

Attachment 4: Ngā tuhinga ō mua / Previous Deliberations – Further Information

Further to the information provided in the main body of the WSBI Board Paper, specifically relating to the table provided under the section: Ngā tuhinga ō mua / Previous Deliberations, the following information provides the additional information sought by the Committee relating to the question raised below.

The committee expressed concerns regarding the urban form related to Stage 1, particularly with respect to landscape outcomes and required further information on the design review process undertaken.

In response, the Project team has provided supporting information in Attachment 4:

Auckland City Centre Advisory Board/ City Centre Advisory Panel

The mid-town suite of projects (Te Ha Noa and Wellesley Street stage 1) engaged with the Auckland City Centre Advisory Board (ACCAB) in late 2021 before public consultation commenced. The Board recognised and endorsed the significance of optimising the CRL complementary services to the rail line, and it supported the public transport provisions and connections as presented in the WSBI business case.

The City Centre Advisory Panel (CCAP), which replaced the ACCB, has expressed its support for the mid-town project works, including WSBI, to optimise the benefits of the CRL investment. This was reiterated during the CCAP's inaugural meetings.

A Midtown working group (led by Auckland Council DPO) has continued to keep this group informed of general progress across the projects.

Design Review Process

AT's internal design and standard team (including the urban design team) have reviewed and approved the design at each project gateway for Stage 1 (the gateways include concept, preliminary and detailed design stages) - and have been actively involved in developing design requirements with the project team.

During the conceptual stage, AC's Urban Design Unit participated in workshops to review and refine the project's design. The AC DPO has also expressed support for the detailed design. It should be noted that Eke Panuku was not the primary agency responsible for the WSBI's

design development. Workshops were conducted between the CRL and the overstation development streetscape interfaces to integrate design.

The urban designs for stage 1 of WSBI have undergone a thorough review by AC specialists during the resource consent process. Feedback gathered during the process has been duly incorporated wherever feasible. As part of the urban design for WSBI, several key design standards and guidelines have been referred to, which have been instrumental in shaping the overall outcome.

- Auckland Transport Roads and Streets Framework and TDM
- Auckland Council - City Centre Masterplan (CCMP), Auckland Design Manual and Great Streets: A Streetscape Design Guide for the CBD

Design Treatments

The proposed footpaths will feature high-quality stone paving. To ensure consistency with the paving on Albert and Queen Street, a CBD paving module has been adopted at each end of the block. This module conforms to the AC's Great Streets: A Streetscape Design Guide for the CBD and takes into account the stone finish, size, and type to meet slip resistance standards, while maintaining a consistent look and feel throughout the CBD. AC UDU was also involved in selecting and agreeing on the stone paving pallet for WSBI Stage 1.

There are six tulip trees within the extent of the works, three on each side of the street. These trees are being retained within the new street layout. Additional trees within the design were considered; however, given the extent of underground services and the location of new bus shelters alongside existing heritage canopies, additional tree planning can not be accommodated. Further opportunities for tree plantings and other changes to access requirements will be explored during the design development of Stages 2 and 3.

An AT internal environment specialist directly engaged with AC Healthy Waters to incorporate gross pollutant traps into the stormwater design. It should be noted that the overall impervious area has remained the same; the carriageway area has been replaced with a footpath.

The provision of seating areas beneath the mature tulip trees and the installation of a new drinking fountain near the station entrance are notable features of the recent infrastructure improvements. These

additions offer sheltered resting spaces for visitors and provide a convenient drinking water source.

Cultural narratives:

The Mana Whenua have identified four cultural design prompts inspired by Wellesley Street's landform and unique cultural history. These design prompts are directly related to the location of the bus corridor in the city. In collaboration with the project team, Mana Whenua artists have incorporated these narratives into the paving surface and bus stop shelters, creating artwork opportunities.

Whāwhāki – Revealing the land

References the important cultural landscape and the history of mana whenua enhancing the sense of place and belonging. A fundamental concept is the notion of whakapapa, providing moments to connect and reconnect with kōrero tuku iho (cultural narratives) and understanding the physical and metaphysical dimensions.

Puāwai – Tracing the land

The notion to follow and be guided across the landscape, connecting across intersecting streets and providing a safe route to follow and find one's way in and out of the city. The concept draws on listening and learning, creating, and adapting spaces to navigate.

Taumarumarū – Feeling sheltered and comfort

The provision of shelter or the notion of being sheltered, which in turn offers and/or affords a level of comfort: A fundamental component of the notion of manaaki, and hence the ability to extend (the practice of offering) manaaki. **Whakahā – Breathing moments**

A series of interconnected, rhythmic spaces that give rise to – and in turn support moments of respite and reflective introspection; soft – and ideally green, “moments” in an otherwise busy, bus-dominated corridor.

Accessibility

The Committee recognised the mobility-impaired community's challenges when navigating and utilising services, particularly in mobility

parking within the City Center, especially near the Civic Theater. To drive better outcomes, the project team engaged with the Capital Projects Accessible Group, the Blind Citizen NZ, and the Disabled Persons Assembly. Additionally, the team acknowledged the existing mobility parking space on the northwestern corner of the intersection of Wellesley and Queen Street would be moved to the northeastern side to ease access once the Stage 1 works are complete.