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**REPORT 2**  
*(1215/52/IM)*

## **QUEENS WHARF PRECINCT – DEVELOPMENT OF A MASTER PLAN**

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### **1. Purpose of Report**

Wellington Waterfront Limited (WWL) update to the Strategy and Policy Committee on the Outer-T public ideas competition and forward programme for the master planning of the Queens Wharf precinct.

### **2. Executive Summary**

The Outer-T public ideas competition is the first and integral part of master planning the Queens Wharf precinct. WWL held a public ideas competition for the Outer-T on Queens Wharf between 15 July and 24 August 2009. A jury panel evaluated all 178 entries and six selected entries were chosen for further consideration.

A steering group has been established to review the master planning and development of the entire Queens Wharf precinct.

The master plan will inform a variation to the District and Regional Coastal Plans and will allow implementation in stages over the next 10-20 years.

### **3. Recommendations**

Officers recommend that the Strategy and Policy Committee:

- 1. Receive the information.*
- 2. Note that Wellington Waterfront Limited is in the process of developing a master plan for the Queens Wharf precinct.*

## **4. Background**

### **4.1 *Outer-T Ideas Competition***

The ideas competition for the Queens Wharf Outer-T was a call for creative and workable ideas from the people of Wellington. It attracted 178 entries and while each was anonymous, the content and nature of these entries indicated a wide age range of entries with no particular bias towards the professionally trained.

The ideas that were attractive to the jury (and to WWL) were informed by collective knowledge of the Wellington waterfront and its planning and development history; the key policy document that applies to it (i.e. The Wellington Waterfront Framework – April 2001) and the respective professional backgrounds and experience of each jury member.

### **4.2 *Competition process***

All judges were provided with a copy of the entries and asked to assess them on a range of criteria. In addition to architectural merit and engineering feasibility, the criteria were drawn from the principles and objectives of the Wellington Waterfront Framework particularly those relating to this particular site. They include:

- Public access around the edge of the site
- Public access to ground floors of any buildings
- Retention of views to the harbour
- The need for any development to reflect the working wharf nature of the site and its mercantile history
- Minimisation of vehicular traffic
- Provision of shelter for water spaces between the promenade and the arms of the T
- Bulk and form in relation to existing adjacent buildings

Based on the judge's assessments according to these criteria, an initial cull was made. The entries that were left fell into three broad categories:

- Well thought-through, comprehensive ideas for the Outer-T and its wider Queens Wharf setting;
- Specific ideas for use, events or places that could fit well within a wider strategy for the Outer-T and its setting; and
- Ideas - more abstract in nature – that, nevertheless, had something to say about the spirit of the Outer-T and its potential.

All of the remaining ideas have the ability to add richness to the preparation of a master plan for the Queens Wharf area (including the Outer-T) – the next step to progress this part of the waterfront.

Throughout the discussions a number of themes kept re-occurring. In summary, these were:

- The importance of acknowledging the maritime setting;
- Balancing the qualities of continuity and change;
- The importance of the physical place and the life it contains – in other words, the importance of both “stage” and “performance”; and
- The nature of what would attract people to the Outer-T, keep them there and keep them coming back. This theme was informed by the slightly difficult physical nature of the Outer-T in “people attraction” terms, being - in essence - a large cul de sac, which, once arrived at, forces visitors to retrace their steps.

Two further issues of use, both of a more specific and technical nature, were also the subject of considerable discussion. These were:

- The desirability of maintaining the working wharf function particularly for cruise ships and ferries; and
- The on-going location of the helicopter facility on the Outer-T.

While many people wished to see cruise ship concentration brought back into the centre of things at Queens Wharf, the jury had to acknowledge the very real tidal, wind and working harbour circumstances that exist in the vicinity of the Outer-T and how these inescapable factors combine with the necessary guarantees of the quick turn-around and the manoeuvrability and priority of access that all cruise ships (particularly the larger ones) require.

This means that while the smaller cruise ships can continue to be accommodated at the Outer-T, the larger cruise ships are still better located (from an “ease of access” point of view, and from being able to guarantee the fixed arrival and departure times they require) at the “large ship” berthing facilities at Aotea Quay, where they are less susceptible to the perversities of winds and tide and to the larger interruptions their berthing and departures involve for the other users of the working port.

In a related way, there seem to be equally compelling operational reasons why the Outer-T location for the helicopter operations remains the location of choice.

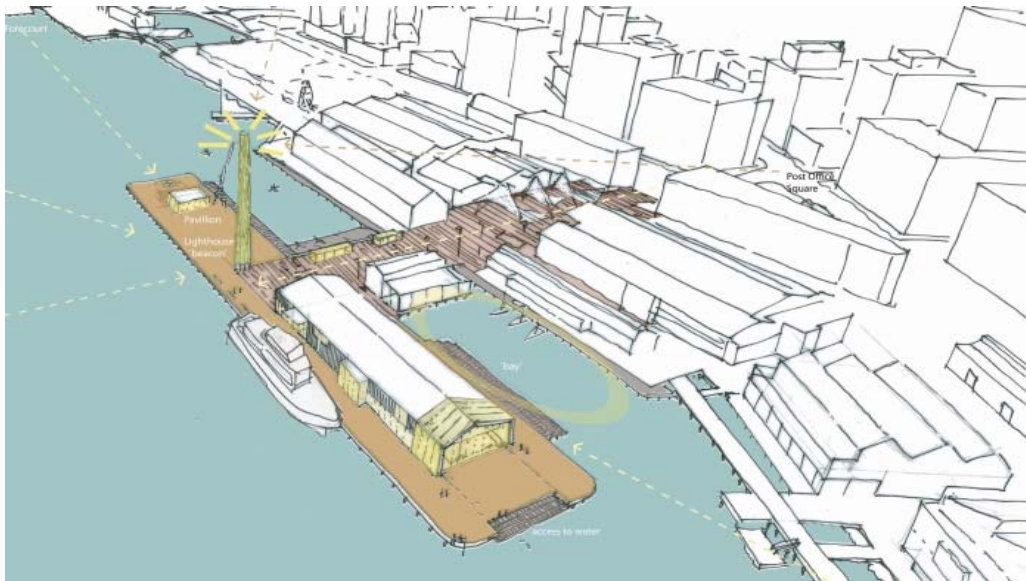
Specific mention should be made of the significant number of entries from younger Wellingtonians. What was interesting about nearly all the entries was the commitment to a certain line of argument that when visiting the waterfront they want to have fun, and want to see change.

The six selected entries are briefly described and illustrated below.

## 4.2 The Successful Entries

### Community focused framework and an iconic beacon

- A harbour beacon with viewing platform
- Southern end kept open and shaped around a small kiosk
- Shed 1 turned into community facility with recreational, performance space and conservatory



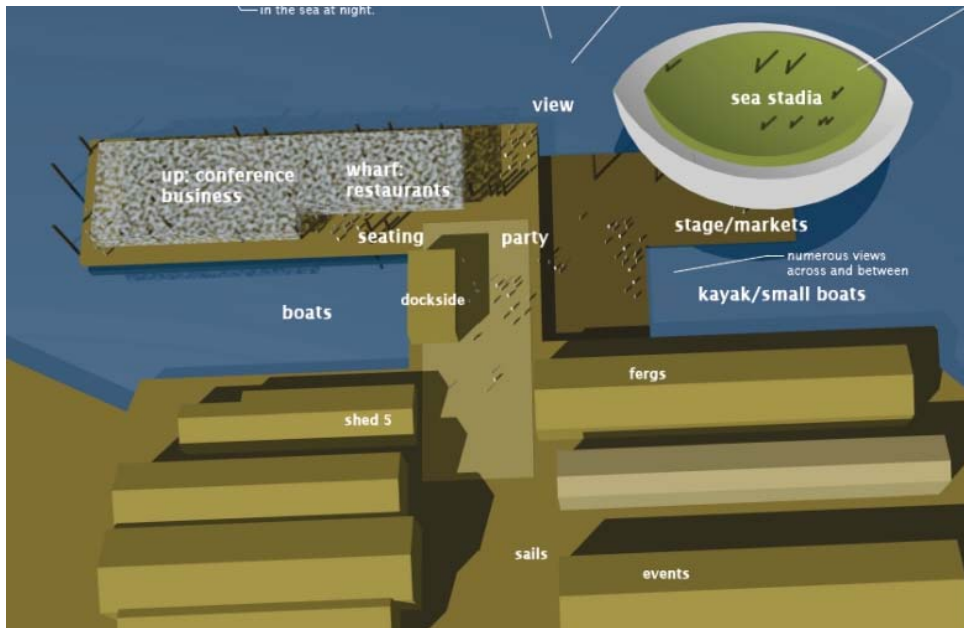
## Contemporary Maritime and Nautical Theme Park

- Craft mooring around outer T
- Shed 1 removed
- Replaced with two glass 'shipping containers' for exhibits and public meetings
- Complements the nearby Museum of Wellington City and Sea



## Sea Stage

- A small floating sea stadium to view water-based events
- Highly reflective bottom to bounce water reflections
- Southern end of T removed and a lower wharf created
- Suspended conference business centre on legs above a bar/restaurant underbelly



## Low Quay

- Wharf cleared for a contained series of public spaces
- Includes a two-storey pavilion suspended on columns
- Gently sloping grassed areas on each side of the T
- Suspended double-decked boardwalk along the sea face



## Wellington's Recreational Urban Playground

- Recommends outer T becomes a health and recreation destination
- Includes water sports, golf, squash and a health club
- Carefully choreographed start times would see constant use between 6am and 10pm
- Pedestrian bridge from the southern end to the main wharf



## Helipro

- Move entire Helipro operation to the southern end of the T
- Frees up remainder of T for other uses
- Allows future development to be relatively uncompromised by Helipro



### 4.3 Competition Entrants

All entrants were invited to a breakfast on 4 November 2009 for the announcement of selected entries.

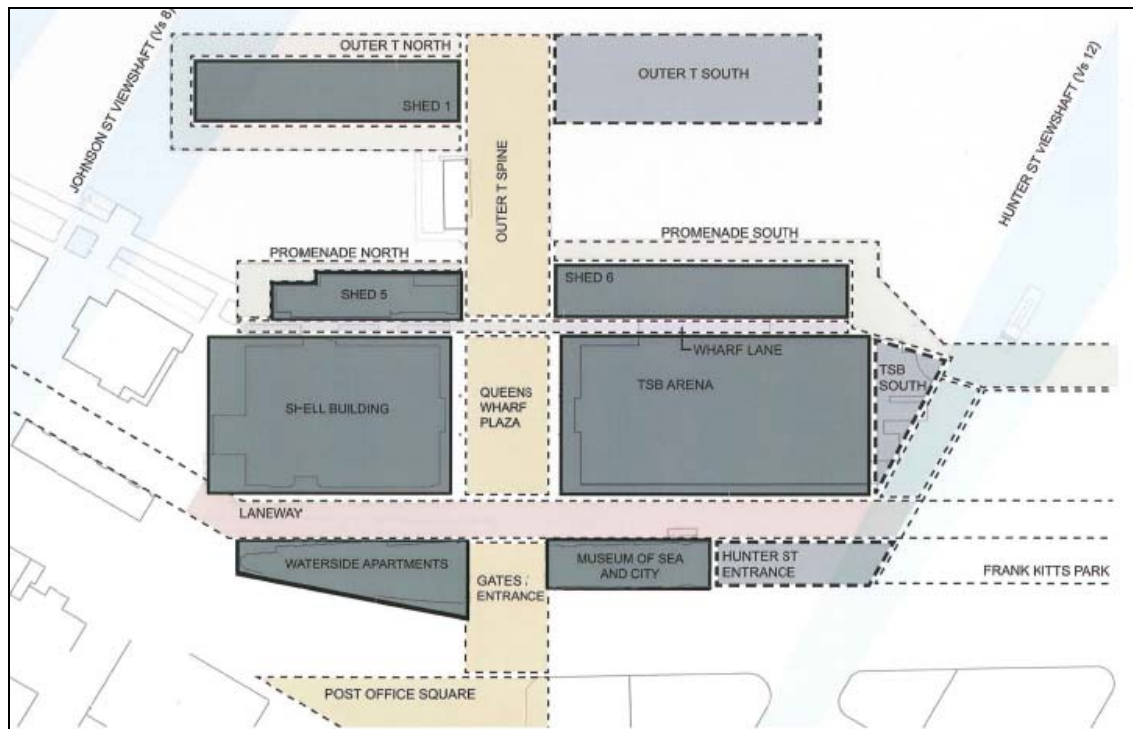
All entries are on WWL's website and are displayed in the waterfront information centre, Shed 6, Queens Wharf.



## 5. Discussion

### 5.1 Background

The following plan illustrates the Queens Wharf precinct:



Master planning the redevelopment of Queens Wharf follows a number of workshops and a public competition and is about taking the ideas found within this visioning work into an overall design framework to unlock the potential of this central Wellington waterfront area.

This long term design framework has the overall aim to create an area that is:

- economically vibrant
- sustainable
- highly accessible to the public – a sociable and inviting space
- a vibrant magnet for a broad spectrum of public use and a lively gathering space with an array of reasons for people to visit
- a destination throughout the year
- positively impacts the waterfront, adjacent CBD and Wellington City
- affordable and represents a sound investment of public funds
- worthy of emulation

The master plan will assist in streamlining public consultation and the necessary regulatory processes involved with proposed variations to the District and Regional Coastal Plans and/or resource consent applications.

The master plan will provide a framework for all proposed buildings, open space landscaped areas, infrastructure, walkways, roadways and cycleways.

Development of the open space landscaped areas and buildings within the Queens Wharf precinct is anticipated to be completed in stages over the next 20 years.

The master plan must be sufficiently flexible to allow for change and to adapt to market and public demands.

### **5.2.1 Steering Group (QWSG)**

A steering group has been established to review the master-planning and development of the entire Queens Wharf precinct.

The group is comprised of representatives from a wide spectrum of the community, providing independent input and feedback on how the area could be developed.

The purpose of the QWSG is to:

- act as a sounding board to WWL for ideas and initiatives;
- act as a group that promotes the project;
- review the direction of the Queens Wharf redevelopment project bi-monthly; and
- provide important technical and specialist input into the process.

The group has a good knowledge of the waterfront and the Wellington Waterfront Framework and their representation is as follows:

Tangata whenua	Morrie Love
Architectural disciplines – building and open space	Patrick Clifford David Kernohan
Technical & advisory	Chris McDonald John Melhuish
Arts	Mark Amery
Heritage	Ken Scadden
WWL	Ian Pike Andrew Howie
Wellington City Council (Urban Design)	Jan McCreadie
Property development	Richard Burrell

### **5.2.2 Specific Objectives of the QWSG**

To provide assistance to Wellington Waterfront Limited (WWL) in its formulation of a master plan for Queens Wharf and in particular to provide input and feedback on:

- heritage/maritime issues
- movement and circulation – pedestrian, vehicular (servicing etc) and recreational (bicycling etc)
- water access
- proposed building developments
- proposed open space development
- city to sea connections

### **5.2.3 Steering Group Meeting 1**

The steering group met in mid February 2010 for a two day workshop. The outcome of the workshop produced a number of work-streams that WWL and WCC are working through.

<b>Task</b>	<b>Description</b>	<b>Action</b>
TSB Bank Arena	Research Wellington's wants and needs for arena facilities	WWL
Cruise ship study	Prepare report on possibilities of increased ship visitation to Queens Wharf	WWL
Queens Wharf Plaza	Public space and building levels study	WWL
Quays traffic study	Work to be included in wider WCC spatial study	WCC
Wider city connections (back into Lambton Quay)	Work to be included in wider WCC spatial study	WCC
Post Office Square study	Work to be included in wider WCC spatial study	WCC
Outer T ideas competition	Financial/ feasibility studies on options	WWL

## **6. Financial Considerations**

Planning costs for the Queens Wharf precinct are met within WWL's budget. The financial implications of the decisions taken by WWL executive for this project will be considered by its Board and will be subject to the consideration and approval of the Council's Strategy and Policy Committee.

## **7. Climate Change Impacts and Considerations**

All WWL developments consider the implications of future climate change. Building floor levels and public spaces are designed to take account of the latest research in sea level rise, tsunami risk and storm surge. Buildings and public spaces are designed with green building principles and environmental best practices as a key consideration.

## **8. Long-Term Council Community Plan Considerations**

WWL is in a one year planning phase for this project and, as it currently stands, the most recent 10-year forecast does not include a budget for any substantial developments emanating from the Queens Wharf masterplan.

The rationale for this is that there is significant feasibility and planning work to be undertaken before a realistic indication of the costs and revenues can be ascertained, and also the timings of the associated cash flows.

## **9. Conclusion**

The Outer-T competition is the first and integral part of master planning the Queens Wharf precinct.

The developed master plan will inform a variation to the District and Regional Coastal Plans and will allow implementation in stages over the next 10-20 years.

The waterfront company and the Queens Wharf steering group will undertake the master planning task and report back to WCC by the end of 2010.

Report author and presenter: *Ian Pike, Chief Executive Officer, Wellington Waterfront Limited*

Contact Officer: *Ian Clements, Portfolio Manager, CCOs, Wellington City Council*

## Supporting Information

### **1) Strategic Fit / Strategic Outcome**

*The projects proposed will contribute to the following Council outcomes:*  
*More Liveable – Wellington will be a great place to be, offering a variety of places to live, work and play within a high quality environment.*  
*Stronger sense of place – Wellington will have a strong local identity that celebrates and protects its sense of place, capital-city status, distinctive landform and landmarks, defining features, history, heritage buildings, places and spaces.*  
*More Eventful – Wellington will maximise the economic value from promoting and hosting high-profile events.*  
*More Prosperous – Wellington's urban form, and flexible approach to land use planning in the central city, will contribute to economic growth and prosperity.*

### **2) LTCCP/Annual Plan reference and long term financial impact**

*C378 Wellington Waterfront Project; A312 Wellington Waterfront Operations; CX131 Wellington Waterfront Development.*

### **3) Treaty of Waitangi considerations**

*Maori have had a long connection with the harbour and waterfront that continues today. There are several sites of significance for iwi around the waterfront including Waitangi Lagoon and Te Aro Pa.*

### **4) Decision-Making**

*This is not a significant decision. The report deals with a strategic asset, but does not propose any changes to the Waterfront Framework, the guiding policy for waterfront development.*

### **5) Consultation**

#### **a) General Consultation**

*Consultation has been undertaken previously in the development of the Waterfront Framework. The draft masterplan will be consulted on prior to Council approval being sought. It is intended that the master plan will inform a variation to the District and Regional Coastal Plans; this process will involve public consultation.*

#### **b) Consultation with Maori**

*Representatives from Council's mana whenua Treaty partners – Wellington Tenth Trust and Te Rūnanga o Toa Rangatira were involved in the development of the Wellington Waterfront Framework that identifies the Taranaki Street Wharf lagoon as the best place for a landing site and shelter for the waka of the local mana whenua.*

### **6) Legal Implications**

*There are no implications from this report.*

### **7) Consistency with existing policy**

*This report is consistent with existing WCC policy on waterfront development.*