

# THE AUCKLAND WATERFRONT CONSORTIUM



## Fact Sheet

**Strictly embargoed until 5am, Friday 19 October 2018**

### Consortium Members

- ENGEO Limited – Engineering.
- Jones Lang Lasalle – Real estate feasibility and business case.
- Ernst & Young – Economic impact and business case.
- Simpson Grierson – Legal.
- Peddle Thorp – NZ-based architecture, master planning. (Peddle Thorp have entered into a subcontract arrangement with HOK, international stadium architects based in the USA.)
- Planning Focus – Resource management.
- Phil O’Reilly Design Limited – Initial concept and creative consultant.
- Rider Levett Bucknall Limited – Construction costs and project planning.
- The Property Strategists – Real estate feasibility.
- Buildmedia – architectural 3D visualisation imagery.

### Key Features of the waterfront stadium

- Delivered at no cost to the Auckland ratepayer or the New Zealand tax payer – the stadium is paid for by the allocation of development rights over the Bledisloe Quarter and Eden Park.

- A 50,000 seat (with the possibility to extend to 65,000), international-standard, fully enclosed, multi-purpose stadium – suitable for entertainment, cultural events, rugby, football, league and more.
- Future-proofed, with media and digital entertainment functionality, and designed for acoustic containment.
- Ideally located at the single most accessible location in Auckland, connected to the CBD public transport hub (trains, buses and ferries).
- Presents virtually no physical barriers between the city and the harbour, only an elegant low profile.
- Features an elegant floating roof form that complements the Waitemata Harbour and surrounding landscape.
- Potential to become an iconic, internationally significant destination architecture site.
- A commercially and functionally compelling replacement for Eden Park and Mt Smart Stadium – venues that are increasingly unfit for purpose and which have significant operational constraints.
- A key part of Brand Auckland and Brand New Zealand, highly visible from the water, from Quay St and from the air.
- Designed using accepted international best practice engineering and risk mitigation.
- Integrates accepted seismic design principles as well as recommendations from MoE on rising sea levels, GNS Tsunami modelling and Auckland Council inundation and Civil Defence studies.
- Incorporates appropriate measures to mitigate against all reasonable natural events.
- Does not extend into the harbour beyond the northern tip of Bledisloe Wharf.

### **Key Features of Bledisloe Quarter**

- 2,500 inner city dwellings housing more than 6,000 residents.
- Commercial area accommodating more than 6,000 employees.
- Located on Bledisloe Wharf which is repurposed and developed as a mixed use precinct (public space, residential, retail, hospitality, hotels and commercial).
- 360,000 square metres of mixed use development proposed with all carparking underground.
- Together, the new Bledisloe Quarter and Wynyard Quarter will bookend the Auckland waterfront with a clear and legible harbour city edge which is fully connected across its east/west axis.
- Bledisloe Quarter, like Wynyard Quarter, has public spaces to all edges and the northern-most tip features a large public green space.
- Public open space provision and development density are benchmarked from Wynyard Quarter.
- Clustered towards Quay St, the scale and urban form of Bledisloe Quarter ‘reimagine’ Britomart Point, which once defined the eastern edge of the city waterfront.
- Complements optimised future development of Ngati Whatua’s rail precinct land.
- Captain Cook and Marsden Wharves are removed to open up the Queens Wharf / Bledisloe basin (so that the net impact of the project on the seabed is negligible).
- Cruise ships are docked primarily between Queens and Princes Wharf with an overflow facility in the Queens Wharf / Bledisloe basin.

- Berthing of mega (350-metre plus) cruise ships is at the northern edge of Bledisloe Wharf.
- Predominantly separate areas for ferries and cruise ships enhance navigational safety.
- Connects naturally into current and planned public transport infrastructure.
- Creates opportunities for cultural and educational institutions focussing on the ocean and environment.
- Will improve the adjacent marine environment through stormwater management.

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