

## **URBAN DESIGN specialist report**

**To:** Ross Cooper, Senior Planner, Tattico Limited

**From:** Yvonne Weeber, Principal Urban Designer

Region Wide Urban Design Policy, Auckland Design Office,  
Auckland Council

**Date:** 13 October 2015

**Subject:** **URBAN DESIGN REPORT**

## **PLAN CHANGE 79, REZONNING OF QUEEN ELIZABETH SQUARE**

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# 1 Scope

- 1.1 I am providing an urban design assessment of effects of the proposed plan change by Precinct Properties Downtown Limited (PPNZL) of Queen Elizabeth Square (QE Square).
- 1.2 In preparing this report I have read the Plan Change Assessment of Environmental Effects and Section 32 Analysis by the applicant, Submission and Further Submissions.
- 1.3 I know the site well having travelled regularly to the city by bus, train and ferry over the past year. I have visited the site and undertaken a visual and urban design assessment in relationship to this report and evidence given on the Unitary Plan.
- 1.4 I have read all relevant documentation including past reports, assessments, masterplan and redevelopment proposals set out in Appendix B.
- 1.5 I have provided evidence to the Auckland Unitary Plan Independent Hearing Panel on Topic 050 City Centre for Downtown West Precinct which includes the QE2 Square which is the subject of this report.
- 1.6 The matters that will be addressed in this report include the following:
  - Urban design background information and past urban design evaluations
  - Assessment of existing facades facing on to QE Square
  - Assessment of application documents
  - Summary of submitters issues
  - Urban design assessment of the proposed plan change
  - Amendments to the plan change

- Proposed Auckland Unitary Plan (PAUP) and the Downtown West Precinct

## 2 Introduction

- 2.1 My full name is Yvonne Beth Weeber. I am a Principal Urban Designer in the Region Wide Urban Design Policy team in the Auckland Design Office at Auckland Council. I have been in this position since 28 July 2014. Prior to this I was a Senior Analyst with the Ministry for the Environment principally working on the New Zealand Urban Design Protocol and Canterbury Earthquake Recovery.
- 2.2 I hold a Bachelor of Science Honours first class, Post Graduate Diploma of Landscape Architecture and a Masters of Arts in Urban Design. I have approximately 28 years professional experience as a Landscape Architect and 18 years professional experience as an Urban Designer. Full details of my qualifications and relevant past experience are set out in Appendix A of this report.
- 2.3 I am a National Committee member of the Urban Design Forum (UDF). The UDF have made a submission on the plan change of Queen Elizabeth Square. I was not involved in the UDF submission and will not take part in any of the UDF plan change process for QE Square in the future.

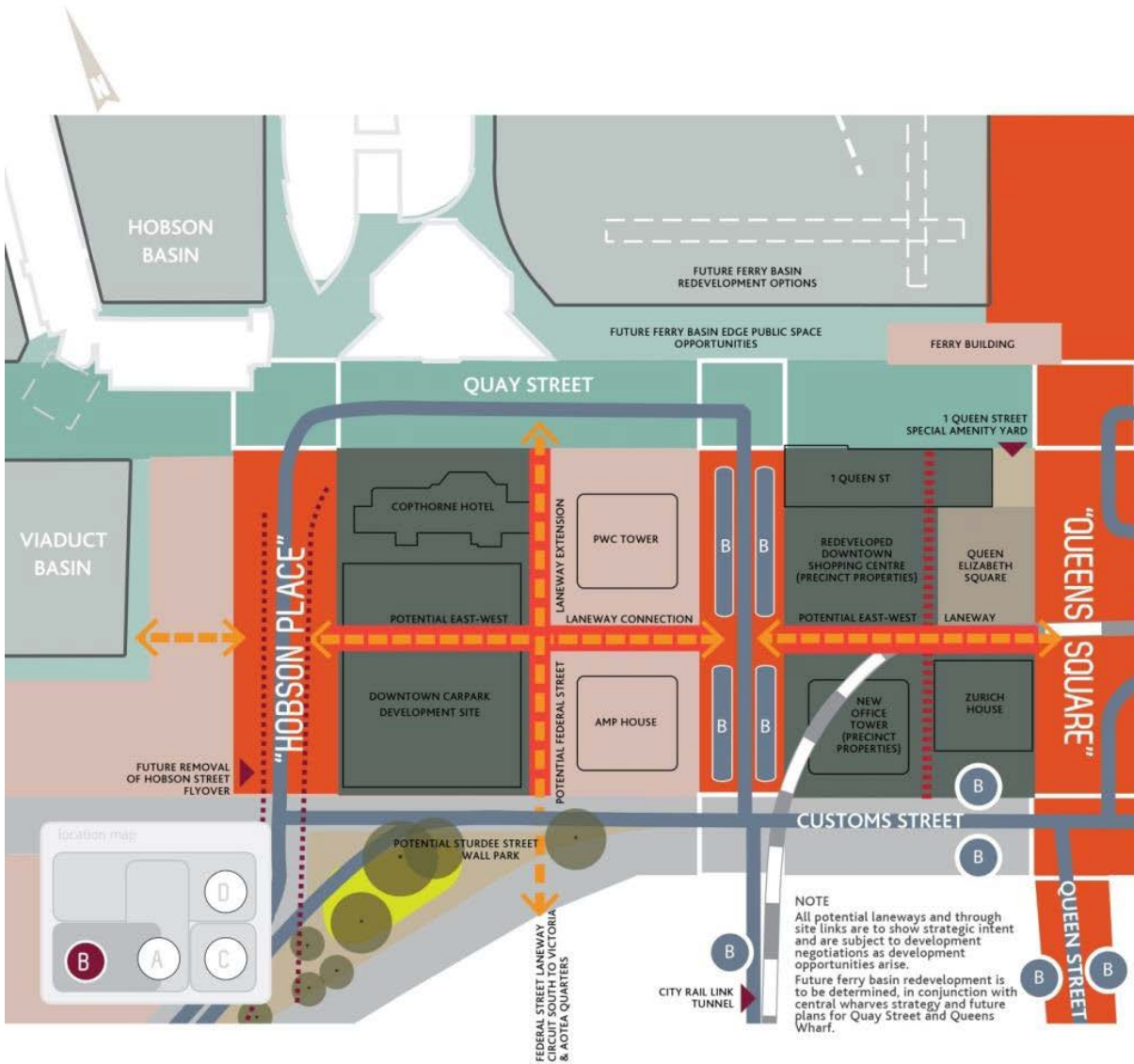
## 3 Background

- 3.1 Documents, studies, analysis, masterplans and frameworks considered in this report are listed in **Appendix B**.
- 3.2 Precinct Properties Downtown Limited has proposed a private plan change to the Auckland Council District Plan (Operative Auckland City – Centre Areas Section 2005) to the zoning of QE Square. The proposed plan change to the Precinct and planning overlay maps would delete QE Square as a public open space and generally bring the overlay maps of the square to be consistent with the provisions that currently apply to the surrounding block of a pedestrian orientated zone.

- 3.3 At present QE Square is 1892m<sup>2</sup> rectangular lot bounded by buildings to the north, west and south. The square is open towards Queens Street and the Britomart Transport Centre. The property details are described by the applicant on page 4 of the Barker and Associates Section 32 Report.
- 3.4 On the 15 May 2014 the Auckland Development Committee approved in principle the disposal of QE Square to be part of the Downtown Shopping Centre Block Redevelopment (Resolution number AUC/2014/64).
- 3.5 On 11 September 2014, the Auckland Development Committee confirmed approval to sell or lease QE Square to PPNZL subject to successful commercial negotiations and statutory processes (Resolution number AUC/2014/111). This resolution also noted draft design requirements of the terms of sale in the form of two laneways cutting the block. These laneways being an:
- a) at grade, publicly accessible (24hrs/7 days), open with weather protection, east-west pedestrian laneway connection between Lower Queen Street and Lower Albert Street through the block
  - b) north-south pedestrian link through the block referencing the historic little Queen Street.
- 3.6 At the same time on the 11 September 2014 the Auckland Development Committee (Resolution AUC 2014/110) endorsed the Downtown Framework document and noted that details and costs would be developed progressively.
- 3.7 The Downtown Framework outlines the different future projects planned for Downtown West. The document is a living document that will continue to evolve, however it brings together the vision and thinking of the Council at that time.
- 3.8 The public space, movement network and development potential are set out in **Figure 1**. One of the important proposals is the bus relocation from Lower Queens Street to Lower Albert Street to free up space for pedestrian and event capability in the Lower Queen Street area. The laneway connection through the Downtown site will provide significant functional pedestrian

connections between public transport facilities in a east-west and north-south direction for the transport interchange functions of the area.

**Figure 1** Downtown West desired future outcomes including laneways<sup>1</sup>.



<sup>1</sup> Downtown Framework page 61

## 4 Past urban design evaluations of QE Square

- 4.1 Subsequent to the building of No. 1 Queen Street (now HSBC Tower) a twenty storey office block on Quay Street, QE Square has been a compromised public open space. The HSBC tower blocks any connection between the water and QE Square (except through the Queen Street Special Amenity Yard to the east of the square). QE Square is very shady due to the HSBC Tower with the sun being present in the square in the lunchtime period only 25% of the year<sup>2</sup>. Conditions are not helped by the prevailing north-east winds in the square making it an unpleasant and windy space<sup>3</sup>.
- 4.2 There have been a considerable number of surveys and analysis of QE Square since the construction of the HSBC Tower. The latest the Downtown Public Open Space Evaluation by RESET (September 2014). The RESET study considered the site attributes as primarily negative with the environment being windy and shady, making it little more than a forecourt to the Downtown mall and a failed open space<sup>4</sup>. The RESET study is contained in the application material.
- 4.3 The Gehl Architects report *Urban Design Advice Queen Elizabeth Square Auckland City Centre June 2014* presented on the 11 September 2014 to the Auckland Development Committee undertook an evaluation of QE Square using 12 qualities. They found that four of these qualities were poor and created serious issues for QE Square. The serious issues are:
- a) No mitigation against the wind and glare issues with insufficient weather protection
  - b) The transport elements are blocking views to and from Queen Street
  - c) QE Square is overshadowed for the majority of the day.
- This report is contained at Appendix C.
- 4.4 The QE2 Square also has a number of other below average qualities including:
- a) Perceptions of poor safety

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<sup>2</sup> Downtown Public Open Space Evaluation – RESET (2014)

<sup>3</sup> Downtown Public Open Space Evaluation – RESET (2014)

<sup>4</sup> Downtown Public Open Space Evaluation – RESET (2014)

- b) No interesting frontages on the building facades surrounding QE Square
- c) The edge of the buildings offering no places for people to linger
- d) QE Square materials and elements are uncoordinated creating a poor design profile.

## **5 Facades and Features fronting on to QE Square**

- 5.1 In addition to the Reset and Gehl Architects evaluations I have undertaken a survey of the facades and features that front on to the QE Square to understand not only the role of the open space but the edge of this space. This is important as not only will the QE Square space be removed if the plan change proposal is accepted but also the building facades will ultimately be replaced by a building. I have also used RESET's evaluation of the Spatial Attributes (page 10) which provides cross-sections and information on the widths and heights of the facades.
- 5.2 The southern façade of the square has the most recently refurbished building fronting on to the QE Square that of Zurich House (18 levels at parapet 66.91m high, roof 74.88m high and 36.6 m wide<sup>5</sup>). This has a new green/blue glass façade building that has a colour linkage with its coastal location. The tickertape display of the New Zealand stock market and other financial news indicators provide constant visual interest into the square and along Queen Street. On the ground floor of this southern façade there is a café making good use of the only continual sunny space on the square. The south eastern side of this façade has the main entrance into Zurich House via escalators from the ground floor to the upper lift level creating activity at this point of the Square.
- 5.3 Western façade Downtown complex (51.73 m wide) has over the years improved from an almost blank façade to one of having the upper level food court having views on to the square and a ground floor with one café open onto the square with tables and chairs. On the ground floor there is a main entrance into Downtown at the middle of the eastern façade. This is the main

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<sup>5</sup> Precinct properties – Downtown Resource Consent Application 19 March 2015

pedestrian movement access through QE Square to and from Queen Street. The Downtown Shopping Centre Door counts average daily total is 4,125 (between June 2013 and May 2014)<sup>6</sup>. There are also entrances into individual shops.

- 5.4 The northern façade of the square has the building of 1 Queen Street (20 levels at parapet 80.90m high, roof 85.86 high<sup>7</sup>). The Ground floor of 1 Queen Street has little of interest except a cash point machine and covered glass windows of HSBC. The first and second level of the HSBC have even less visual interest due to the grills of two levels of carparking facing on to the QE Square.
- 5.5 The building facades that surround QE2 Square therefore address the Square in a piecemeal way. While the northerly café gets sun for the longest amount of time and is busy and active, a large amount of the remaining ground floor activities are passive. A large amount of the windows that face the square are no longer open and are only used for advertising.
- 5.6 To the south east next to Queen Street there is the entrance and exit in a glass box building to the Britomart train station. This building though low in height forms a wall to a large proportion of the south eastern space and blocks the public interaction between QE Square and Queen Street. Within the square the features such as the northern Kauri Trees form further barriers to movement within the square.
- 5.7 One of the most active spaces next to the QE Square is formed by the kiosk in the Amenity Square to the north. This space gets sun, has pedestrian traffic from the Ferry passengers and has provided night time activity to this corner of the square. However like the Britomart Train Station this kiosk forms a block to public interaction between from the QE Square and the Ferry Terminal Building.
- 5.8 To the east of QE Square across Lower Queen Street is the Britomart Transport Centre (54.1m long at approximately parapet 25 m high and approximately at top of roof dome 35m high) forming an important

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<sup>6</sup> Downtown Public Open Space Evaluation – RESET (2014)

<sup>7</sup> Precinct properties – Downtown Resource Consent Application 19 March 2015



Edwardian heritage link with the past and an impressive entry into the Britomart underground rail station. It is this façade that any new building on Lower Queen Street built on to QE Square would face.

## **6 Applicant's assessment and proposed mitigation**

- 6.1 The applicants 2015 *Assessment of Environmental Effects and Section 32 Analysis – Request for Plan Change Percent Properties Downtown Limited Queen Elizabeth Square* report by Barker and Associates Ltd (Applicant's Report) describes the plan request, the strategic framework, statutory considerations, assessment of effects and undertakes a brief Section 32 analysis.
- 6.2 In the Applicants Report section 6.1 *Provisions of Open Space in Downtown Auckland*, past officers reports to and the decisions of the Auckland Development Committee (outlined in section 3 Background of this report) are relied upon to consider the plan change being 'less than minor' in respect to the removal of public open space in the central city.
- 6.3 The reliance on similar controls than those currently applying to the surrounding block are proposed by the applicant to provide a built form that is consistent with existing development of the surrounding land.
- 6.4 Shading diagrams of a hypothetical 19 metre building on the QE Square site are provided by applicant (Appendix 3 of the Applicants Report). These studies show that HSBC is a major negative shade influence not only on the existing QE Square but also Queen Street. A building of 19 metres would create edge shading on the Queen Street footpath but then be subsumed by the shadow of the HSBC tower in the afternoon.
- 6.5 Wind effects (Appendix 4 of the Applicants Report) are assessed. The model of the building assessed was 16.5m not 19m as in the shading assessment. There are small negative changes resulting in three areas including the entrance to Britomart and Lower Queen Street north of Customs Street. While the applicant considers these changes acceptable it is worth noting the high pedestrian traffic that does occur in this area and how even slight changes in wind intensity could affect the future use of this area.

## **7 Submitter issues**

- 7.1 There were six submissions on the QE Square plan change with one submitter supporting the plan change with proposed planning controls and remaining five opposing the plan change.
- 7.2 Cooper and Company NZ supports the proposal subject to a set of planning controls to assist in providing high quality building, urban design and environmental outcomes which would be in character of the overall Britomart Precinct and a regenerated waterfront.
- 7.3 Auckland Architecture Association, Urban Design Forum New Zealand, New Zealand Institutes of Architects Incorporated, S Peace, and Charlotte Mary Fisher all oppose and seek the plan change be declined. These five submitters are seeking the plan change be declined on the basis of the:
- Loss of a Public Open Space
  - Lack of features such as the flame sculpture
  - Inadequate provision of alternative Public Open Space
  - Applicants should be undertaking a precinct wide plan change.
- 7.4 Six further submissions were made with four of these submissions supporting submissions that wished to decline the plan change and two of the further submissions supporting the plan change.
- 7.5 While the majority of submitters seek the plan change being declined the majority also generally agree QE Square is an unsuccessful passive thoroughfare space with the major issue being the shade cast on it for significant portions of the day by HSBC Tower at No.1 Queen Street<sup>8</sup>.

## **8 Urban design assessment of the proposed plan change**

- 8.1 The proposed plan change will result in the loss of an existing large public open space in the central city.

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<sup>8</sup>May 2014 Auckland Development Committee report about Queen Elizabeth Square by officers from Auckland Council's Built Environment Unit (now the Auckland Design office).

- 8.2 The proposed plan change will result in building on the 1892m<sup>2</sup> rectangular lot of QE Square.
- 8.3 I concur with the submitters that a loss of a large public open space such as QE Square within the city centre must be considered to be more than minor. However I also concur with submitters that QE Square is an unsuccessful passive thoroughfare space shaded throughout the day.
- 8.4 I consider that the facades around QE Square (as outlined in section 5 of this report) are not of status that they are worthy of protection or are being used in a way that requires them to be retained. A new building built on the QE Square could be of a design that enhances the frontage of Lower Queen Street, compliments the Britomart Transport Centre façade and defines the lower end of Queen Street.
- 8.5 I consider that the proposed plan change could provide positive urban design improvements in Lower Queen Street.
- 8.6 I cannot in this report consider alternative public open spaces to replace QE Square in size and relationship to Queen Street but note that the Auckland Development Committee (Resolution number AUC/2014/111) resolved to sell QE Square on the basis that at least two of three identified new/improved waterfront public open spaces of commensurate size and improved quality would be delivered with the proceeds of the sale. I can however consider the factors required for a redevelopment of QE Square to provide positive change, vibrancy and character to the Lower Queen Street area.
- 8.7 I consider what happens within the space in relationship to public movement through a redeveloped QE Square and through the existing Downtown buildings in relationship to the transport interchange in this area is extremely important.
- 8.8 Within the *Downtown Framework* document endorsed by the 11 September 2014 Auckland Development Committee, one of the important proposals was the bus relocation from Lower Queen Street to Lower Albert Street. For this to work there needs to be laneway connections between public transport

facilities both in an east-west and north-south direction as envisioned in Figure 1.

8.9 In my opinion specific requirements (as detailed in my Topic 050 Downtown West Precinct Evidence for the PAUP) are needed to create vibrant public laneways that support the transport interchange functions and these are:

- a) Open and accessible to the general public 24 hours/day and 7 days a week without doors, gates or wind lobbies.
- b) At grade and provide the shortest straight route between street and have straight lines of sight.
- c) A minimum pedestrian width of 5 metres clear for unimpeded flow of public transport users between streets.

8.10 For the legibility and alignment of the laneway connection through the Downtown site to support the transport interchange pedestrian functions, of the area, I consider it is important that:

- a) There is a clear alignment between the main entrance of Britomart Transport Centre (old Central Post Office building) and the entrance/exits into the redesigned Downtown Shopping Centre.
- b) Entranceways are easily identifiable to pedestrians to allow quick flow of public between public transport modes.
- c) It incorporates Crime Prevention Through Environmental Design (CPTED) such as façade set-back from the principal Laneway frontages at ground level is visibly open and avoids recessed internal corners.

8.11 I consider the internal environmental aspects for pedestrians of a laneway to be important. For it to work well the laneway needs to:

- a) Be naturally ventilated
- b) Be naturally lit during daylight hours
- c) Be lit at night by artificial light that is bright enough to create a sense of personal safety
- d) Have full length weather protection.

## 9 Amendments to the plan change

- 9.1 I consider the '6.19 *pedestrian connections*' proposed by the applicant require further amendments to include a number of the factors outlined in paragraph 8.9 to 8.11 of this report. For this reason I consider that 6.19 Pedestrian Connections wording should be amended as follows:

- a) a minimum 5m wide, **straight**, at grade, east-west pedestrian laneway connection between Lower Queen Street and Lower Albert Street that is **with its aligned with the Britomart Transport Centre (old City Post Office building)** that is **internally** protected from the weather, **incorporates natural daylight through glazed canopies or glazed roof structures**, and is publicly accessible 24 hours a day, seven days a week and incorporates active uses at ground level.
- b) a north-south pedestrian ~~link~~ **laneway** between Customs Street West and Quay Street.
- c) **Visibly identifiable open entranceways into the laneways with clear sight lines from the principal street into the laneway at ground level.**

- 9.2 The frontage and alignment of height of the any new building within QESquare that faces Lower Queen Street and the Britomart Transport Centre should:

- a) enhance the form and functions of Queen Street
- b) avoid monotonous built form
- c) Complement and respect the scale of the Britomart Transport Centre and the historic heritage buildings.

- 9.3 In the provisions of the City of Auckland District Plan, Central Area Section Part 5 Activities 5.2.6 provide for a 'designed based' approach with all building development and redevelopment required to be assessed against five key components of design assessment criteria. These being:

- a) *Building design should be of a high quality, showing creativity, and responsiveness to the local context in a way that contributes to the identity of Auckland at every scale ....*

- b) Attractive, active and safe streets and public open spaces, which create a sense of community;*
- c) Adaptable building form, encouraging the reuse and conversion of building spaces overtime.*
- d) Sustainable building and site design which takes a long term view of energy and storm water efficiency*
- e) Adequate internal and external amenity for building occupants which provides the opportunity for outlook, daylight access and sufficient internal living space for future residents.*

9.4 I consider that this combination of design assessment criteria can provide the Council with methods of assessing the Lower Queen Street façade in combination of the pedestrian laneway and their entrances.

9.5 Modification of development control 6.19 Pedestrian Connections is to be inserted in a new paragraph under Clause 15.3.1.2.b. Considering the factors outlined in paragraph 8.9 to 8.11 of this report I consider the wording should be amended as follows:

- a) The extent to which there is a safe, legible and **straight** direct link through the block.
- b) The extent to which the width of the lane ~~or link~~ is sufficient to provide a functional connection between the adjoining streets and the transport interchange functions of the area.
- c) **Restrictions on** ~~Where public access is restricted, a shall~~ consideration of the following:
  - i. ~~The operational~~ **functional effects of** needs for the restriction
  - ii. ~~Matters relating to s~~ **Safety and security of laneway users**
  - iii. The duration of the restriction
  - iv. Any benefits to **the laneway users** arising from the restriction

## **10 PAUP and the Downtown West Precinct**

- 10.1 The PAUP considers QE Square in the Downtown West precinct in the Central City. The PAUP process will take at the earliest till late 2016 to provide an Operative Auckland Unitary Plan.
- 10.2 I provided evidence to the Auckland Unitary Plan Independent Hearings Panel (AUPIHP) on this precinct in Topic 050.
- 10.3 I agree with the applicant that the provisions of the notified version of the PAUP would help to facilitate the rezoning of the QE Square site. At the hearing the majority of issues from submitters (including Precinct Properties) to the PAUP on the Downtown West precinct were resolved. I therefore consider that the subsequent track changes presented on the Downtown West Precinct in Topic 050 by the Council at the hearing would result in further positive development on QE Square.
- 10.4 It is for those reasons that I have suggested amendments to the proposed plan change as outlined in section 9 of this report.
- 10.5 In my evidence to the AUPIHP Topic 050 I addressed a number of issues including the functional aspects of laneways that are vibrant and support connections between public transport hubs in the Downtown area.

## **11 Conclusions**

- 11.1 I consider the proposed plan change to delete QE Square as a public open space is appropriate due to:
  - a) the poor quality of this public space and
  - b) if suitable planning measures are included in the plan change that create connections between the public transport hubs, building uses, street and public open spaces.
- 11.2 It is my opinion that laneways in a north-west and east-west direction through both blocks are important to the success of the area. I also consider the proportions, design features and activity along the laneway are important in supporting a successful and functional downtown public transport interchange.

- 11.3 It is my opinion the frontage and alignment of height of a quality designed new building within QE Square that faces Lower Queen Street and the Britomart Transport Centre should enhance the form and functions of Queen Street.

## **Appendix A – Yvonne Weeber’s career summary**

Principal Urban Design, Region Wide Urban Design Policy, Auckland Design Office, July 2014 to Present

Senior Analyst Ministry for the Environment, 2003 till July 2014

Urban Designer, Resource Consents, Wellington City Council, 2001 to 2003

Landscape Architecture Lecturer, Lincoln University, 2000-2001

Senior Landscape Architect, City Design, Auckland City Council, 1998—2000

Urban Designer, Stafford Borough Council, England, 1996—1997

Landscape Architect, PTP Landscape, Birmingham, England, 1995—1996

Senior Landscape Architect, Palmerston North City Council, 1991-1995

Landscape Architect—Whakatane District Council, 1989—1991

Landscape Architect—Upper Hutt City Council, 1987-1989

### **Qualifications**

Master of Arts in Urban Design, Oxford Brookes University, Oxford, U.K. 1997

Postgraduate Diploma of Landscape Architecture, Lincoln University, NZ 1987

Bachelor of Science (Hon) First Class, Victoria University, NZ 1984

### **Affiliations**

New Zealand Institute of Landscape Architects (Registered), 1991 to present

Urban Design Forum, N.Z. Inaugural member 2008 to present

Urban Design Group, U.K. 1997 to present

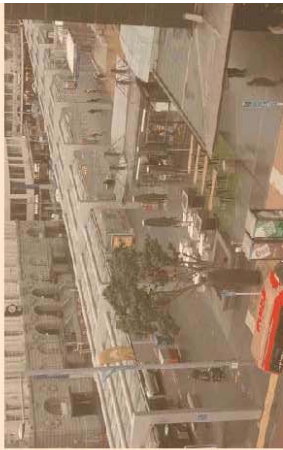
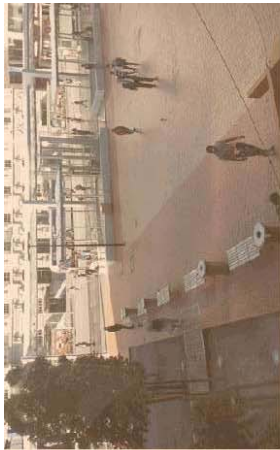




## **Appendix B - Chronological order of some of the Downtown West precinct studies, analysis, masterplans and frameworks.**

2015	<i>Assessment of Environmental Effects and Section 32 Analysis – Request for Plan Change Percent Properties Downtown Limited Queen Elizabeth Square –Barker and Associates Ltd</i>
2014 September	<i>Downtown Framework- Auckland Council</i>
2014 September –	<i>Downtown Public Open Space Evaluation – RESET Urban Design for Auckland Council</i>
2014 June-	<i>Urban Design Advice Queen Elizabeth Square Auckland City Centre- Gehl Architects.</i>
2015	<i>Downtown Public Spaces: Further review following feedback from public spaces survey and lower Queen Street trail – Buzzchannel</i>
2012	<i>City Centre Masterplan- Auckland Council</i>
1977	<i>Walking Around Town, planning for pedestrians in New Zealand – Ministry of Works and Development</i>

## **Appendix C – Gehl Architects Report**



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

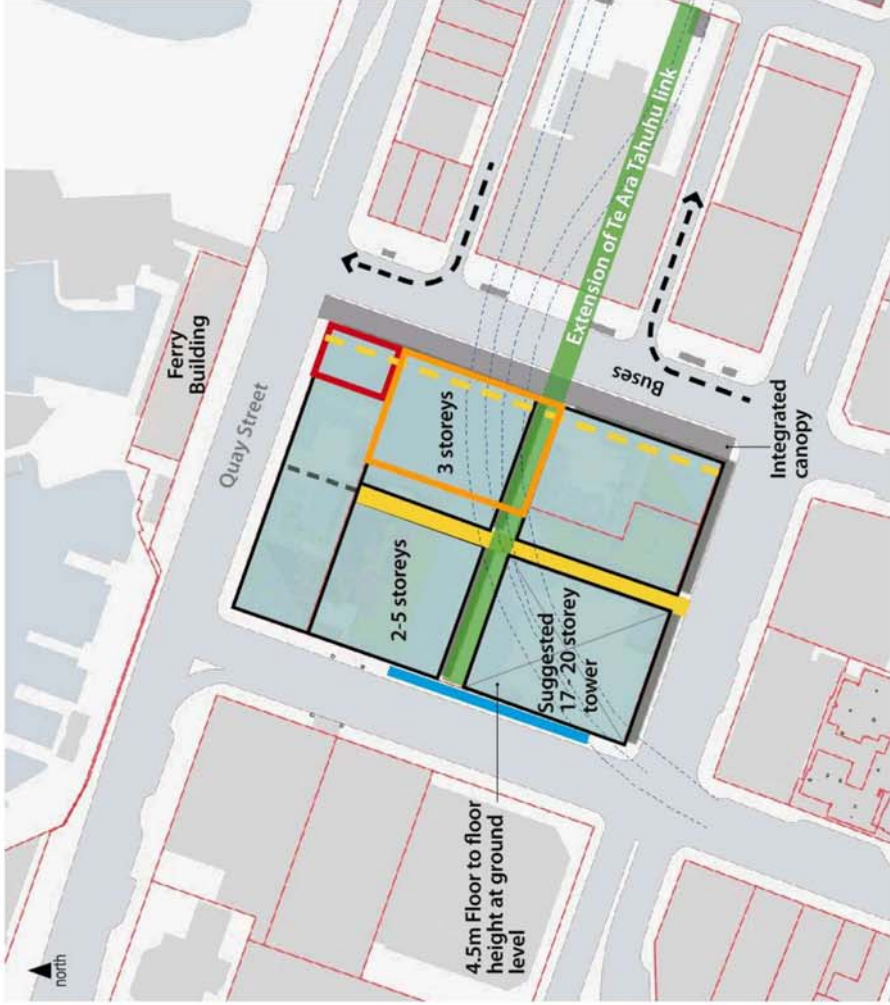




- Queen Elizabeth Square is located in the downtown area adjacent to lower Queen Street and near Quay Street
- There are actually three open spaces, which has created some confusion
- Queen Elizabeth Square is a squarish space of approx. 2000m² located off to the side and is largely enclosed by the adjacent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

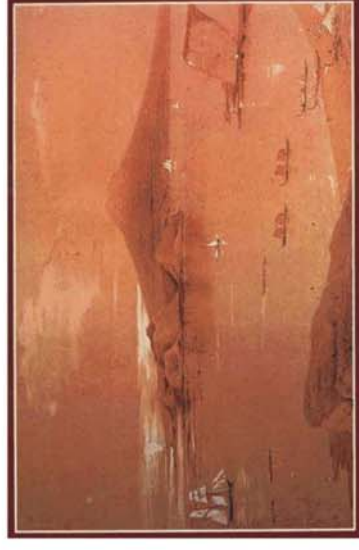
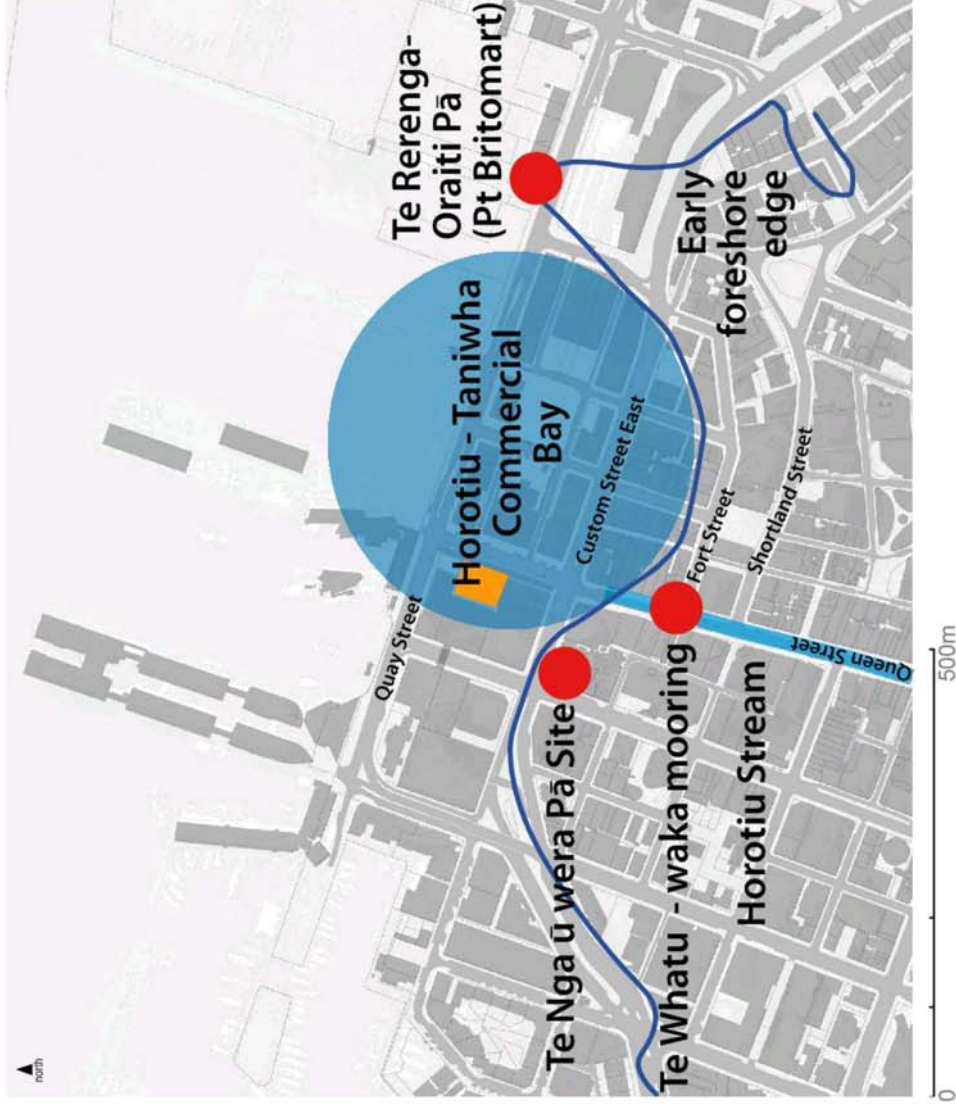
- Bus interchange
- Te Ara Tahu link
- Lower Queen Street pedestrianisation
- Possible building over special amenity yard
- CRL works and foundations for new Downtown buildings

- 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

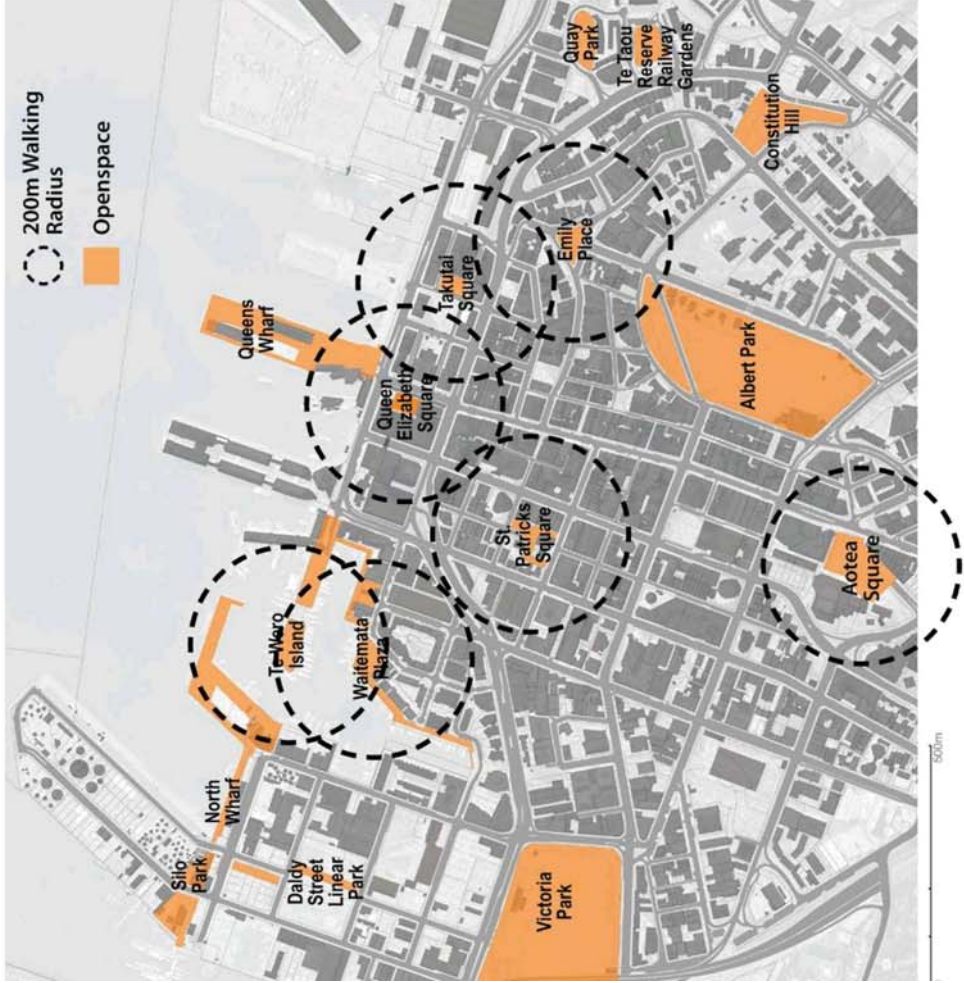
- Reviving names and cultural narratives from the area
- Remediating land and water quality
- Natural environments - connection to atua tāne and tangaroa
- Artistic / design treatments which bring names and narratives to life
- A living presence - a place where mana whenua can gather, welcome visitors 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 <sup>1.</sup>	42,000
Students in the city	3,000 TBC	TBC
Workers in the city daily	68,562 <sup>1.</sup>	128,000
Tourists in the city daily	12,000 TBC	TBC

<sup>1.</sup> Statistics New Zealand Census 2013  
<sup>2.</sup> Auckland Regional Transport, Model Scenario 18b

## RECREATIONAL NEEDS SURVEY 2009\*

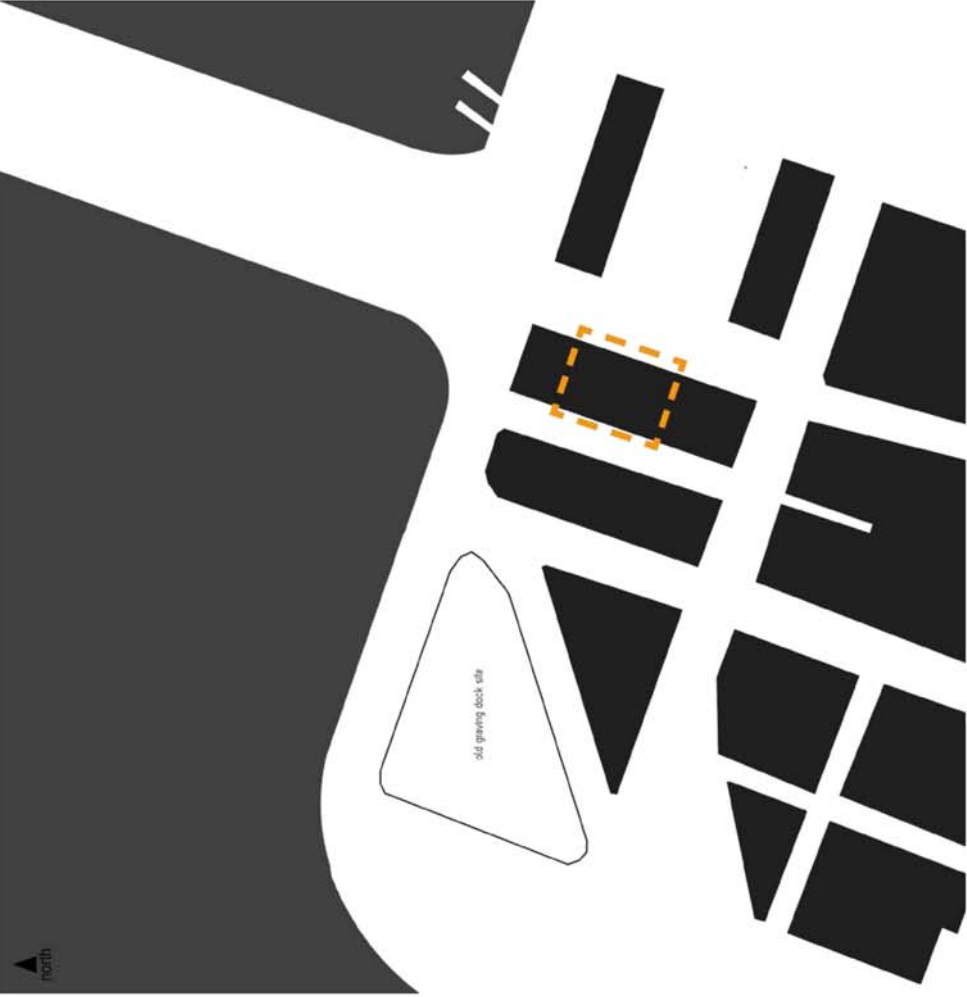
They want...

- 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



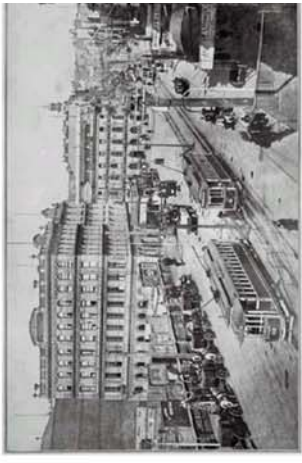
## 1870: Existing Development and Streets

- 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

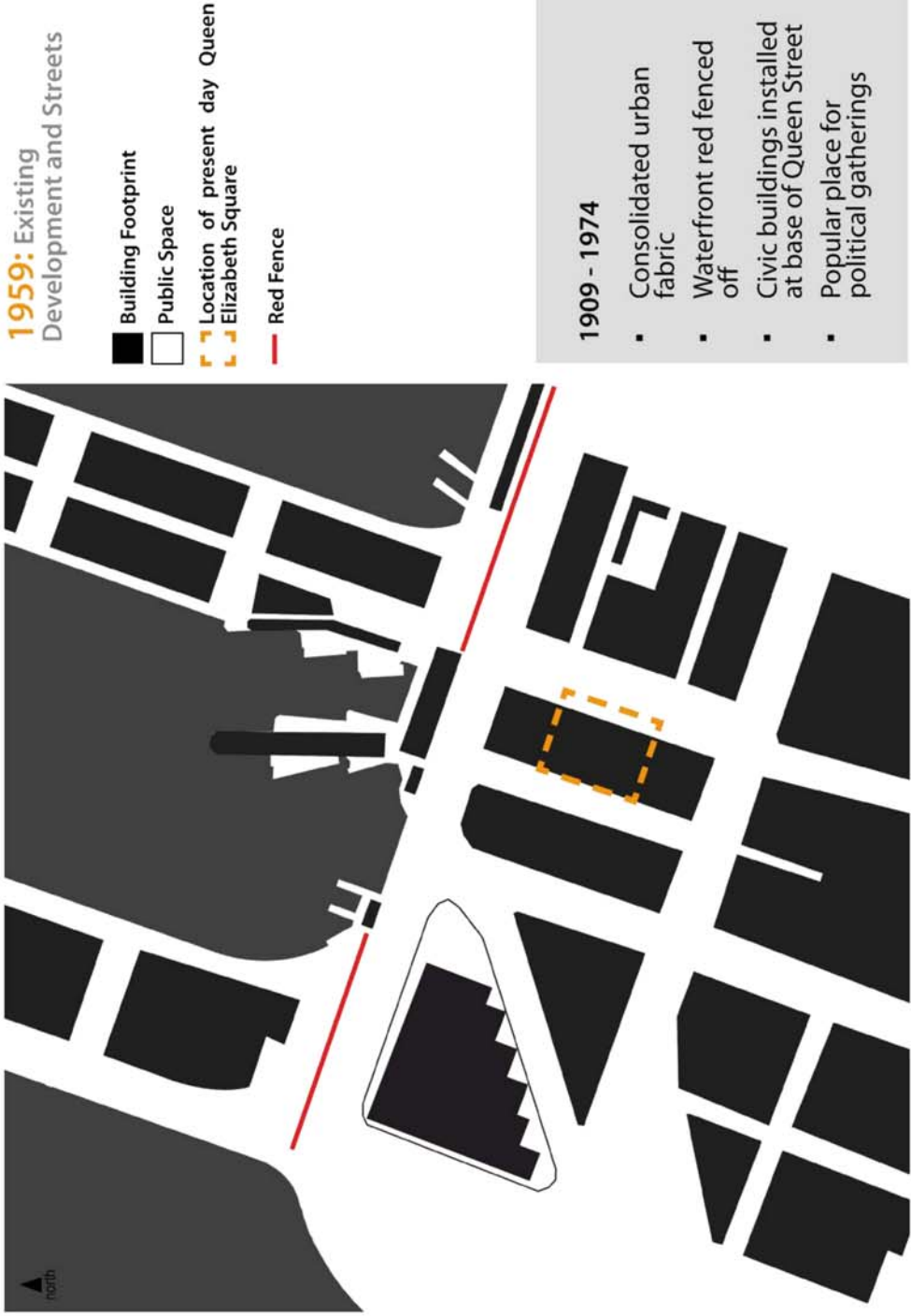
(Source: 1909 Photo AWNS-19090603-7-1; [www.aucklandcity.govt.nz/Auckland Council Heritage Images Online](http://www.aucklandcity.govt.nz/Auckland%20Council%20Heritage%20Images))

### 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



1909 - 1974 Street System



Site of Queen Elizabeth Square  
1970's



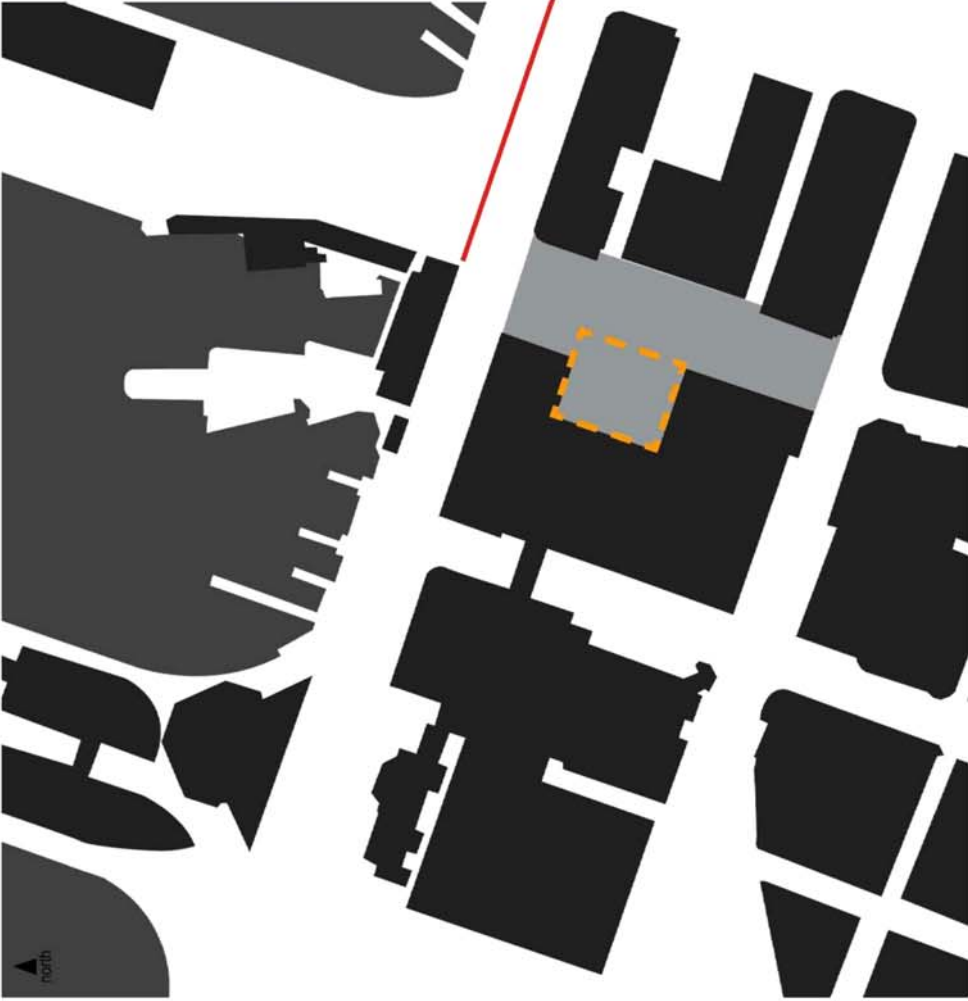
Harbour Edge 1966  
(Source: 1966 NZ Map 2055 [www.aucklandcity.govt.nz](http://www.aucklandcity.govt.nz), Auckland Council Heritage Images Online)

- 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

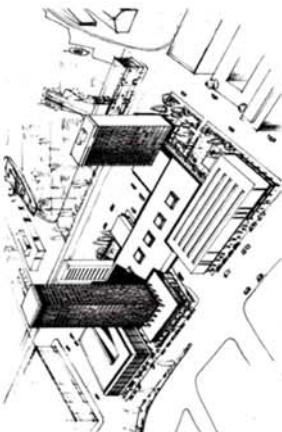
- Modernist commercial redevelopment
- Based on a stand alone tower block and plaza model
- Little Queen Street removed and Queen Elizabeth Square created as compensation
- Lower Queen Street amalgamated to form larger pedestrian space
- Limited access to waterfront

#### 1974 - 2003

1965 Tower Block - no controls



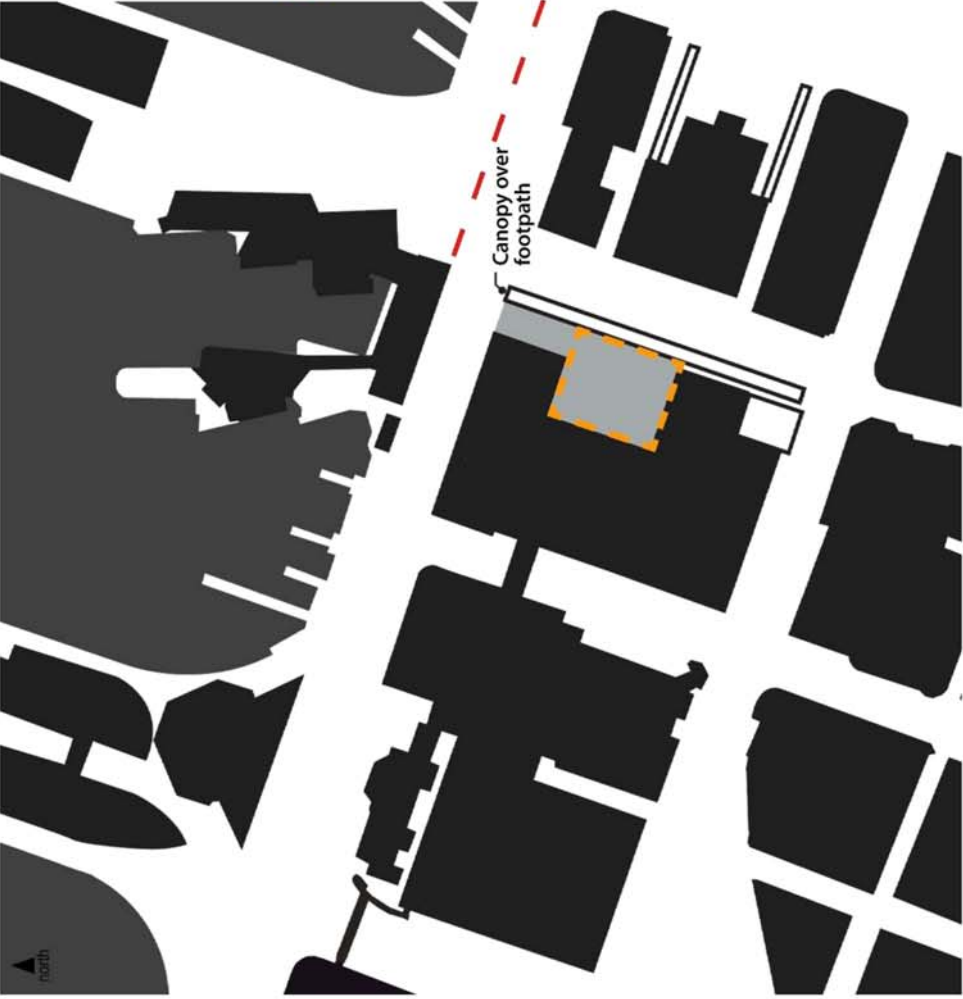
Queen Elizabeth Square 1980's  
(Source: Auckland Council Heritage Images Online)



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



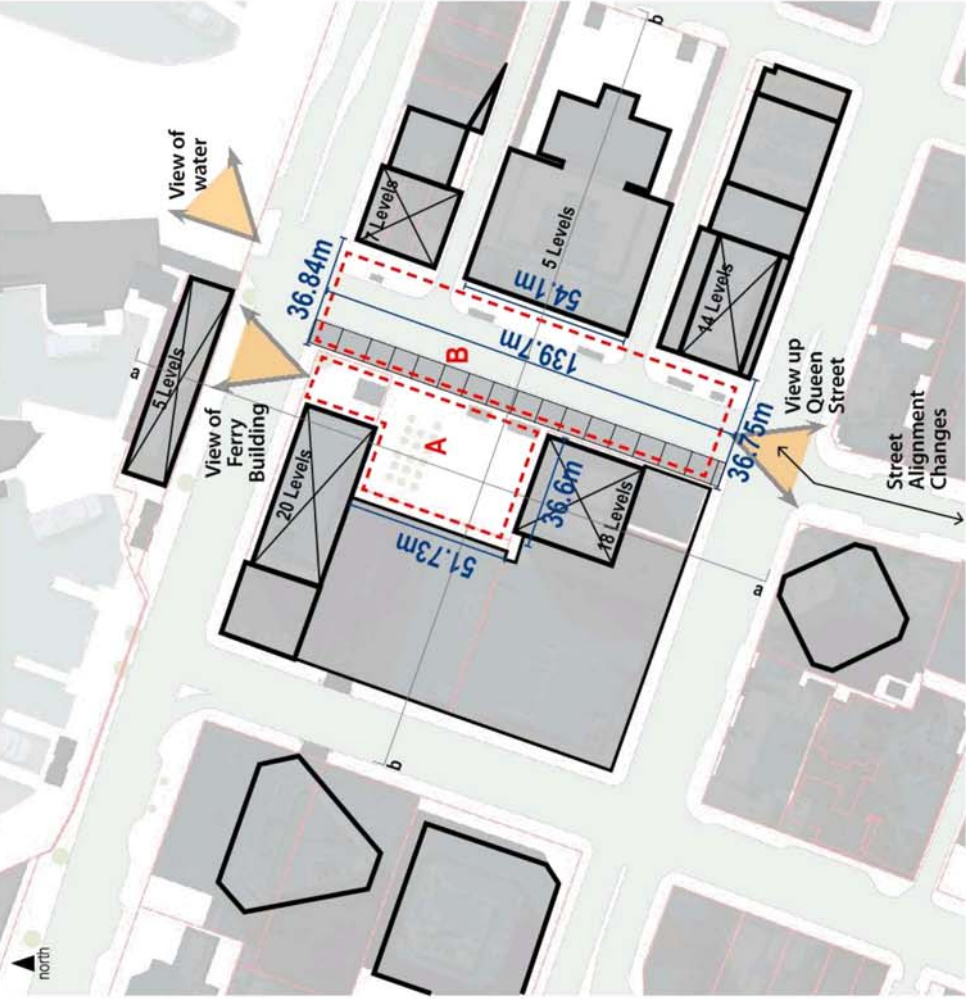
**2003 - present**

- 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





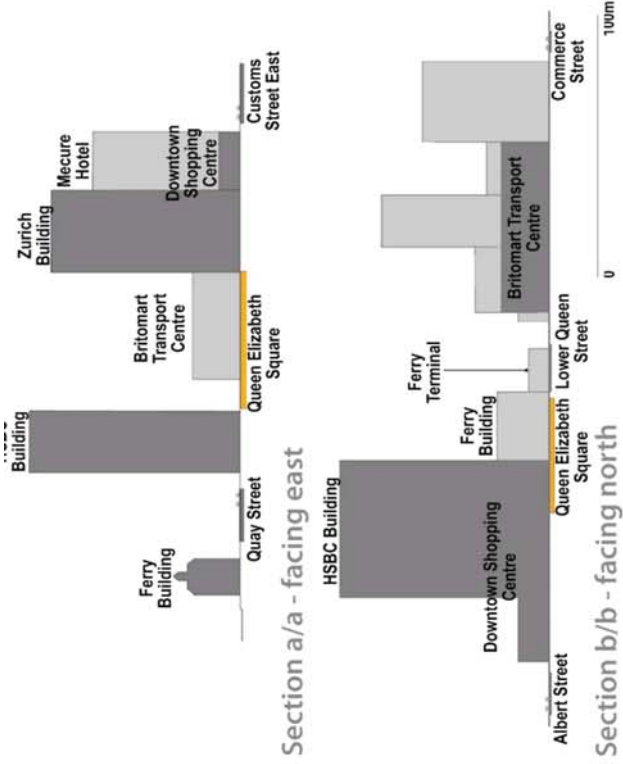
- Queen Elizabeth Square is dominated by imposing tower blocks
- Queen Elizabeth Square is largely cut off from lower Queen Street and the nearby waterfront

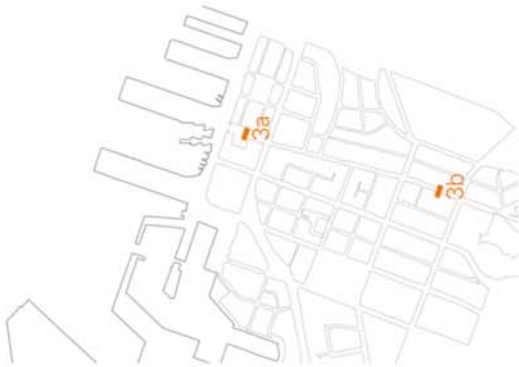
# SPATIAL ATTRIBUTES

## Queen Elizabeth Square

### 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

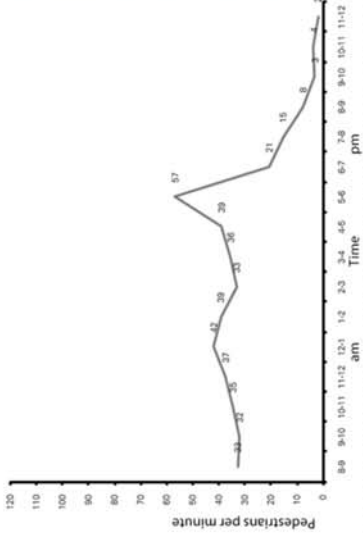
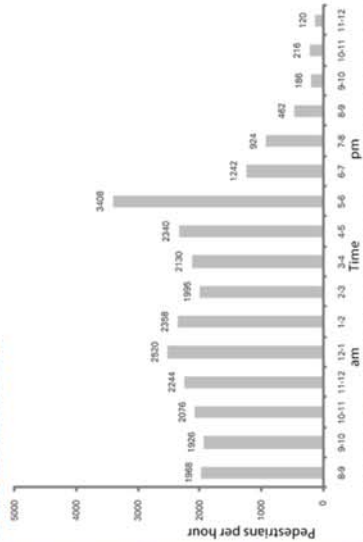




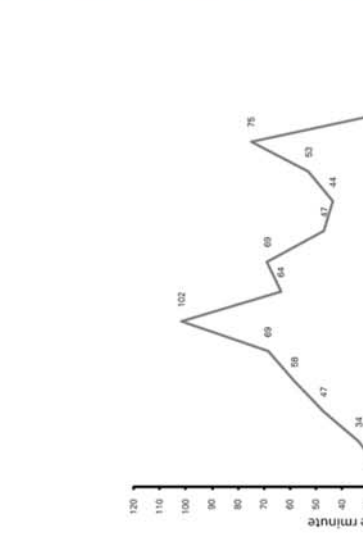
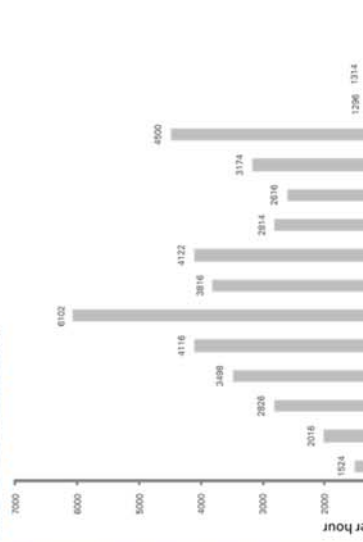
Pedestrian Traffic - Weekday undertaken by Gehl Architects

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

3a. Queen Street (a)



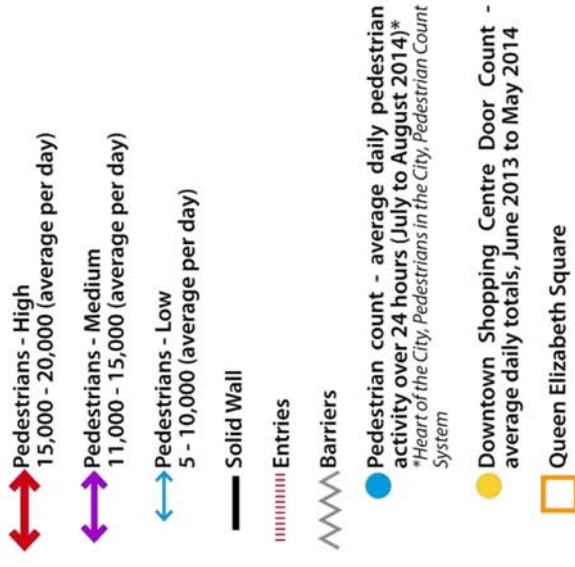
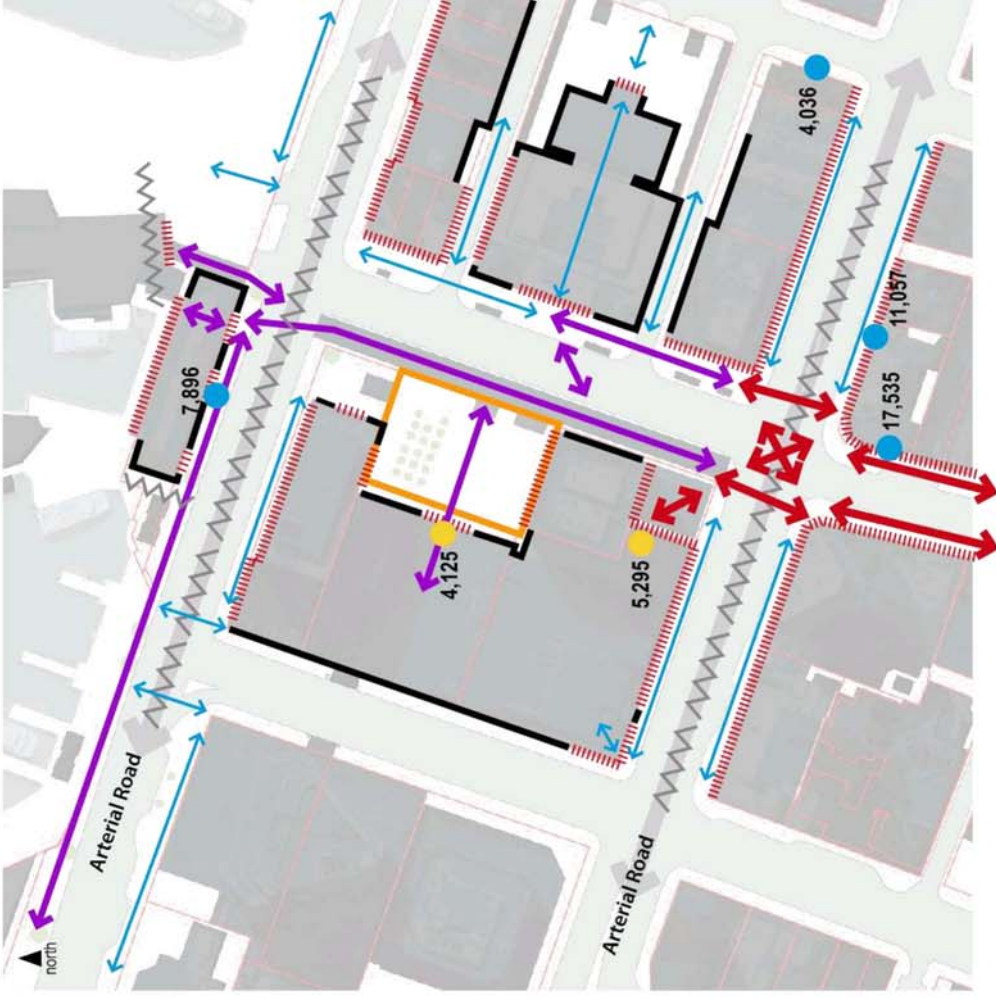
3b. Queen Street (b)



- 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



## SUMMARY

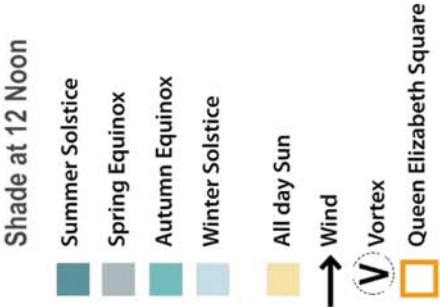
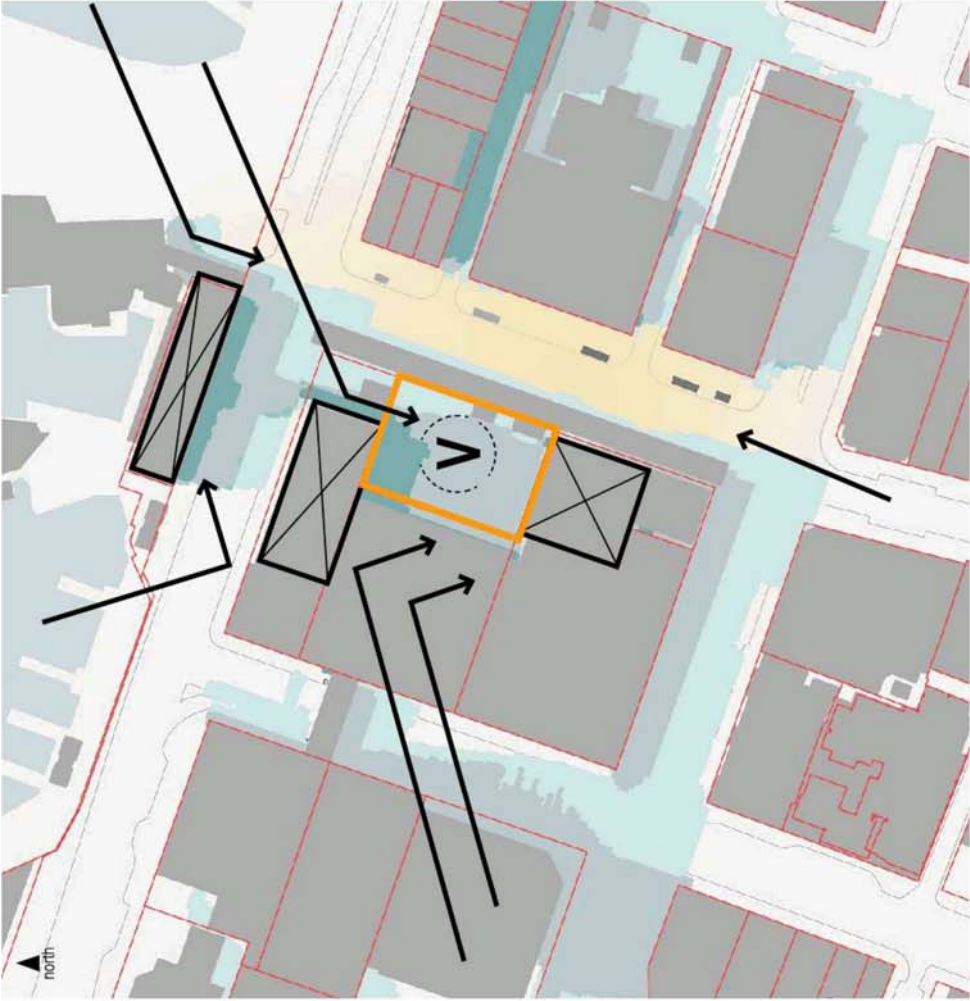
- Few records and monitoring points for pedestrian numbers in the area
- Big numbers drop dramatically going north
- Desire line to ferry
- Mall corner entry takes large numbers
- Limited entries around
- Space is isolated by arterial roads and subdivided by busway

# MOVEMENT AND ACCESS ATTRIBUTES

## Queen Elizabeth Square

- 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





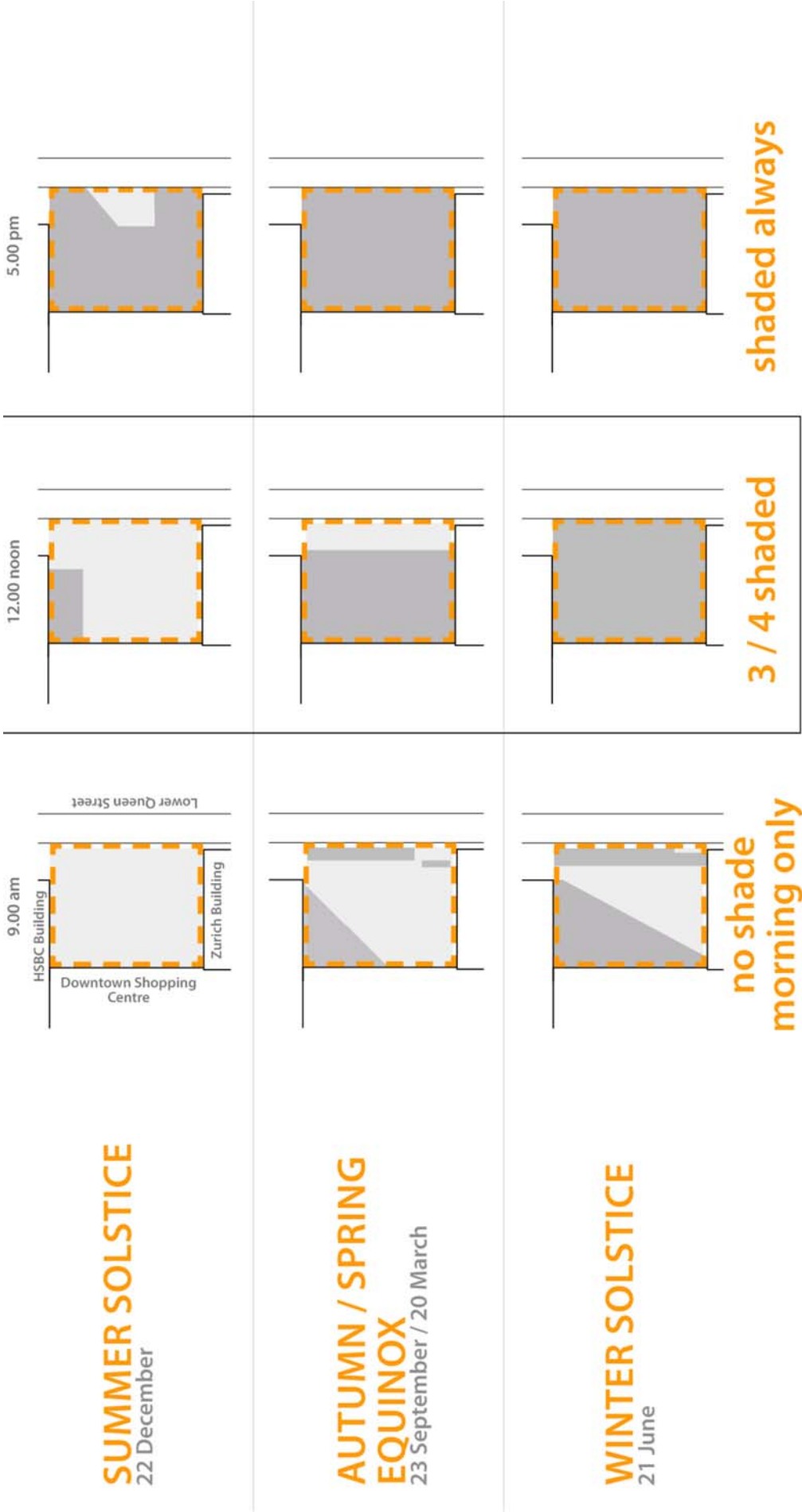
### SUMMARY

- 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

## ENVIRONMENT ATTRIBUTES

### Queen Elizabeth Square



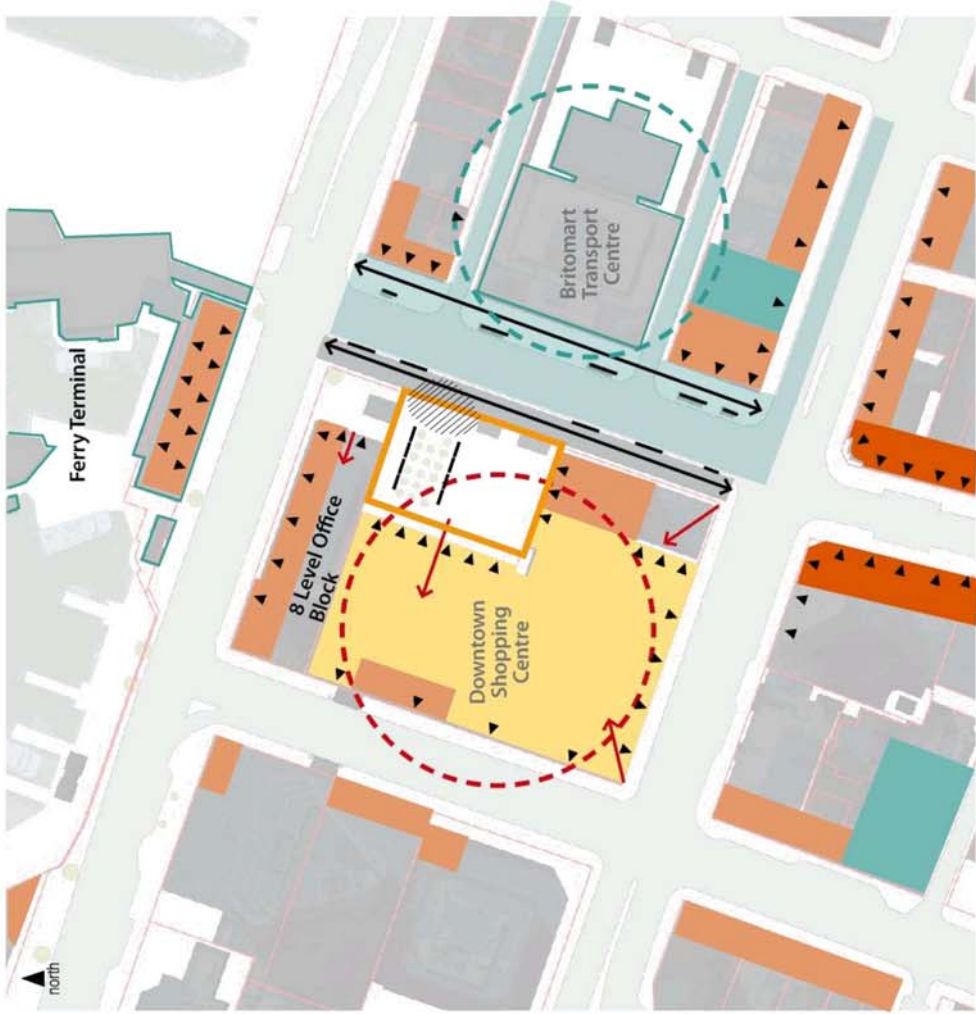
shaded always

3 / 4 shaded

no shade  
morning only

- 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



- High end Retail (\$2500 - \$3000/m<sup>2</sup>)
- Mid to low level retail (\$500 - \$700/m<sup>2</sup>)
- 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

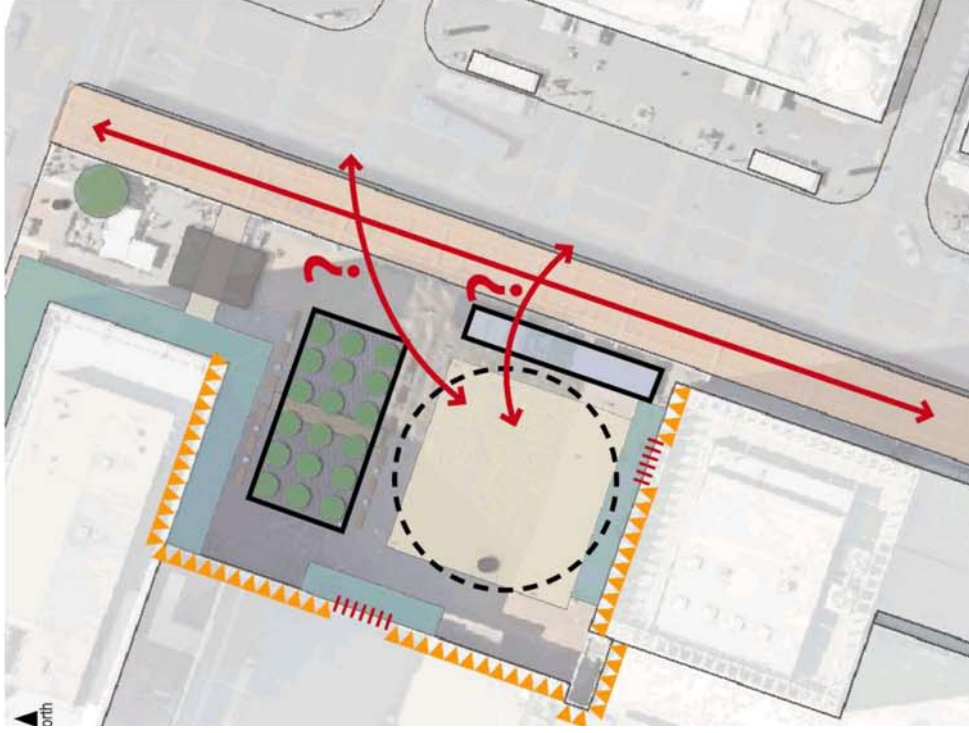
- There are two adjacent anchors, one retail and the other transport
- Mainly functions as a thoroughfare
- Mall gathering area
- Weak retail around edges
- Little after hours activity
- Big drop off from activity and retail in Queen Street

- 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
- 1900m<sup>2</sup> Sizeable space
- Opposite CPO / Britomart Transport Centre
- Close to waterfront

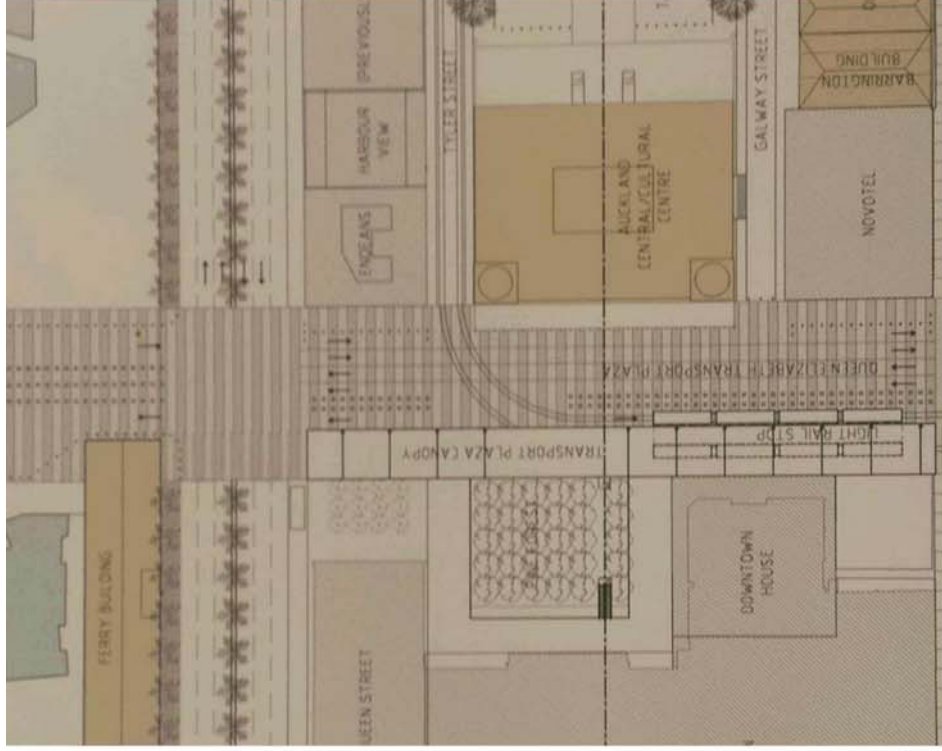
### Negative elements

- 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

# ANALYSIS CONCLUSION

## Queen Elizabeth Square

- 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



Courtyard



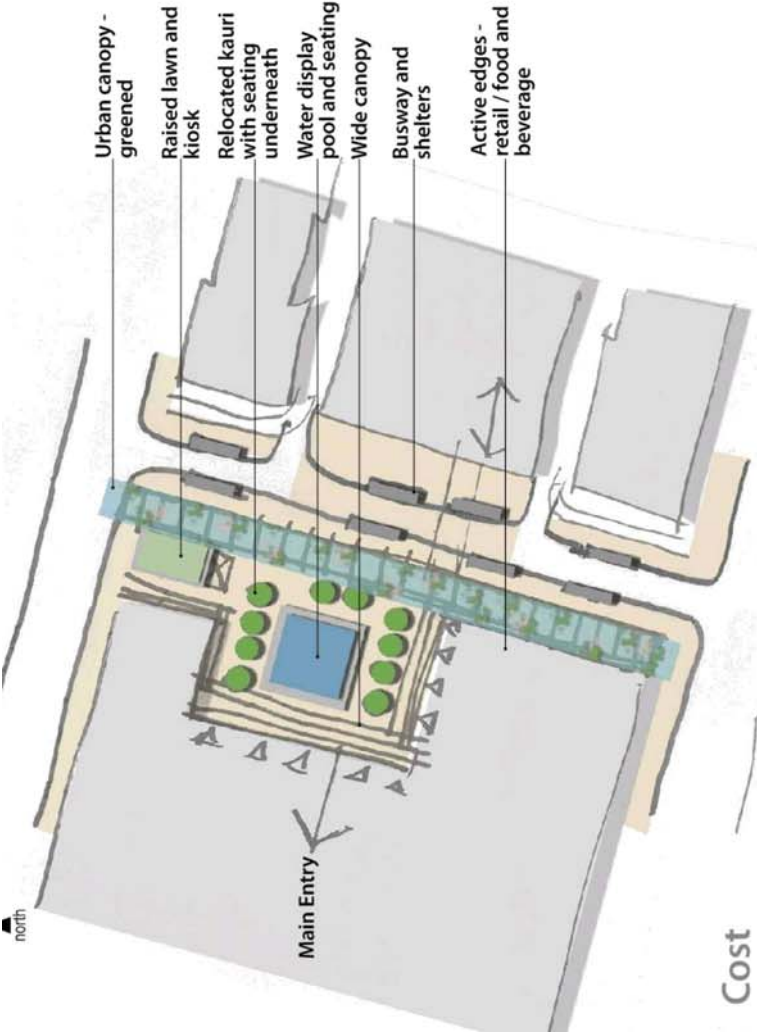
Canopy

- 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





Cost	
Courtyard Pool	1m
Paving	1m
Retrofit Canopy	200k
Lighting	500k
<hr/>	
	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

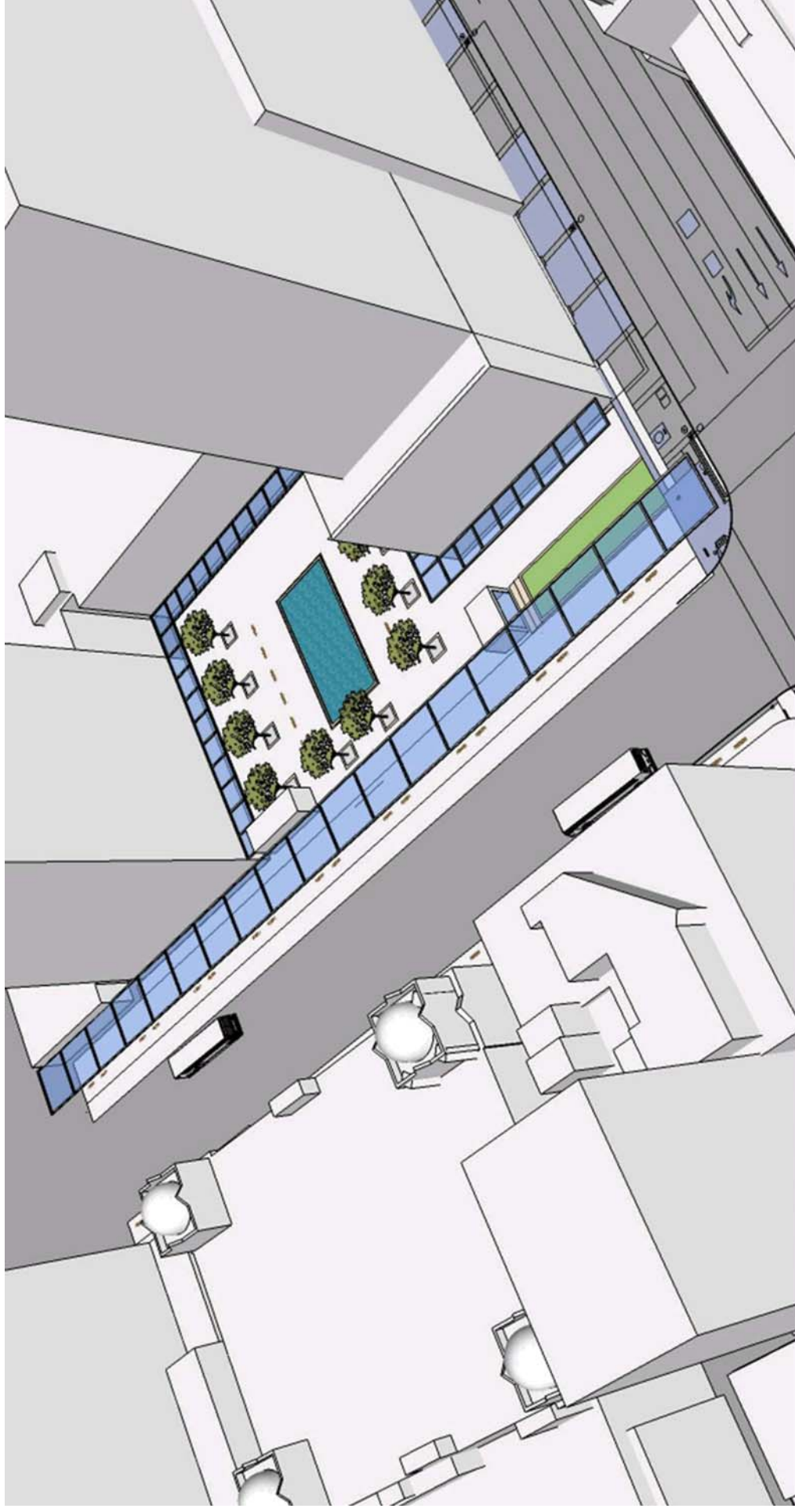
OPTION A - Courtyard

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



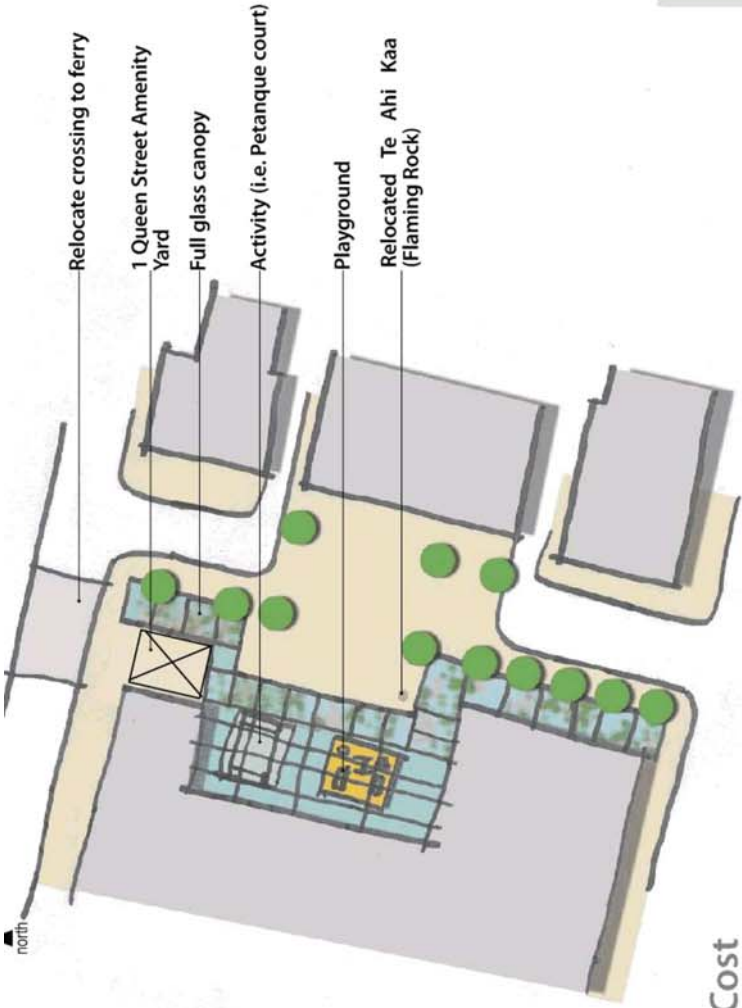
- There are some improvements that could lift current absence of use
- Re-arrange layout to create central interest and provide continuous shelter and activity around the edge
- Results would not be a dramatic improvement

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



# QUEEN ELIZABETH SQUARE

## ENHANCED

### Option B Atrium and Civic Space

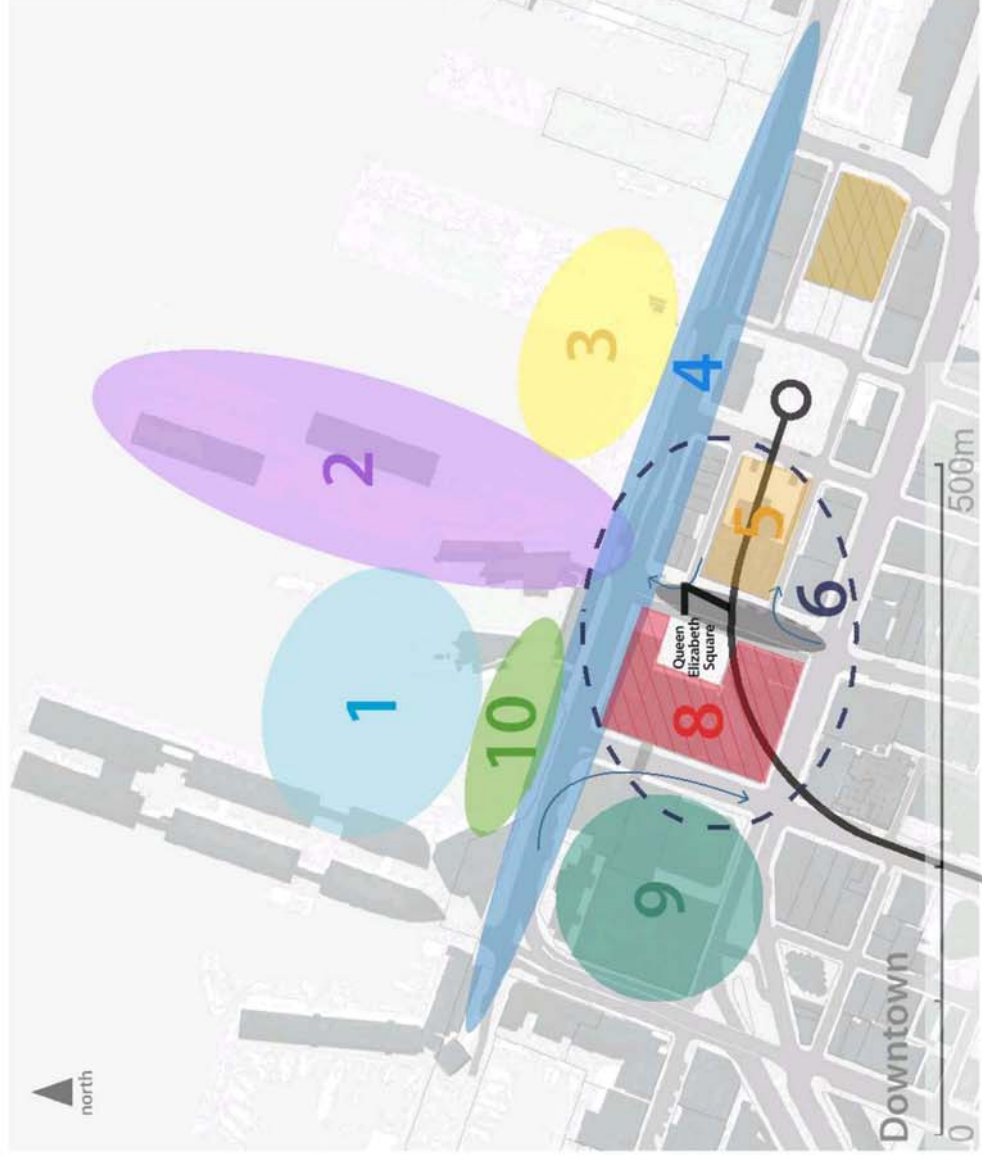
- With more expense a covered glazed roof could address the wind issue and added activity generators could introduce greater length of stay of recreational use
- Atrium space would become more of a retail forecourt
- Weak link along Lower Queen Street





# QUEEN ELIZABETH SQUARE ENHANCED

## Option B Atrium and Civic Space



- 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

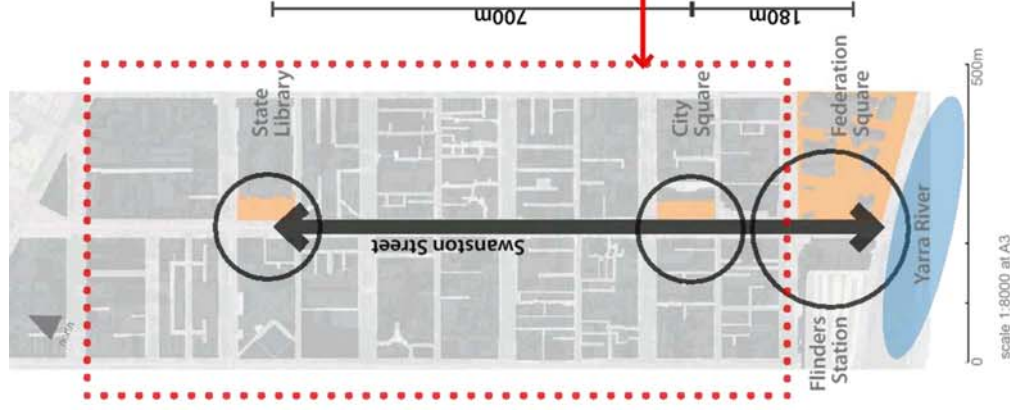
- Currently in the downtown area there is massive amount of comprehensive redevelopment
- Nothing specifically considered for Queen Elizabeth Square which is in the centre of the downtown area?
- Strategic relationships and fit should be a major focus for best joined up outcomes

# DOWNTOWN CONTEXT

## Opportunity & Change in Vicinity

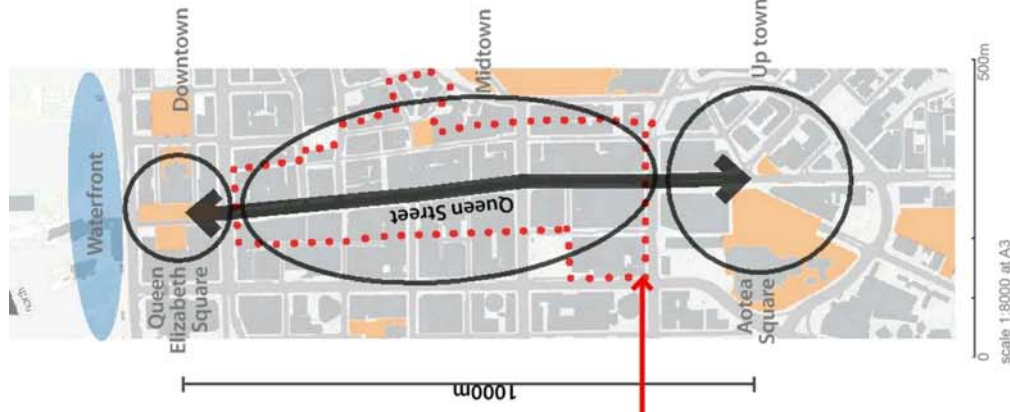
## MELBOURNE CITY

- 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)



## 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

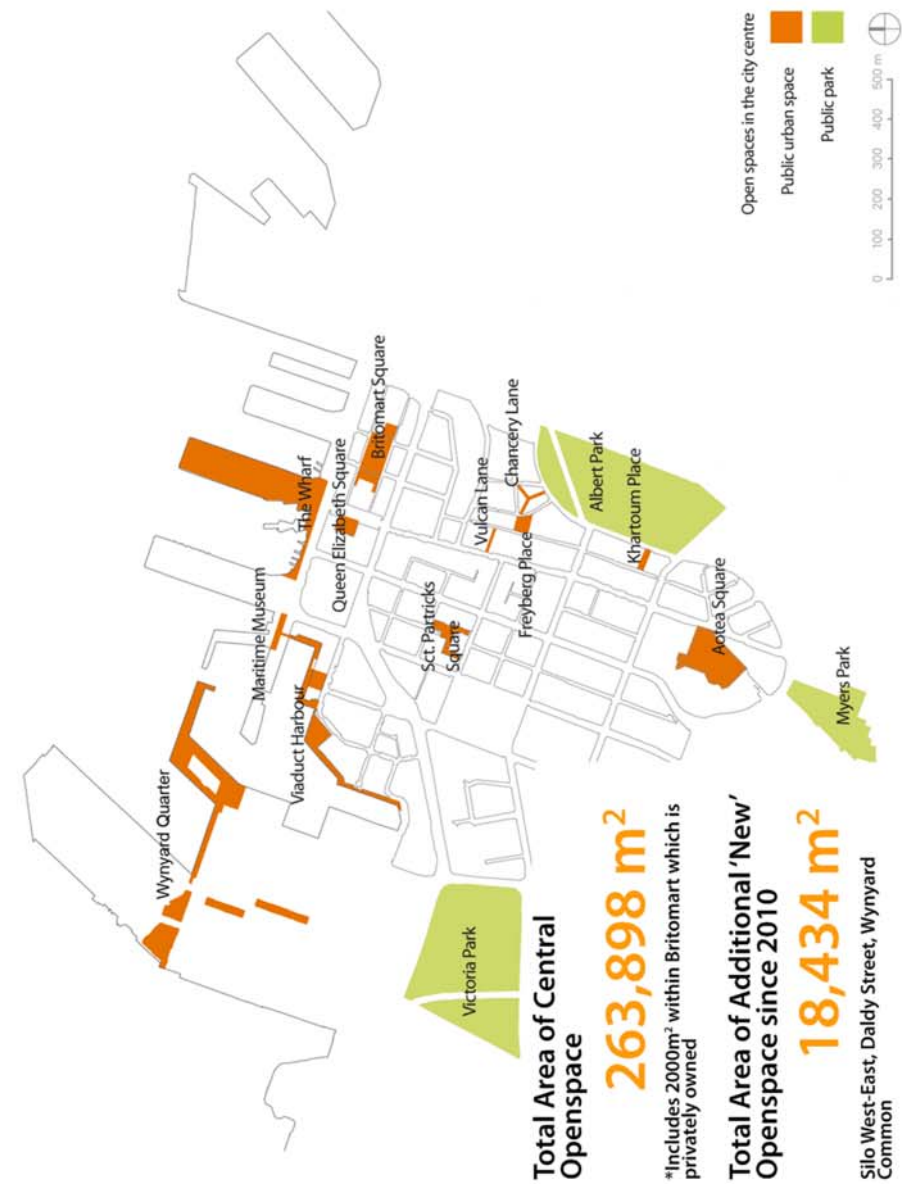


- High quality open space is a critical part of a successful urban fabric
- Auckland's fabric is strongly structured along the Queen Street axis which runs out to the Waitemata
- Historically the spine/axis is anchored by civic open space both ends

# OPEN SPACE AND URBAN FABRIC

## International Comparisons





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

- The 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



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

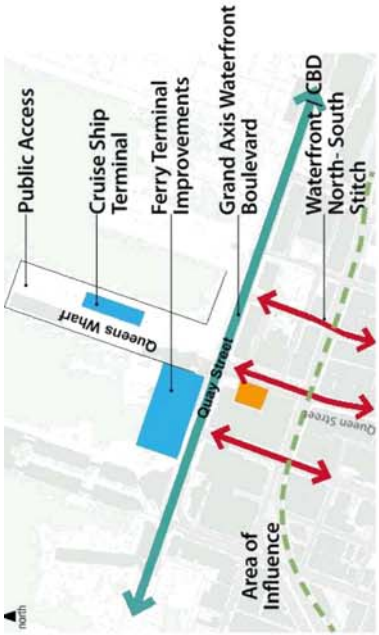
## WHAT WE HAVE

### Downtown Public Space

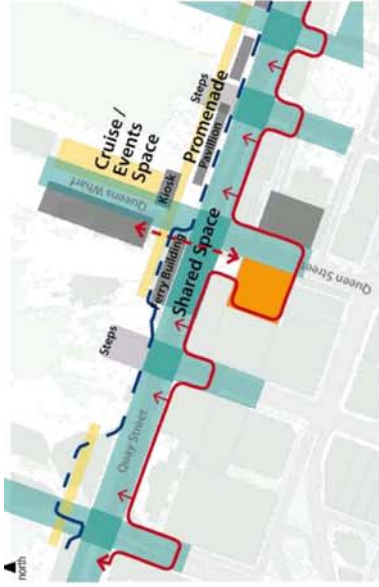


- Auckland Council has begun creating methods to deliver quality spaces
- Using the Auckland Design Manual (ADM) open space guidance, two types are the most relevant in the downtown area: civic gathering and informal recreational spaces



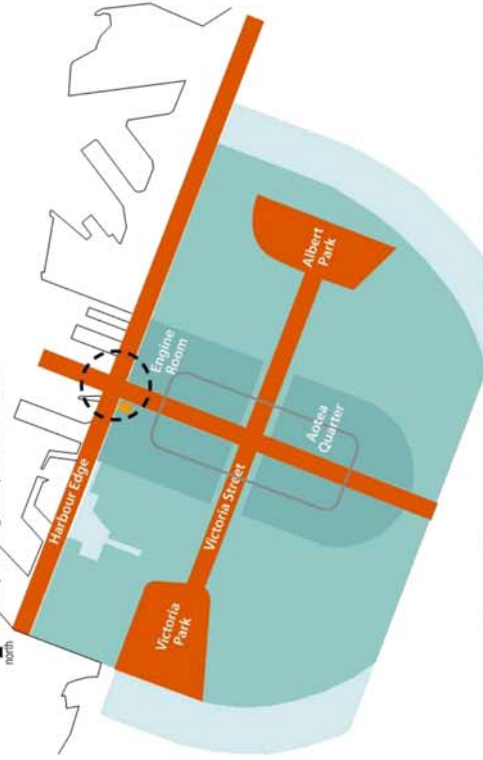


Auckland Waterfront Plan 2011

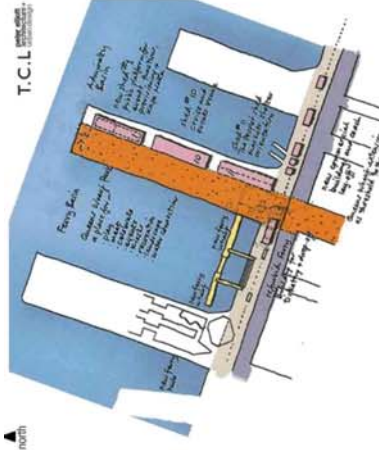


Harbour Edge: Quay Street Upgrade

Concept Design Report June 2013



City Centre Masterplan 2012



Queens Wharf Upgrade

Queens Wharf - Peter Elliott Architecture and Urban Design 2014





- Council strategies all underline the importance of the north-south stitch, Queen Street the most dominant
- Currently Queen Elizabeth Square does not reinforce this junction
- The east west harbour edge axis is a critical component



Open Space Types

CIVIC

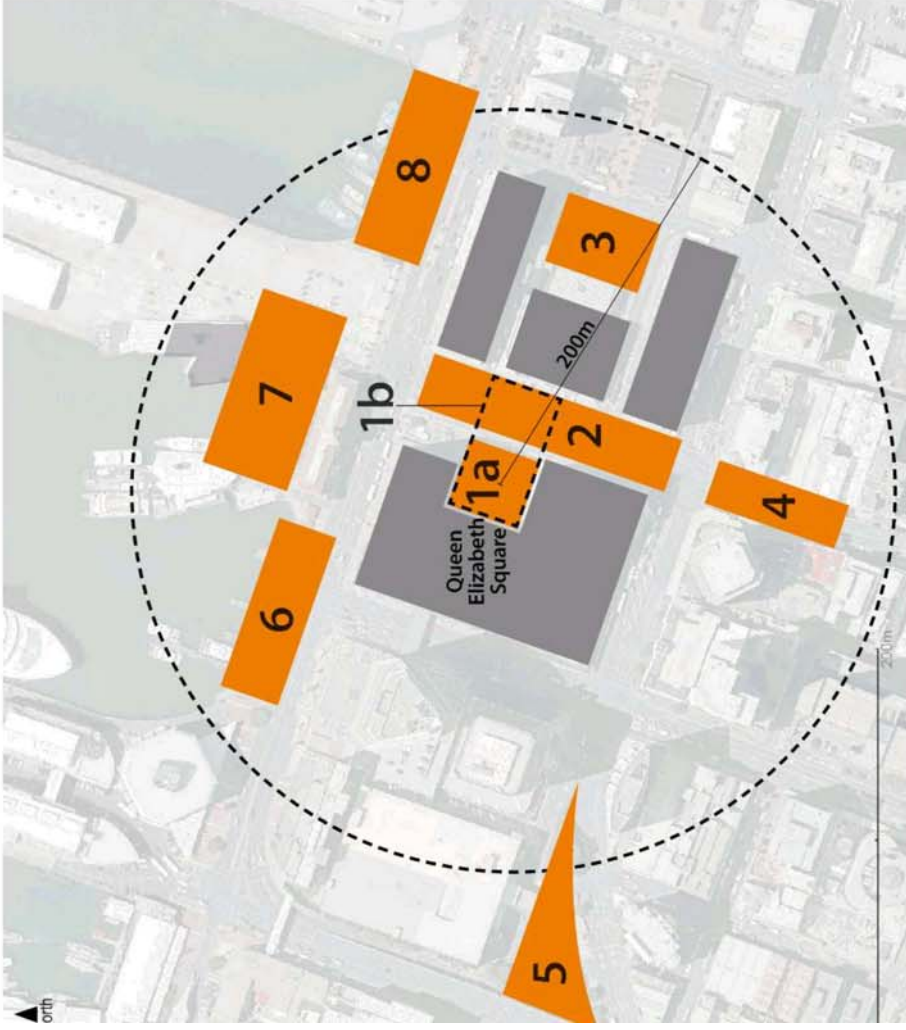
INFORMAL  
RECREATION

connect	<ul style="list-style-type: none"><li>On busy routes and at significant sites</li></ul>	<ul style="list-style-type: none"><li>Very accessible</li></ul>	
enjoy	<ul style="list-style-type: none"><li>Large space for events, gathering and ceremonies</li><li>Comfortable and safe</li></ul>	<ul style="list-style-type: none"><li>Multi functional from play to walking</li><li>Good views</li></ul>	
treasure	<ul style="list-style-type: none"><li>Strong identity and heritage</li><li>Community facilities</li></ul>	<ul style="list-style-type: none"><li>Sheltered and sunny</li><li>Locate near amenities especially water</li></ul>	
utilise	<ul style="list-style-type: none"><li>Cater for pedestrians</li><li>Active edges and extended hours</li></ul>	<ul style="list-style-type: none"><li>Cater for range of users</li></ul>	

ADM Principals

- From the ADM there are several basic design principles that should be the 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.

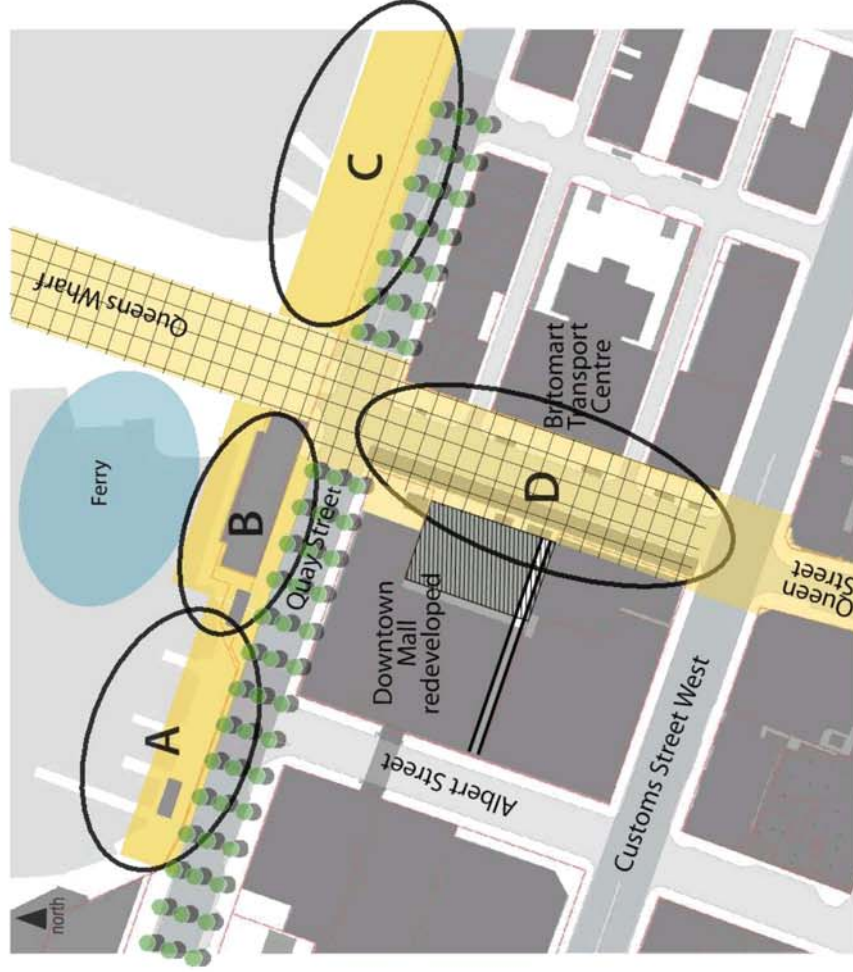
### Ahi kā:

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



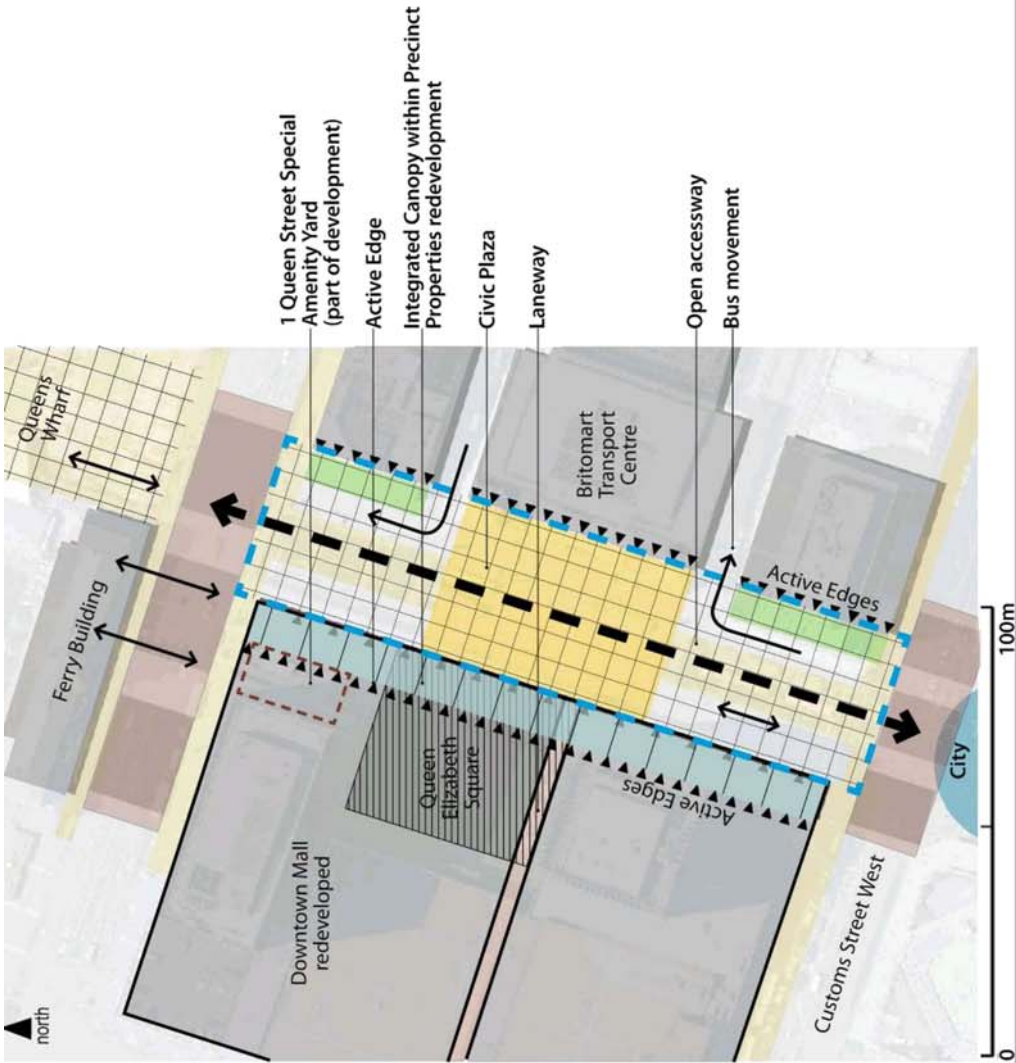


- A Lower Albert Street
- B Base of Queens Wharf
- C Admiralty Steps
- D Lower Queen Street Pedestrianised

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



Visualisation of Lower Queen Street, City Rail Link Project Report

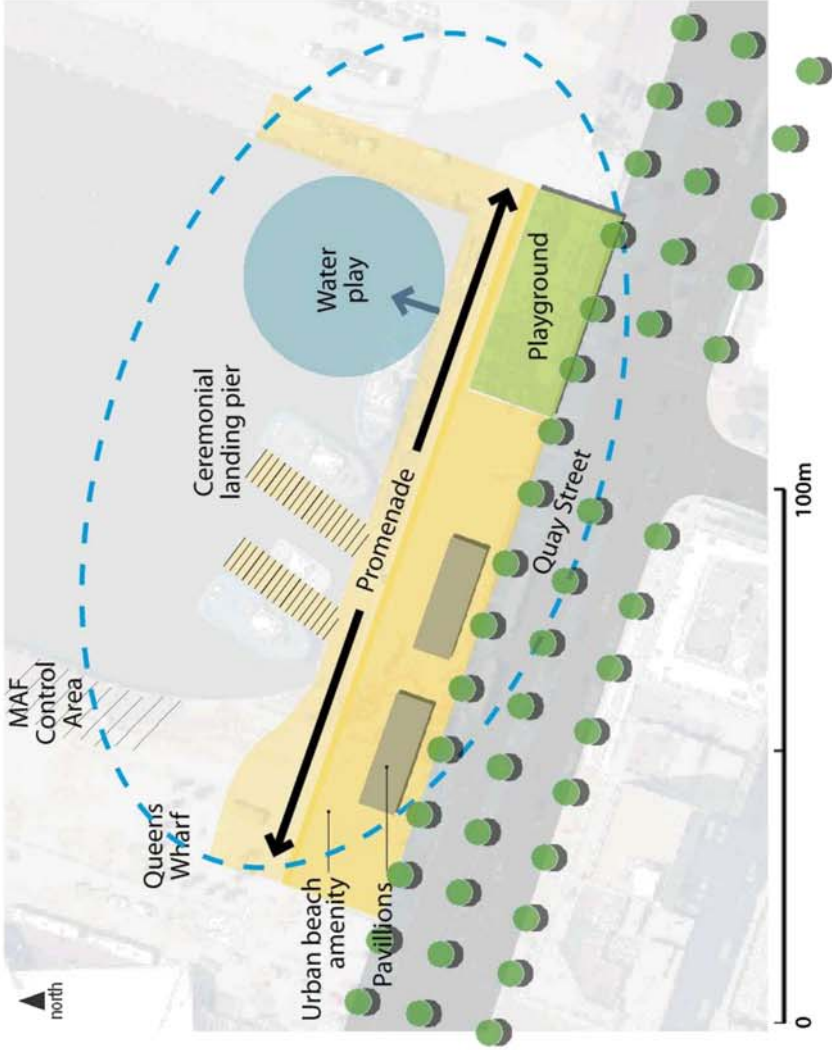
- Upgraded lower Queen Street featuring large central pedestrian plaza for gathering and events with a long active edge.
- Lower Queen Street will function as a strong link between the city and the waterfront.
- Gateways will define the entry to the open space.
- The main entry to the precinct development will be mid block opposite the transport centre and link to Albert Street via internal laneway.
- Size 4941m<sup>2</sup>

- 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





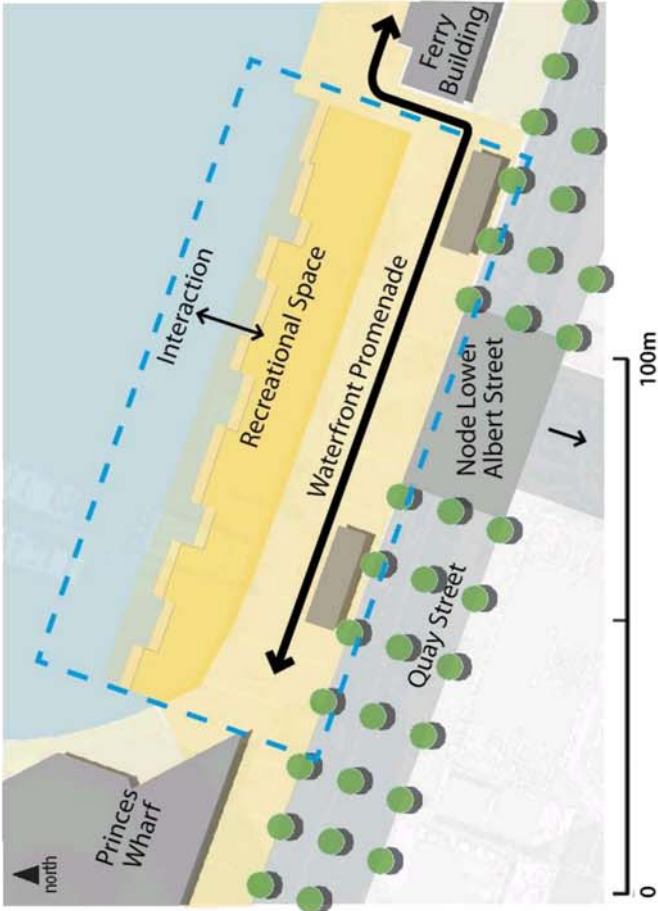
Visualisation of Admiralty Steps: Harbour Edge: Quay Street Upgrade Concept Design Report

- 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



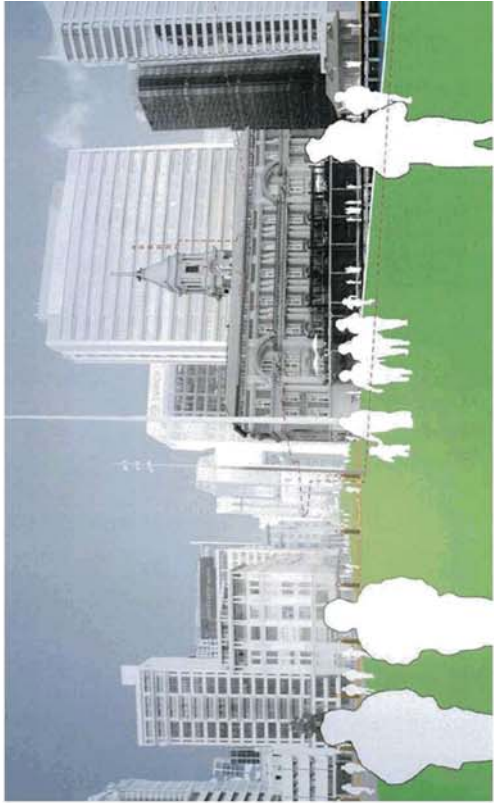
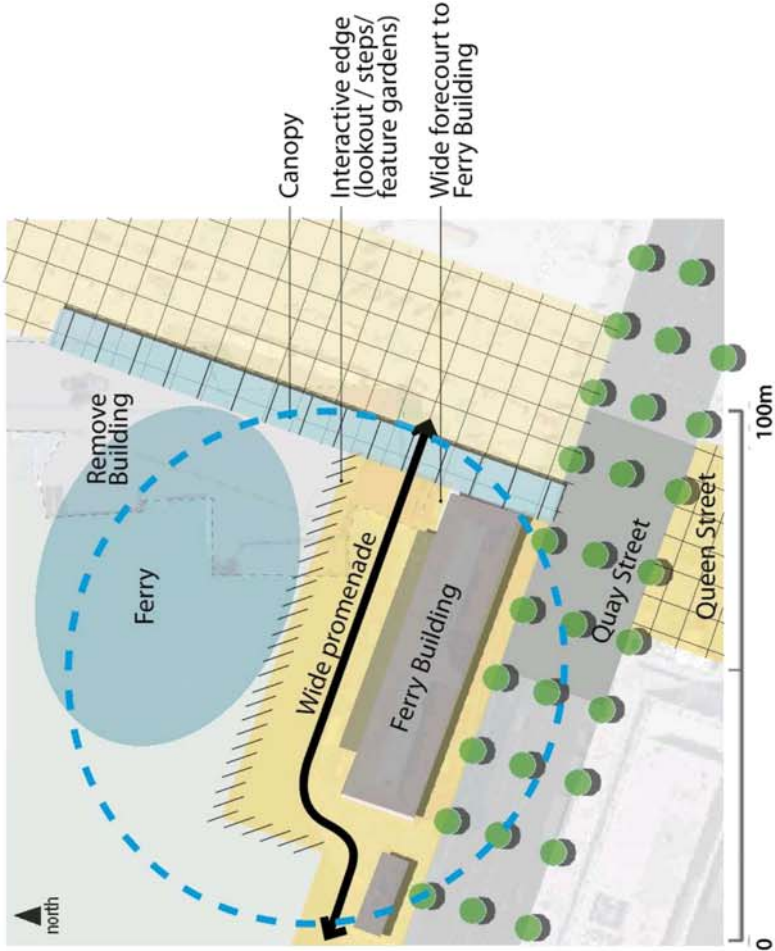


Visualisation of Lower Albert Street - Grand Harbour Stairs: Quay Street Upgrade Concept Design Report

- 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.

# POSSIBLE OPTION LOWER ALBERT STREET Recreation Space

- 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



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 construction 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



Item 12

Attachment A

