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Backgrounder to:

“Review of Governance Models for Waterfront Developments and the Relationship with Ports Precincts and CBDs.

ARH website: www.arh.co.nz under “publications”

Great waterfronts of the world keep working ports close to city

New research has shown that retaining the vibrancy of the working waterfront and integrating the waterfront with the central business district and ports are key success factors for great waterfront cities of the world.

Sixty international waterfront developments in 50 cities were reviewed in the research undertaken by Auckland Regional Holdings, owner of Ports of Auckland and 18 hectares of waterfront land in Wynyard Quarter, Auckland.

The review examined the interface between the city waterfronts, working waterfronts (fishing and marine industries), ports precincts and their central business districts. ARH found that “maintaining the vibrancy of the working waterfront and effectively integrating the waterfront and port with the central business district” was among the critical factors for successful international waterfronts.

Of the 50 waterfront cities researched, 40 per cent had a deep-water port within 3km of the city centre and 80 per cent within 10kms. All of the waterfront cities had deep water ports located within 60km of the city centre.

Among the international waterfront cities reviewed, the instances where ports were further from the city centre was typically driven by the need to develop new facilities to cope with larger container ships needing deeper channel depths. ARH’s research supported having a working port near the city, especially if it’s a deep-water port with advanced technology and sound infrastructure.

ARH noted that given New Zealand is a remote trading nation, having a deep-water port with supporting infrastructure in the country’s largest city is of immense strategic importance for the country’s international competitiveness. ARH said it is critical that any future waterfront development takes account of the port’s long-term strategic requirements and is well integrated with the port precinct, harbour and central business district.

Note to editors

Auckland Regional Holdings’ paper - *“Review of Governance Models for Waterfront Developments and the Relationship with Ports Precincts and CBDs* - can be found on www.arh.co.nz. The paper builds on earlier work which is also on ARH’s website (*Auckland’s CBD Waterfront, summary of linkages to strategic policies and benefits of implementation*) which brought together the myriad plans and policies which impact or link to Auckland’s waterfront development.

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