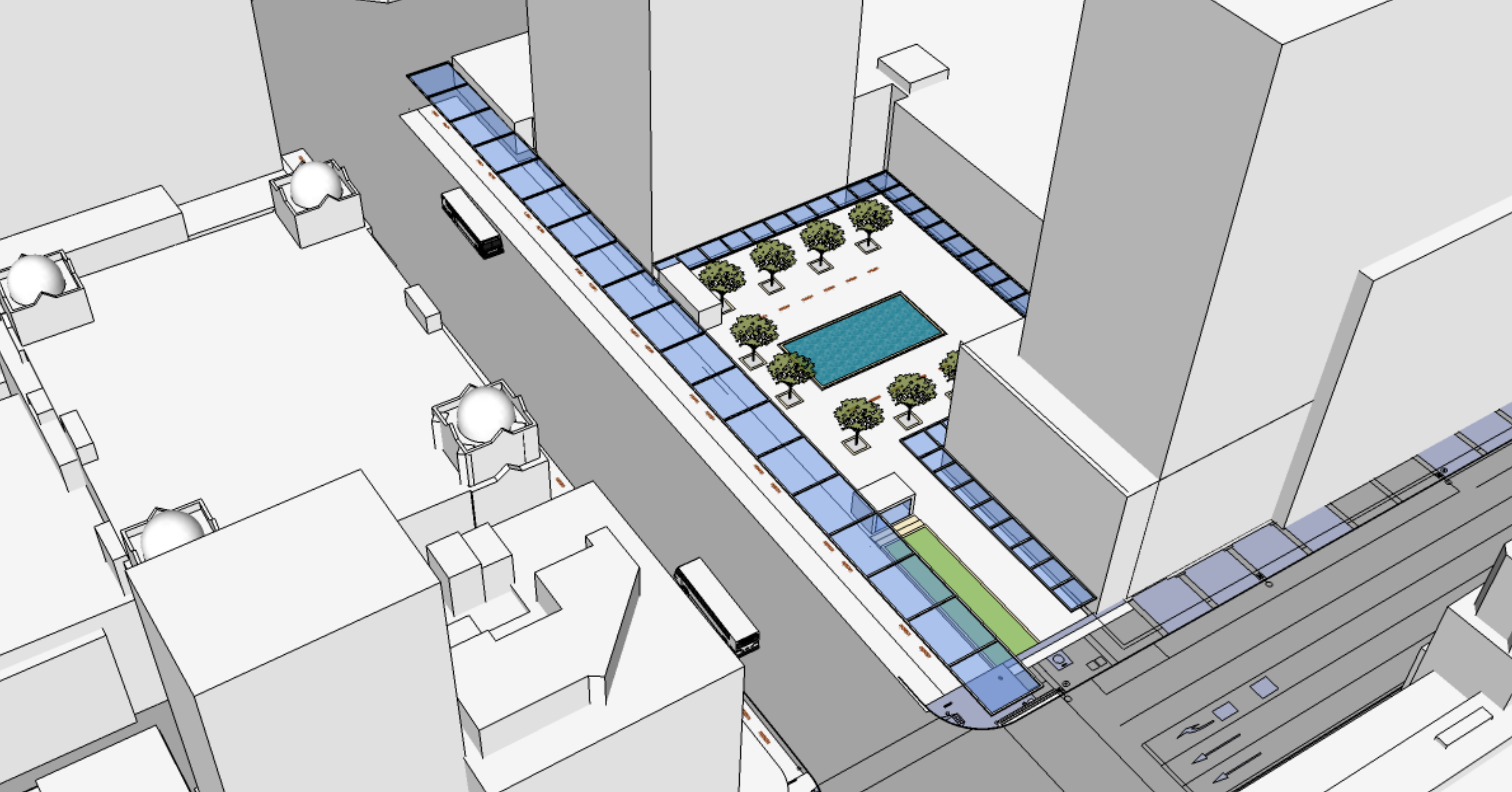
OPTION A - Courtyard

- Internal courtyard
- Waterplay central feature - kinetic and colourful
- Activated edges
- Kauri trees relocated to frame space
- Retained urban canopy - add hanging plants and climbers



- There are some improvements that could lift current absence of use
- Re-arrange layout to create central interest and provide continuous shelter and activity around the edge
- Results would not be a dramatic improvement

QUEEN ELIZABETH SQUARE ENHANCED Option A Courtyard



QUEEN ELIZABETH SQUARE ENHANCED Option A Courtyard



Cost	
Canopy	5m
Terraces	500k
Paving	1m
Features	500k
Lighting	500k
	7.5m

PROS

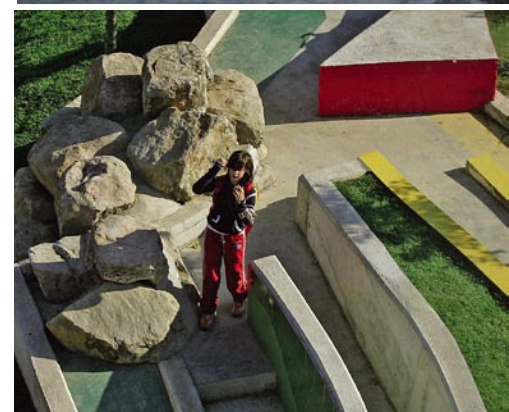
- Larger gathering space
- Full canopy provides shelter
- Greater foot traffic through space
- Activity generators
- Bus movement restricted to Tyler Street and Galway Street

CONS

- Not a direct route - weaker link
- Canopy area part of Mall, not true open space
- Sizeable expense
- Not an appropriate space for mana whenua to welcome visitors

OPTION B - ATRIUM

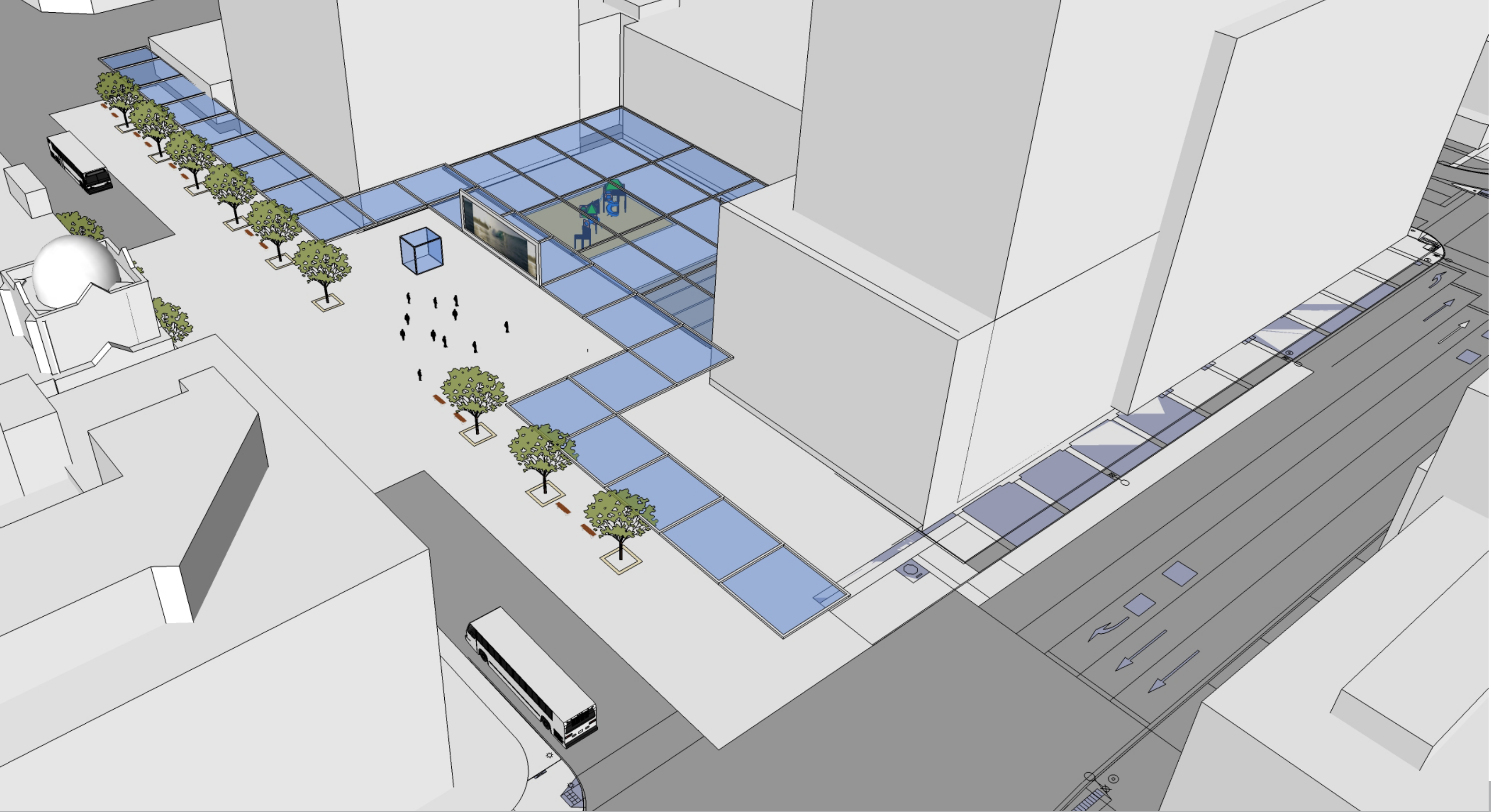
- Connecting canopy realigned
- Frames central paved square
- Entry garden edges square
- Activity generators Queen Elizabeth Square eg playground



- With more expense a covered glazed roof could address the wind issue and added activity generators could introduce greater length of stay of recreational use
- Atrium space would become more of a retail forecourt
- Weak link along Lower Queen Street

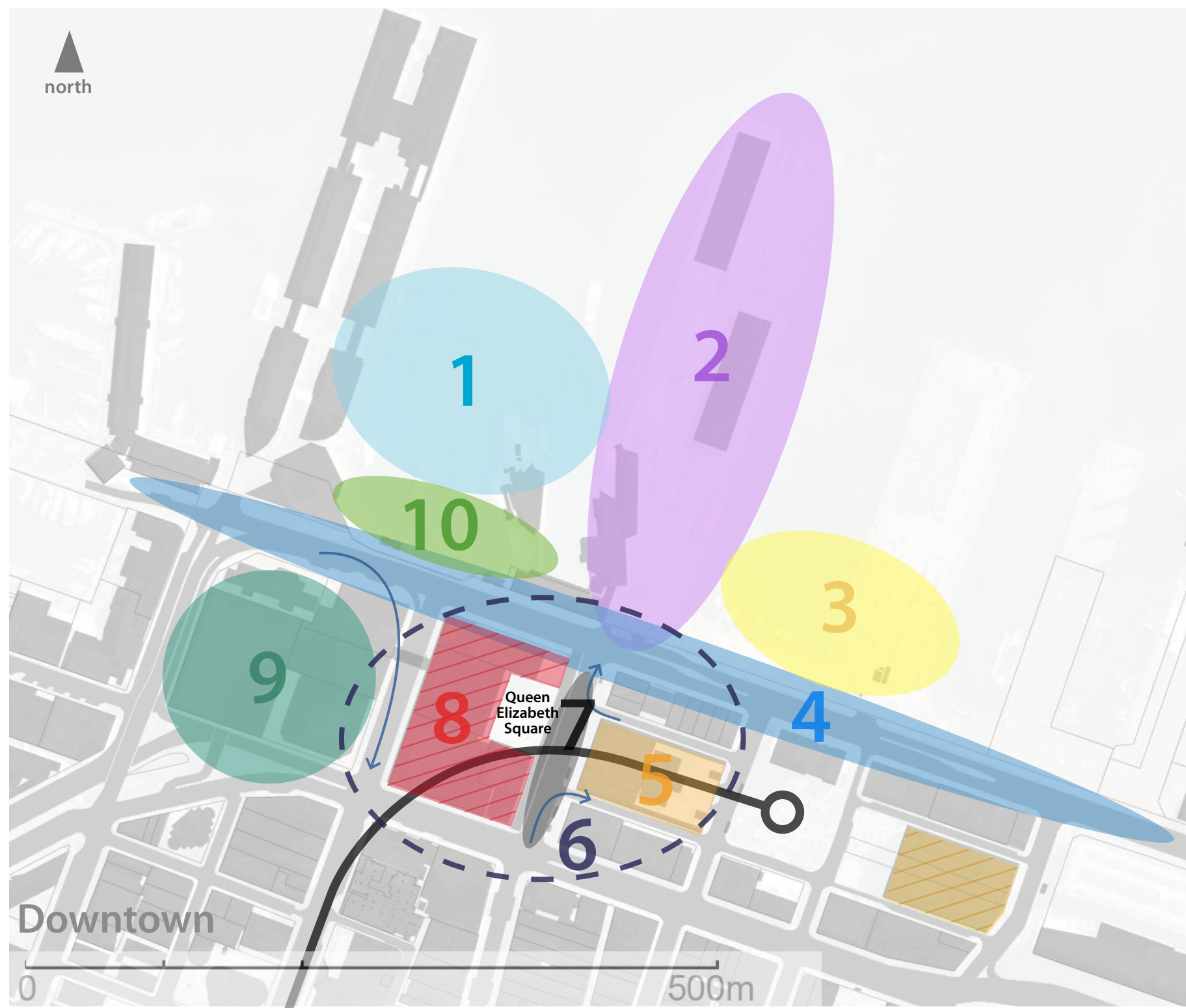
QUEEN ELIZABETH SQUARE ENHANCED

Option B Atrium and Civic Space



QUEEN ELIZABETH SQUARE ENHANCED

Option B Atrium and Civic Space

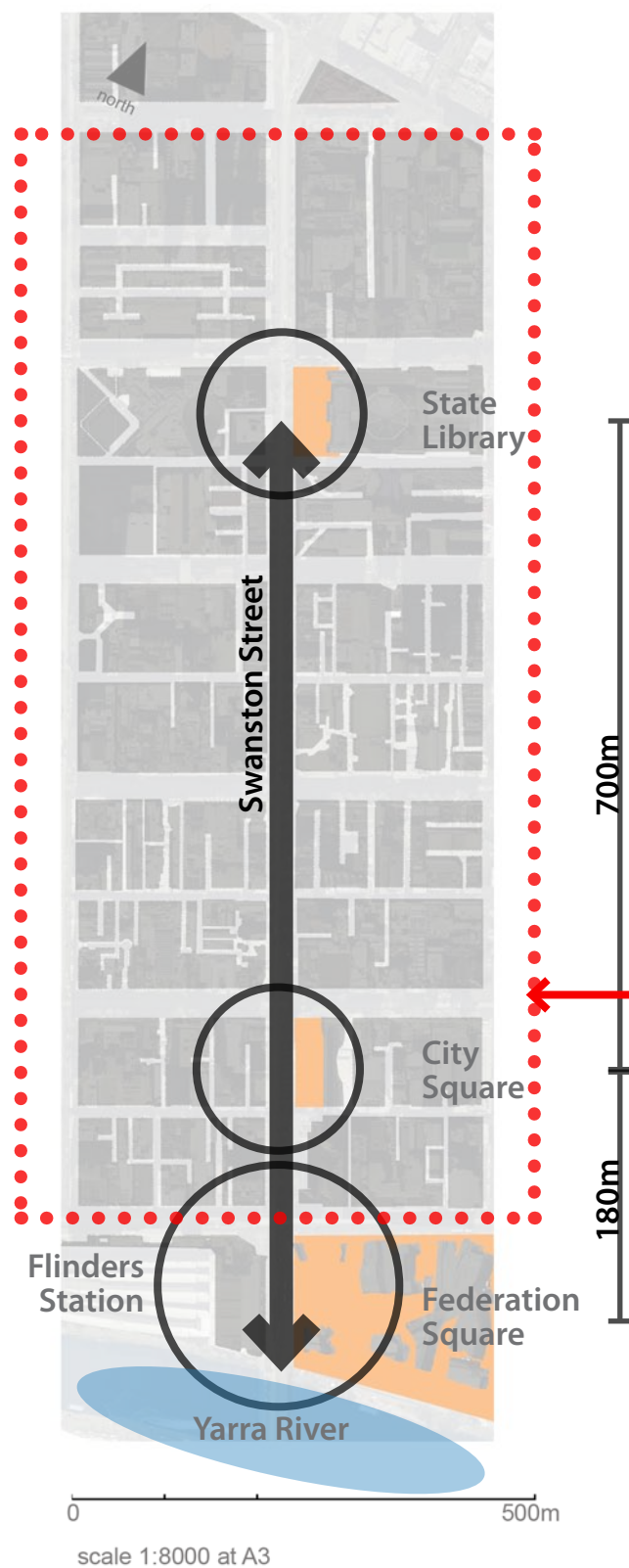


- 1 Ferry Basin
- 2 Queens Wharf
- 3 Admiralty Steps
- 4 Quay Street
- 5 Britomart
- 6 Public Transport Hub
- 7 CRL & Lower Queen Street
- 8 Downtown Shopping Mall
- 9 Lower Hobson Street
- 10 Lower Albert Street

- Currently in the downtown area there is massive amount of comprehensive redevelopment
- Nothing specifically considered for Queen Elizabeth Square which is in the centre of the downtown area?
- Strategic relationships and fit should be a major focus for best joined up outcomes

DOWNTOWN CONTEXT

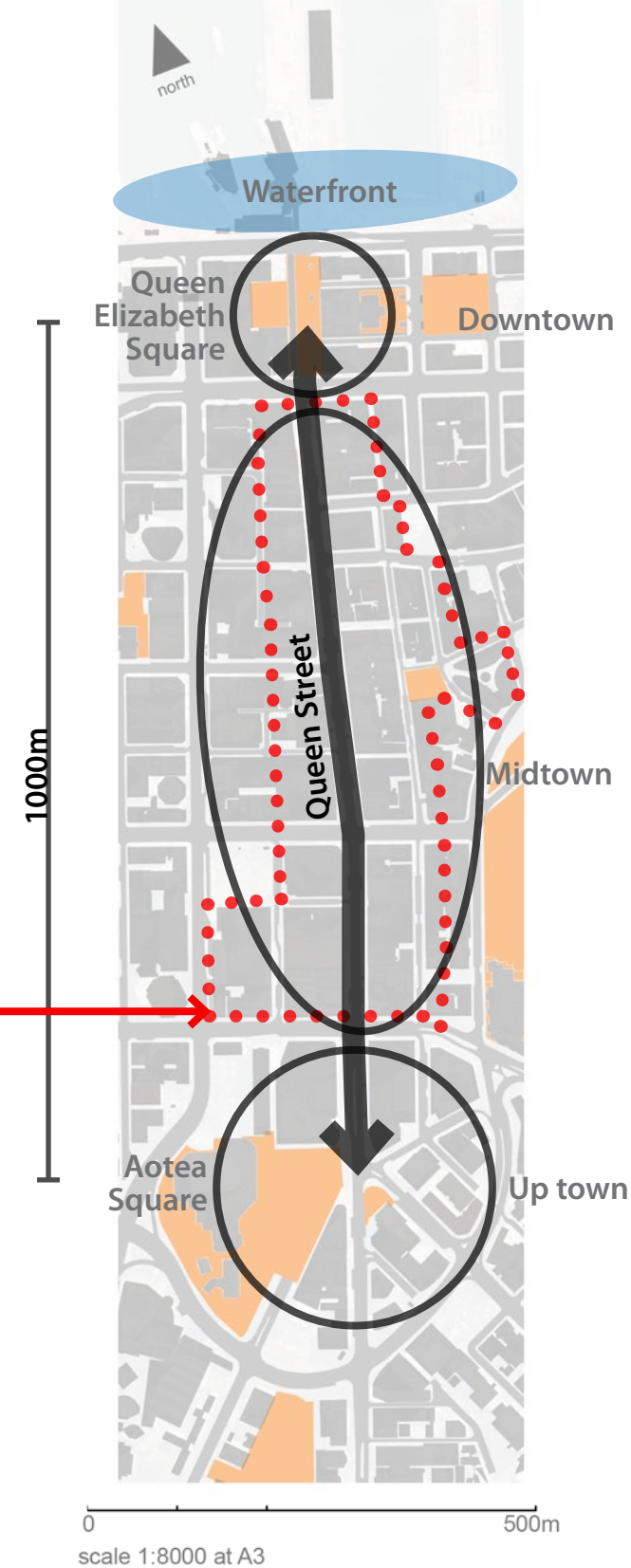
Opportunity & Change in Vicinity



MELBOURNE CITY

- Series of linear parks along Swanston Street
- Flinders Station addresses street
- Recent creation Federal Square
- Wider premium retail
- Open spaces on the sunny side (i.e. eastern afternoon sun)

A Grade retail



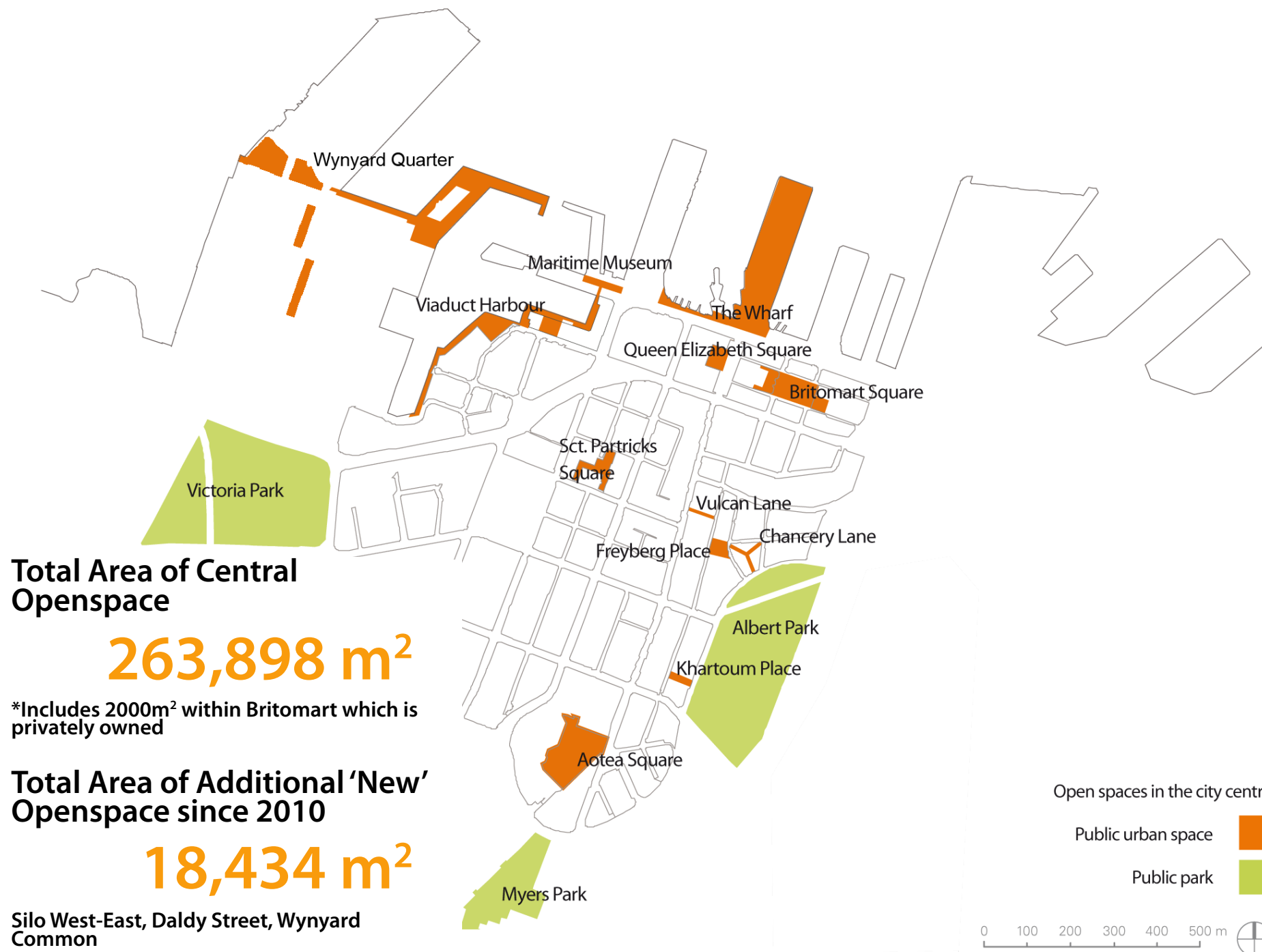
AUCKLAND CITY

- The linear Queen Street Gully (north/south)
- Very narrow intensity - 1 block deep
- Three parts - up town / downtown / waterfront
- Two civic space ends - Aotea and Queen Elizabeth Square
- Tall enclosure much shade
- Major water body

- High quality open space is a critical part of a successful urban fabric
- Auckland's fabric is strongly structured along the Queen Street axis which runs out to the Waitemata
- Historically the spine/axis is anchored by civic open space both ends

OPEN SPACE AND URBAN FABRIC

International Comparisons



Based on Gehl Architects, Urban Quality Consultants. Auckland Public Life Survey, July 2010. Pg 40



The open spaces are mostly used for sitting
55%
 of recorded activities between 12 pm and 4 pm
 on a weekday involve sitting

Gehl Architects, Urban Quality Consultants.
 Auckland Public Life Survey, July 2010. Pg 41

SNAPSHOT

1. Lack of diversity & hierarchy - very little variation in use
2. Poor provision of open spaces, particularly urban spaces - quality and quantity
3. Fragmented public space network - poorly connected

- The picture of open space currently is not one of a strongly coherent element
- Huge potential for more varied, greater volume and more coherence and connectivity
- Since 2000 there has been more open space added e.g. Wynyard Quarter and Britomart
- More to come in areas such as Queens Wharf

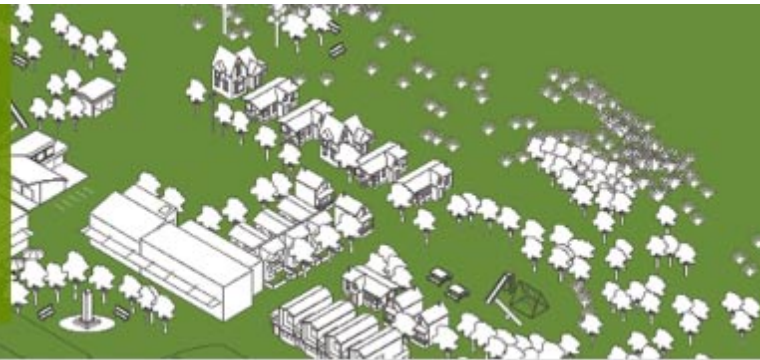
WHAT WE HAVE

Downtown Public Space

Parks

Ngā Papa Rēhia

Parks are our beloved public open spaces. Here you'll find the guidance to help protect our natural environments and deliver high quality recreation spaces for people to enjoy.



All Parks

This section gives best practice design guidance that should be applied in the design of all parks, whether a beach front park, a bustling town square, a native bush area, or a multifunctional park that combines all three.

Civic Space

Ecological

Historic Heritage

Informal Recreation

Landscape & Amenity

Sport & Active Recreation



Parks - Auckland Design Manual, 2013

Open Space Relevant to Downtown:

CIVIC SPACE



Aotea Square, Auckland

Public squares and plazas typical found in urban areas or town centres, which support a variety of activities, gatherings and events.

INFORMAL RECREATIONAL SPACE



Judges Bay, Auckland

Flexible spaces enjoyed for informal recreation, typical features include: flat grassy open spaces, beaches, play spaces or picnic areas.

- Auckland Council has begun creating methods to deliver quality spaces
- Using the Auckland Design Manual (ADM) open space guidance, two types are the most relevant in the downtown area: civic gathering and informal recreational spaces

AUCKLAND DESIGN MANUAL Open Space Guidelines 2013



- # COUNCIL STRATEGIC PLANNING

CIVIC

INFORMAL
RECREATION

ADM Principals

connect

- On busy routes and at significant sites

- Very accessible



enjoy

- Large space for events, gathering and ceremonies
- Comfortable and safe

- Multi functional from play to walking
- Good views



treasure

- Strong identity and heritage
- Community facilities

- Sheltered and sunny
- Locate near amenities especially water



utilise

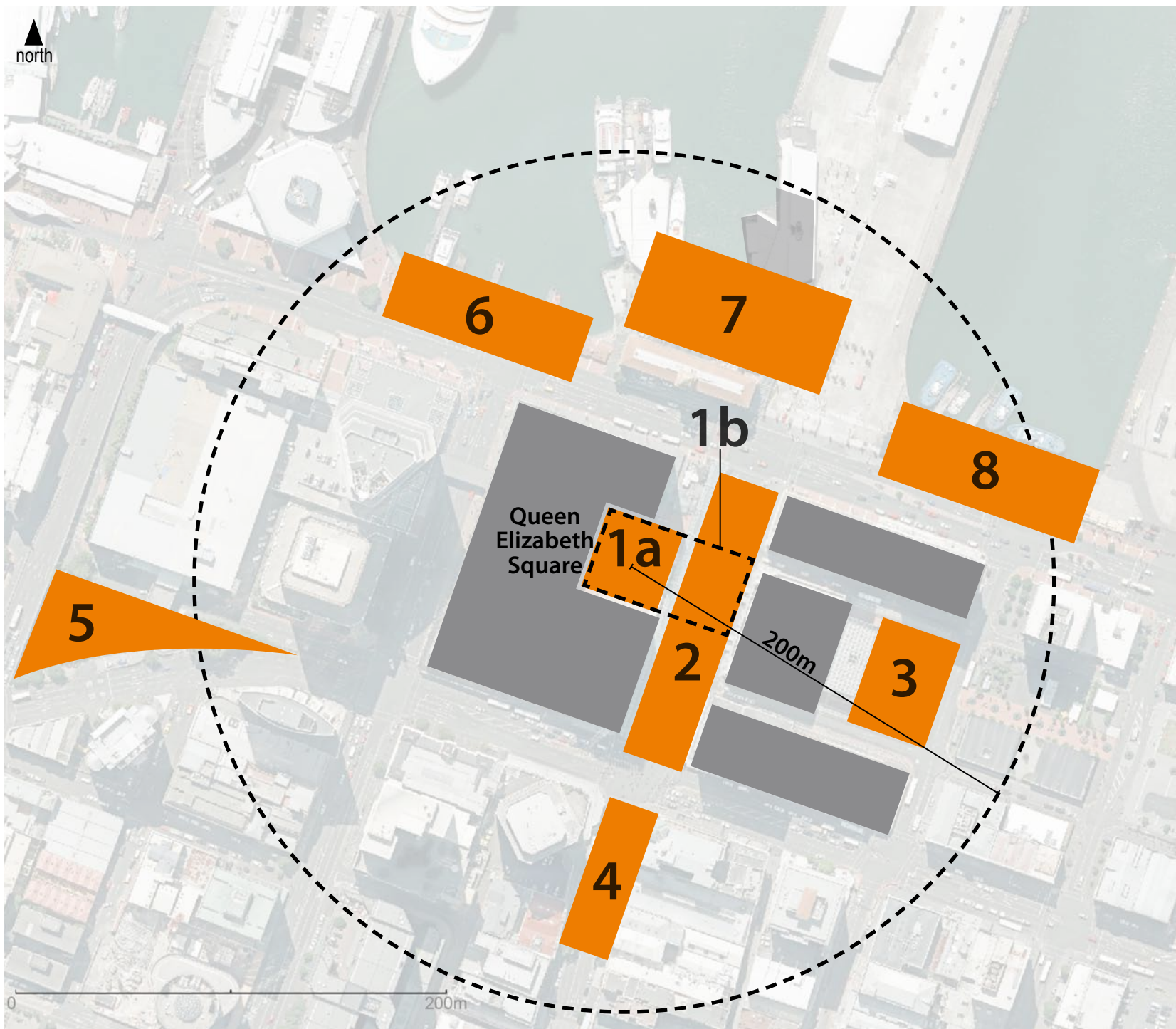
- Cater for pedestrians
- Active edges and extended hours

- Cater for range of users



- From the ADM there are several basic design principles that should be considered in the planning of open space in the downtown area

EVALUATION CRITERIA



POSSIBLE OPEN SPACES WITHIN A BLOCK OF QUEEN ELIZABETH SQUARE:

- 1a** Queen Elizabeth Square (enhanced)
- 1b** Queen Elizabeth Square (enhanced) and Civic Space in front of CPO Building
- 2** Lower Queen Street
- 3** Extension to Takutai Square and Te Ara Tahuhu Walkway
- 4** Queen Street - pedestrian space (Customs Street to Fort Street)
- 5** Lower Hobson Street (re configured)
- 6** Lower Albert Street Landing
- 7** Queens Landing
- 8** Admiralty Steps Landing

- Difficult to create new space in the densely developed area
- Looked at all viable possibilities within a couple of blocks from the site - there are eight possible sites

ALTERNATIVE SPACES to Queen Elizabeth Square

Possible open spaces within a block of Queen Elizabeth Square

ADM Principles - Evaluation Criteria		1a	1b	2	3	4	5	6	7	8
Civic	On busy routes and at significant sites	2	2	3	1	3	2	3	3	3
	Large space for events, gathering and ceremonies	1	3	3	1	1	1	2	2	3
	Comfortable and safe	2	3	3	2	2	1	3	3	3
	Strong identity and heritage	1	3	3	1	3	1	3	3	3
	Community facilities	1	3	3	1	2	1	2	2	3
	Cater for pedestrians	2	3	3	2	3	2	2	2	2
	Active edges and extended hours	1	2	3	1	3	1	2	2	2
Subtotal		10	19	21	9	17	9	17	17	19
Informal Recreation	Very accessible	2	2	3	2	3	2	3	3	3
	Multi functional from play to walking	1	1	1	1	1	1	2	2	3
	Good views	1	1	2	1	1	1	3	3	3
	Sheltered and sunny	1	1	3	2	2	1	3	3	3
	Locate near amenities especially water	2	2	1	1	1	1	3	3	3
	Cater for range of users	2	2	2	1	1	1	2	2	3
Subtotal		9	9	12	8	9	7	16	16	18
GRAND TOTAL		19	28	33	17	26	16	33	33	37
1 Low										
2 Medium										
3 High										

- Applying the ADM planning principles to the 8 spaces
- Even in the enhanced Queen Elizabeth Square version the space only rates half of total possible score
- Lower Queen Street clearly rates the highest as a civic gathering space
- The nearby waterfront space rates highly as informal recreational space

ATTRIBUTE ASSESSMENT

ANALYSIS OF QE SQUARE AND WATERFRONT PUBLIC SPACE OPTIONS

Mana / Rangatiratanga:

The existing Queen Elizabeth Square space lacks the capacity for Mana whenua to exercise their kaitiaki and manaakitanga roles and responsibilities while a waterfront space (in particular the Admiralty basin) is well suited to welcoming and hosting visitors at the maritime gateway to the city. A waterfront space also enables local Iwi to enhance their waka culture activities as mana whenua and mana manā.

Whakapapa / Names and Naming:

The development of a new public space on the waterfront offers the opportunity for mana whenua ancestral names and cultural narratives associated with the area to be celebrated in the names of the new spaces.

Tohu:

As a largely enclosed public space Queen Elizabeth Square lacks connections to critical natural features and landmarks whereas the Admiralty basin in particular links strongly to the Waitematā, Takarunga (Mt Victoria) Maunga a Uika (North Head), Rangitoto and to many other significant mana whenua landmarks.

Mauri tā:

A new public space on the downtown waterfront and a renewed physical connection to the Waitematā allows for a stronger mana whenua focus on water quality. As kaitiaki with a physical base at the downtown waterfront area, mana whenua will be more readily able to monitor, support and encourage efforts to enhance the water quality of the inner harbour.

Taiao:

A new public space on the Downtown Waterfront offers significant opportunities for mana whenua to be involved in naturalising both the harbour edge and wharf areas with locally significant materials and plantings which will encourage native bird and marine life and enhance the attractiveness of this public space for all users.

Toi:

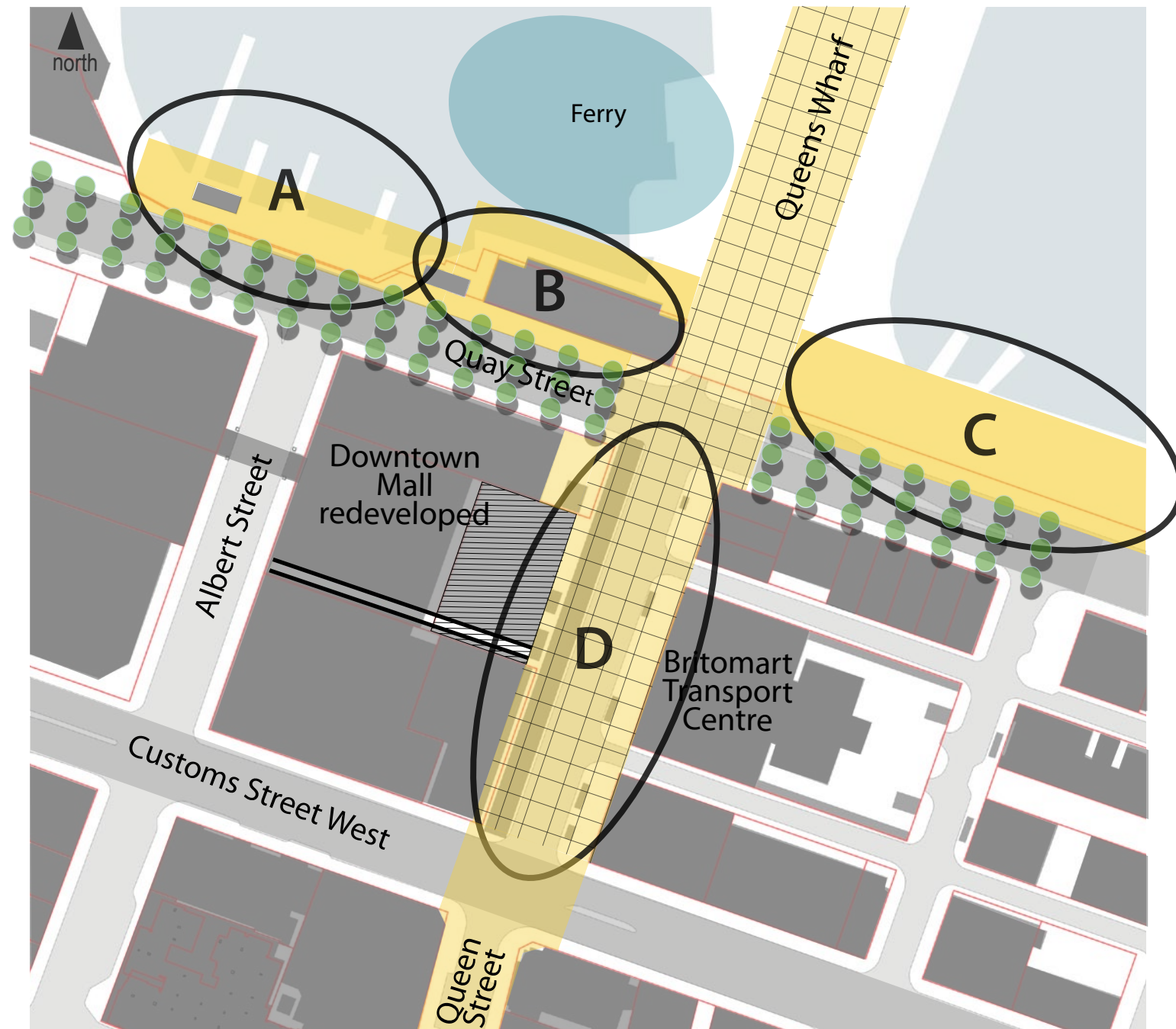
The development of a new high profile public space offers the opportunity for mana whenua creative engagement at all levels ensuring that appropriate historical and contemporary cultural narratives can find creative expression within the physical realm.

Ahi kā:

A waka culture centre and or a whare manaaki based in the Admiralty Basin with appropriate land and water based facilities will enable mana whenua to exercise their kaitiaki and manaakitanga responsibilities while providing a unique Māori and Pacific presence as part of the maritime gateway to the city.

- Applying the Te Aranga design principles from the ADM reinforces the urban design analysis
- Queen Elizabeth Square lacks meaningful connections for mana whenua
- Great opportunity seen for potential waterfront spaces for Maori ceremony and expressions

TE ARANGA MĀORI DESIGN PRINCIPLES

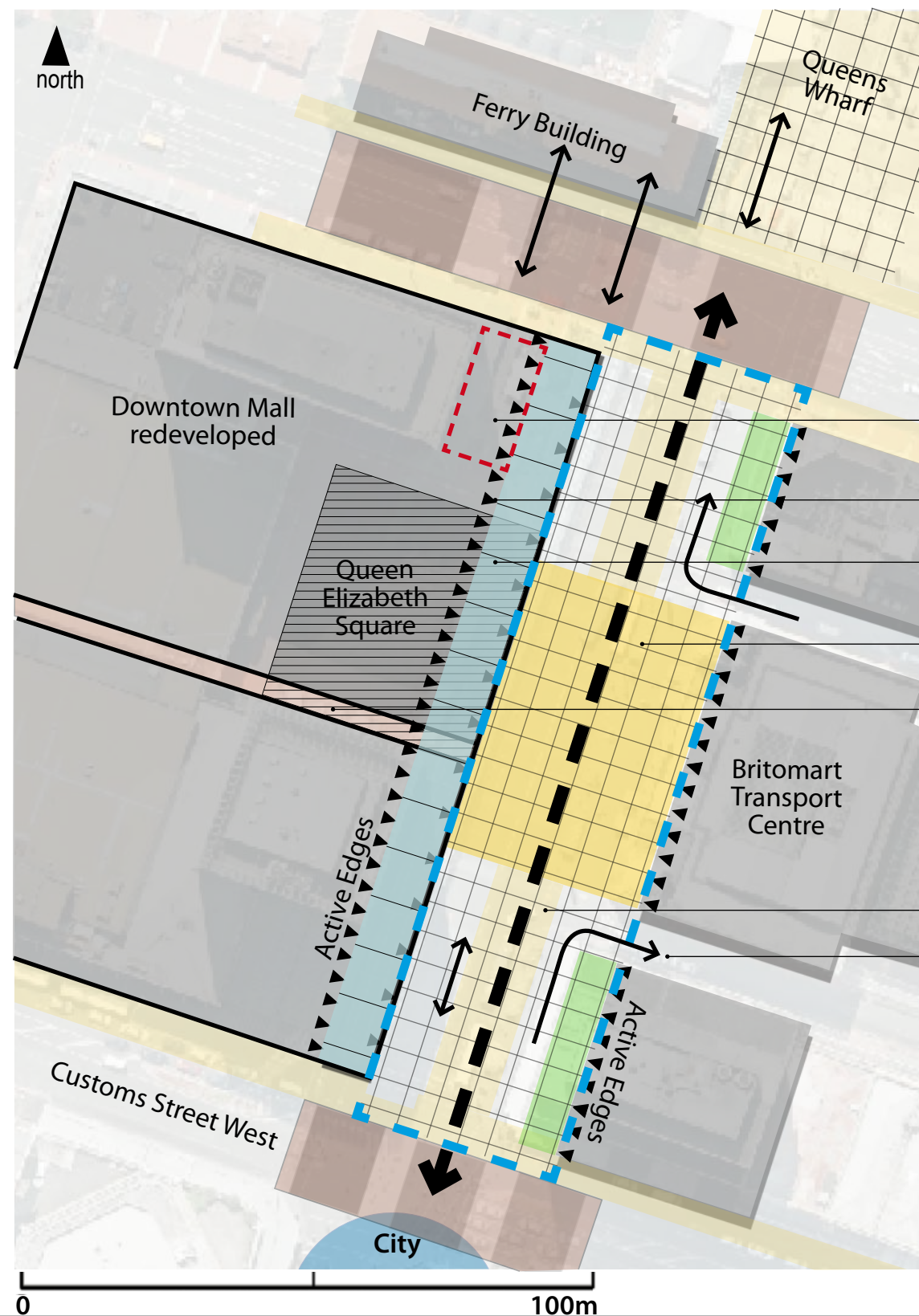


- A** Lower Albert Street
- B** Base of Queens Wharf
- C** Admiralty Steps
- D** Lower Queen Street Pedestrianised

1. **Dedicated civic and recreational space**
2. **More and better public open space**
3. **Connected and integrated**

- Suggested provision allows a legible network of closely connected spaces dedicated to specific uses
- Downtown block is an integrated part of the open space network with internal cross block public lane and low scale continuous active edge reinforcing Lower Queen Street
- Cross block public laneway provides greater permeability of large city block

POSSIBLE NETWORK OF DOWNTOWN PUBLIC OPEN SPACE



1 Queen Street Special Amenity Yard (part of development)

Active Edge

Integrated Canopy within Precinct Properties redevelopment

Civic Plaza

Laneway

Open accessway

Bus movement

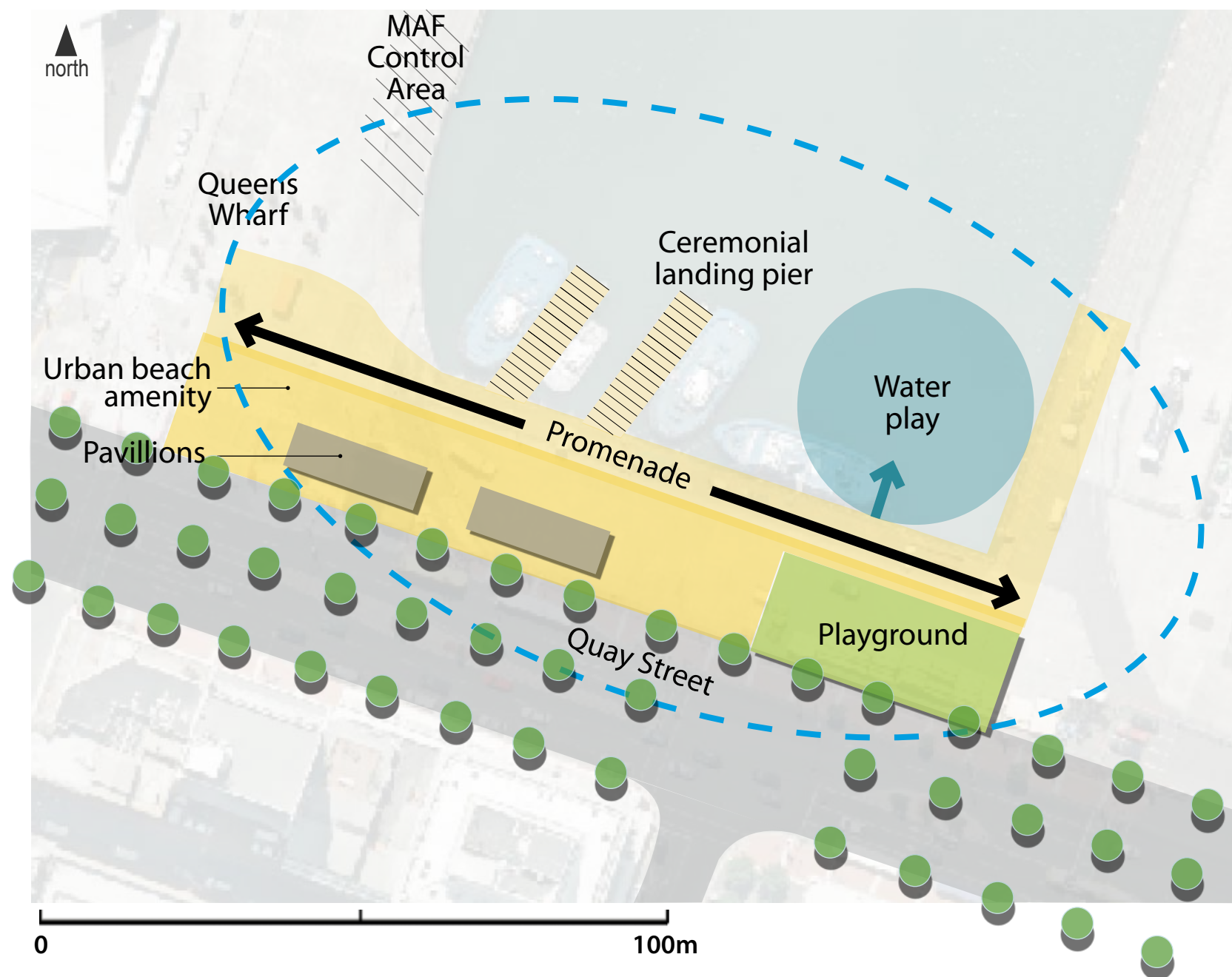


Visualisation of Lower Queen Street, City Rail Link Project Report

- Upgraded lower Queen Street featuring large central pedestrian plaza for gathering and events with a long active edge.
- Lower Queen Street will function as a strong link between the city and the waterfront.
- Gateways will define the entry to the open space.
- The main entry to the precinct development will be mid block opposite the transport centre and link to Albert Street via internal laneway.
- Size 4941m²

- Providing more dedicated pedestrian space especially centrally, reinforcing the active edge on both sides of lower Queen street
- Providing a major entrance to the Downtown Shopping Centre along lower Queen Street and connecting with a 24/7 public lane to Albert Street
- Keeping any new building in the existing Queen Elizabeth Square space to a maximum of three storeys

POSSIBLE OPTION LOWER QUEEN STREET Civic Space

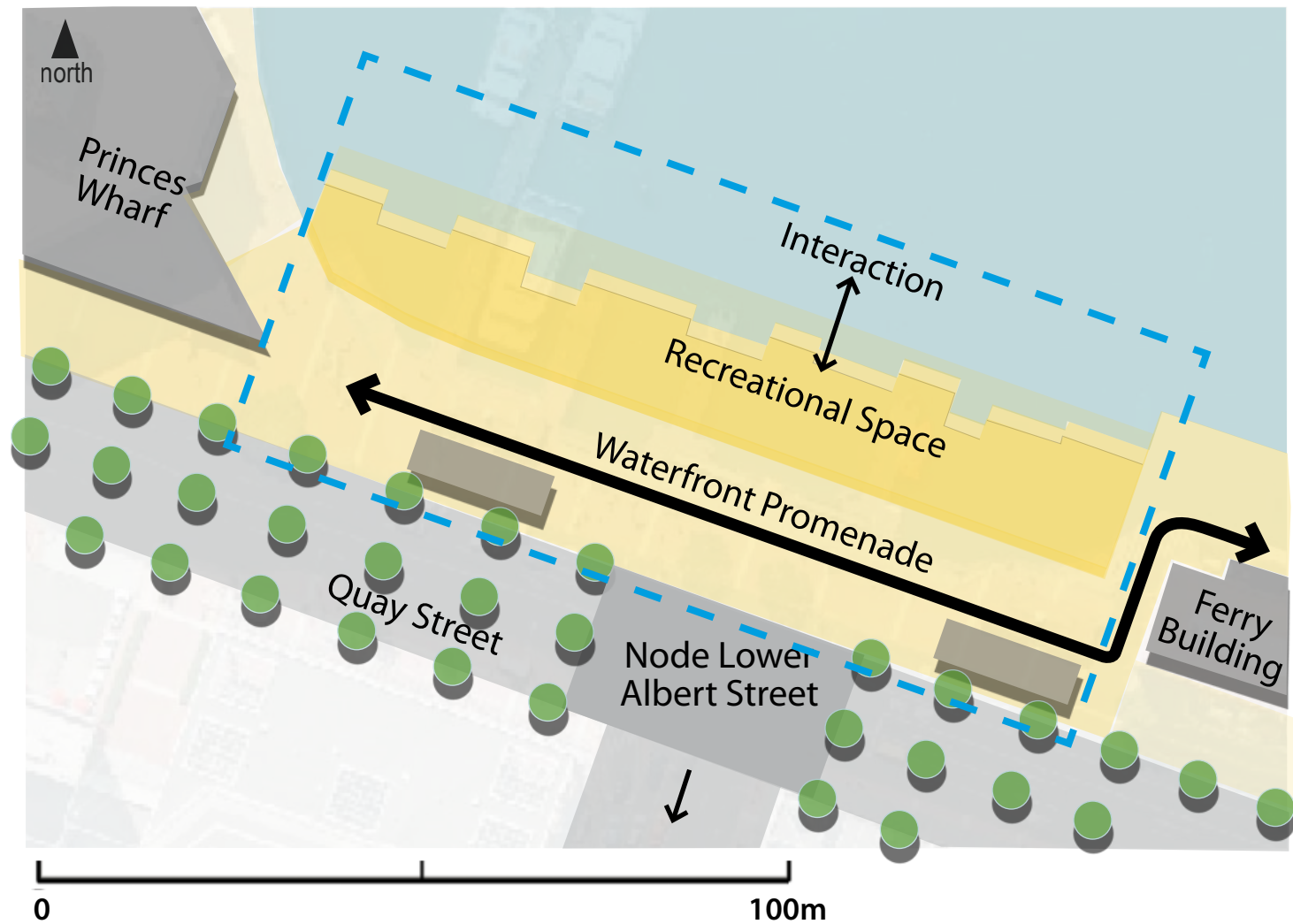


Visualisation of Admiralty Steps: Harbour Edge: Quay Street Upgrade Concept Design Report

- The eastern side of Queens Wharf offers a sunny quiet 'urban beach'
- A gateway and ceremonial water edge area which is supported by mana whenua
- Space for playground and water play
- Opportunity to support waka culture

- A valuable addition to the waterfront public space necklace
- Dependant on negotiations with Ports of Auckland to acquire
- Develop as a wide and generous open space for recreation
- Minimal built form allowed

POSSIBLE OPTION ADMIRALTY STEPS Recreation Space

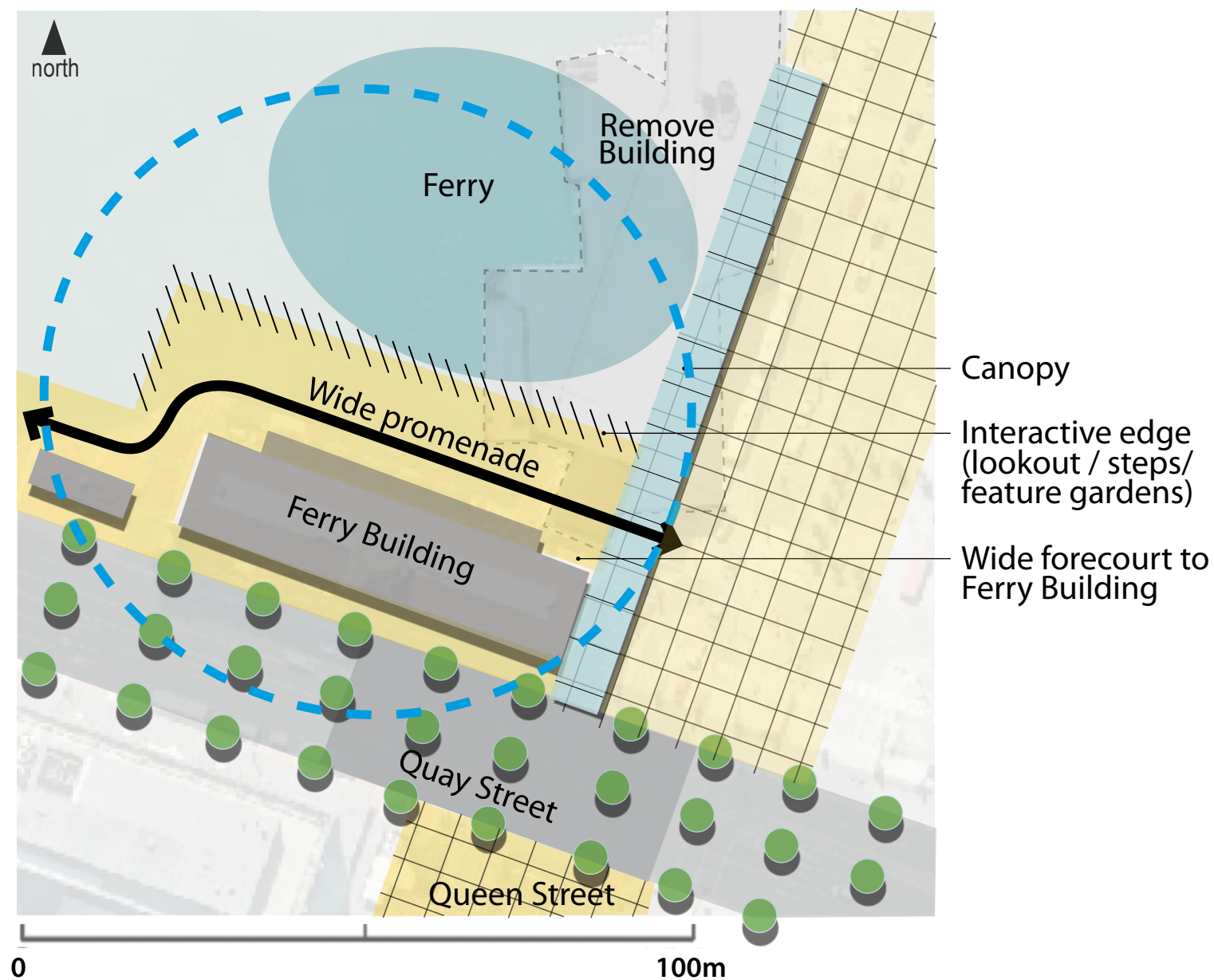


Visualisation of Lower Albert Street - Grand Harbour Stairs: Quay Street Upgrade Concept Design Report

- In addition to the transformation of Quay Street, the waterfront edge of Lower Albert Street is opened and connected to the water for informal public recreation and relaxation.
- A wide promenade separate from Quay Street will link Princes Wharf to Queens Wharf.

- Provide a larger space into the harbour for greater promenading and events
- Keep area open preferably with the relocation of ferry's away towards Queens wharf

POSSIBLE OPTION LOWER ALBERT STREET Recreation Space



Visualisation of Queens Wharf showing ferry kiosk removed - Queens Wharf- January 2014, T.L.C

- A new public open space is proposed where currently there is a constriction and separation with the removal of the ferry terminal building.
- A clear and wide pedestrian promenade links across the base of Queens Wharf - this centre piece in the coastal necklace will connect the city directly with the Waitematā.

- Removes clutter at base of Queens wharf and makes more of a central feature of the Ferry terminal
- Potential for informal gathering and promenading
- Requires synergy with re developed ferry facilities up Queens wharf

POSSIBLE OPTION BASE OF QUEENS WHARF Recreation Space

RECOMMENDATIONS

Divest Queen Elizabeth Square:

- Develop a masterplan to direct the design of individual projects in this downtown area:
 - Create an upgraded Lower Queen Street as a civic space –the new Queen Elizabeth Square with a generous pedestrian connection between the city and the water
 - Develop a new set of water's edge recreational open spaces near to the base of Queen Street that open up the central waterfront to public use and enjoyment - the three landings identified; Lower Albert, base of Queens Wharf and/ or Admiralty Steps
 - The development of Admiralty Steps would provide a significant ceremonial arrival space for mana whenua.

Work with Precinct Properties to ensure:

- Proposed development to have main entry off Lower Queen Street
- Create a sheltered and continuous active edges along Lower Queen Street
- Provide a laneway , open 24/7 between Lower Queen and Albert Streets
- Accommodate buses on Lower Albert Street
- Retain strong visual connections across amenity yard in front of 1 Queen Street

RECOMMENDATIONS

