

A nighttime photograph of the Auckland skyline and waterfront. The water in the foreground is dark, reflecting the lights from the city and the bridge. Several boats are docked along the waterfront. The city skyline is illuminated, with various skyscrapers and buildings visible. The Te Wero Bridge is highlighted with a white outline, indicating the location of the proposed bridge.

# Te Wero Bridge

Seize the challenge to create a landmark bridge on Auckland's waterfront.

**Find out more:** phone +64 (0) 09 379 2020  
or visit [www.aucklandcity.govt.nz](http://www.aucklandcity.govt.nz)

# Te Wero Bridge.

Seize the challenge to create a striking sculptural bridge in one of the world's most beautiful waterfront locations.

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**Te Wero:**

1. (*verb*) challenge; A call to engage in a contest, fight, or competition: a challenge to a duel.
2. (*noun*) piercing, stabbing, injection, challenge at a 'pohiri', spine (of a stingray).







Auckland's waterfront looking East





Viaduct Harbour with Te Wero Island in the centre

## The vision

In December 2005, Auckland City Council (referred to as Auckland City in this document) and the Auckland Regional Council agreed on a vision for Auckland's waterfront and how it should be used and developed.

This vision recognises our waterfront as a world-class destination: a place that excites the senses and celebrates the city's Pacific, sea-loving culture and maritime history. The vision is a framework to support successful and innovative business development on the waterfront and to create an accessible area rich in character that links people to the city and the sea.

Building a successful connection between Quay Street (the principal waterfront street) in Auckland's Central Business District (CBD) and Jellicoe Street in the city's Wynyard Quarter will be vital to the success of the whole waterfront regeneration.

This connection will include an opening bridge spanning the inner Viaduct Harbour entrance at Te Wero Island. This will be an opportunity to create a landmark sculptural bridge for the harbour and our city.

## The challenge

**Auckland City is looking for outstanding design innovation, excellence and creativity from local and/or international designers, architects, artists, environmental and transport specialists and engineers.**

Te Wero Bridge should endure advances in architecture and engineering, continuing over the years to stand out as a striking example of its type. Its aesthetics and operational functionality will be world-class, reflecting its maritime and transport functions, and its location on the waterfront in the heart of Auckland city. There is an opportunity to create a bridge that reflects the importance of Pacific as well as European cultural traditions within Auckland.

A project budget of NZ\$35 million has been established. However, the project will be funded at a level that is comparable with world-class opening bridges of this size (subject to appropriate funding sources). In addition to the opening bridge, the project will include a small fixed span bridge linking Te Wero Island to the eastern edge of the Viaduct Harbour and Quay Street beyond; and the formation of approaches to these two bridges.

## The process

Auckland City Council wishes to select designers for the Te Wero Bridge Project on the basis of a two-stage process. Stage 1 offers two alternative routes (an open international Concept Design Competition and an Expressions of Interest (EOI) procedure) for selection into the Definitive Design Competition that comprises Stage 2. Designers wishing to follow the EOI route should refer to the EOI submission requirements available on the Te Wero Bridge website [www.aucklandcity.govt.nz/tewero](http://www.aucklandcity.govt.nz/tewero).

This dual Stage 1 process has been adopted to provide an opportunity for a diverse range of ideas to be canvassed at an early stage, while recognising that a number of established and appropriately qualified firms may not wish to participate in the open Concept Design Competition process.

The Stage 1 Concept Design Competition is open to members of the public, student designers and established design professionals. Competition entrants will be required to register with Auckland City and prepare a design submission in accordance with the Stage 1 competition conditions and design brief set out on pages 27-30.

Auckland City intends to select approximately six teams to participate in the Stage 2 Definitive Design Competition. The timetable for this process is set out in the "Competition conditions" section on pages 27-30.

It is anticipated that this short list will comprise teams selected from both the Stage 1 Concept Design Competition and the EOI procedure, although the number of teams selected from each of these routes will depend on the quality of submissions. Auckland City reserves the right not to select any Stage 1 competition entrants for Stage 2.

Finalists in the Stage 1 Concept Design Competition who wish to participate in Stage 2, will need to join a team with capabilities proven to the satisfaction of Auckland City. (Refer to "Eligibility to enter Stage 2" on page 27.)

Each team selected to proceed to Stage 2 will receive \$20,000 for a complying design submission. In addition, prizes will be awarded at the discretion of the judging panel, for both Stage 1 and Stage 2 designs. (Refer to "Awards and prizes" in "Competition conditions" on page 27.)

It should be noted that all Stage 1 concept designs and the judges' comments will be publicly available at the close of this stage.



Viaduct Harbour's inner entrance





## The place



**New Zealand** is situated in the South Pacific Ocean. Comparable in size to Great Britain, Colorado or Japan, New Zealand has a population of four million people.





As an island nation with more than 15,000km of coastline, New Zealanders are never too far from the sea. Sheltered harbours and bays and expanses of clean blue ocean make up the country's largest playground.

Global sailing events held here in the past, such as the America's Cup and round-the-world yacht races, have captured the hearts and minds of New Zealanders.

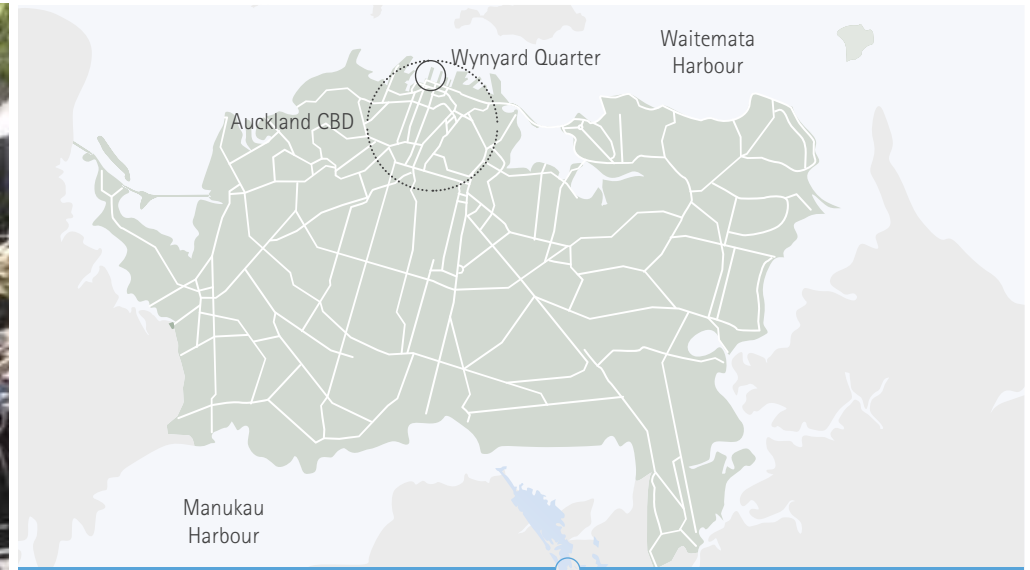
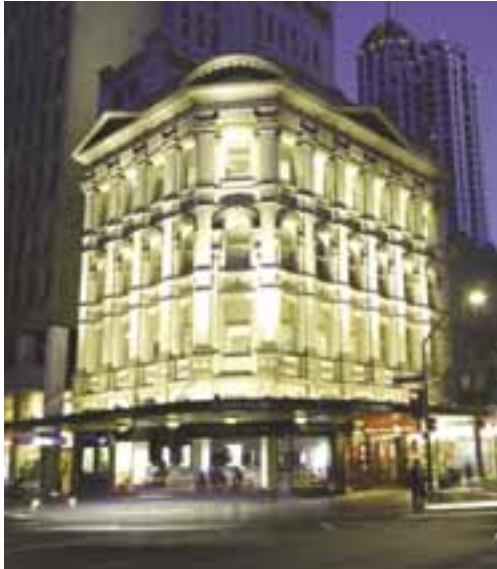
New Zealand's sea-loving culture stems from the first New Zealanders, the Maori, who travelled across thousands of miles of the vast Pacific Ocean in small ocean-going canoes, navigating by the stars and currents. Early colonial immigrants arriving here, mainly from the United Kingdom from the 1840s, also experienced a long sea journey to an unknown land.



**Auckland** is New Zealand's largest city and a fantastic place in which to live

- Two harbours – the Waitemata and the Manukau
- The Waitemata Harbour and expansive Hauraki Gulf are dotted with more than 50 islands
- The city is built on 53 dormant volcanoes
- 1.3 million people live here
- Residents enjoy urban living, never more than 20 minutes drive from the coast
- The city is an exciting mix of Maori, European, Polynesian and Asian cultures
- A lifestyle consistently ranked among the top 10 in the world.<sup>1</sup>

<sup>1</sup>(Mercer, 2007)



Auckland City is responsible for controlling how land is used within the city's boundaries, including on the islands in the Hauraki Gulf.<sup>2</sup>

Auckland is changing. Our size, climate and the cultures that make our city exciting are the attributes we want to develop to make Auckland a sophisticated and vibrant international city. As part of this long-term vision to create the First City of the Pacific, Auckland City's objective is to transform the CBD into one of the world's most lively and dynamic business and cultural centres.

It is important that Auckland's city waterfront develops in a coordinated way and the council is ensuring this happens through regulations, purchasing land and supporting high-quality developments.

<sup>2</sup>The regulatory framework of how Auckland City does this is contained in its district plan.



### Auckland's city waterfront

The Waitemata Harbour's sheltered bays made it a natural landing place for the first settlers to New Zealand, the Maori. Although the shoreline has changed over time, the wharves, beaches, basins and bays where the city meets the sea still define Auckland.

The waterfront also plays a major role in the region's economy. Port and marine industries have shaped Auckland's economic success and will continue to be vital for the city in the future.











"Aucklanders have a love affair with the sea. We want to open up the waterfront for all Aucklanders and visitors to our harbour city." Auckland's Mayor, Dick Hubbard, 2007.

### **Wynyard Quarter – from tanks to treasure**

At 36 hectares, the Wynyard Quarter is one of the largest tracts of land available for development on Auckland's waterfront.



Current view of Wynyard Quarter



Historically known as the Tank Farm, the Wynyard Quarter is still home to many large tanks for bulk liquid storage. Auckland city is currently changing the zoning for the area, so that a world-class maritime precinct can be developed here. Master planning for the quarter is underway.

Once finished, Wynyard Quarter will provide a home for the marine and fishing industries, high-quality mixed-use developments, a marine events precinct and public open spaces, including a 4.25 hectare park on its headland.

An early focus will be revitalising Jellicoe Street so that it becomes an exciting hub for commercial, residential and entertainment developments. Jellicoe Street will become a working fishing street, with the commercial fleet moored nearby and fish markets and restaurants. Te Wero Bridge will provide a direct connection from the city to Jellicoe Street and the Wynyard Quarter.



### Viaduct Harbour

The Viaduct Harbour was the first of the waterfront precincts to be redeveloped, and now provides a focal point for public activities in close proximity to the harbour.





In addition, its proximity to the Waitemata Harbour Ferry Terminal, the Britomart Transport Centre and the Vector Arena means that the Viaduct Harbour is within a 5 to 10 minute walking distance from key transport and entertainment hubs of the city.

Until recently, this now-vibrant precinct was an integral part of Auckland's industrial port. Throughout its rich history, the area has witnessed the development and subsequent demise of a broad range of commercial and industrial uses, including timber milling, boat building, port cargo handling, fish processing and the city's produce markets. Over time, most of these traditional port-related activities within the area have declined or gone elsewhere.



Team New Zealand's victory at the 1995 America's Cup sparked the regeneration of the Viaduct Harbour. Upgrades to the public spaces and commercial buildings in the area transformed the industrial zone into a world-class dining and nightlife precinct with water's-edge apartments. The development also included the creation of an America's Cup village that set a new standard for similar precincts around the world.

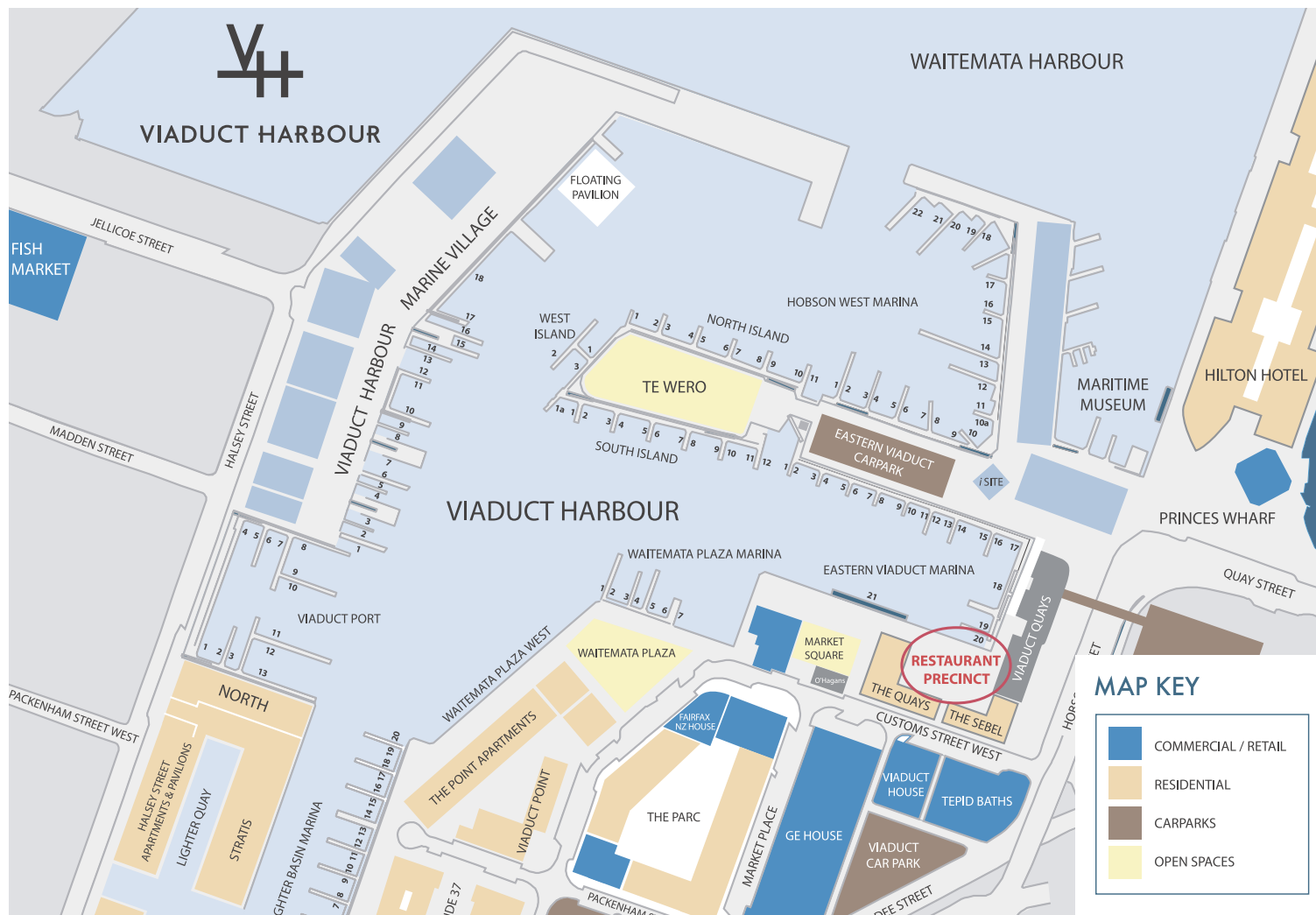
As part of the face-lift, the harbour was extensively reconfigured by dredging and reclamation works. The increased versatility for vessel movements, berthage and maritime events, means that this sheltered-water area remains important for marine-related activities, as well as berthage facilities for a range of small commercial and pleasure vessels.





Auckland City's vision for the Viaduct Harbour is to build on its current appeal and create a major maritime destination. Attracting an increasing number and diversity of events within this precinct will contribute not only to the vitality of the city, but also the region's economy.

## The details



## Requirements for Te Wero Bridge

- The opening bridge's operation should be an experience and attraction in its own right.
- The structure may take the form of any type of opening bridge, e.g. bascule, retracting, swing, etc.
- This bridge needs to span approximately 100m of water. Within this span, a continuous 40m minimum navigation width must be maintained.
- The design will include the approaches and connections between the opening bridge and the city's road network. This will require an additional minor fixed bridge of approximate 35m length to be built (adjacent to an existing heritage bridge) between Te Wero Island and the eastern edge of Viaduct Harbour, to create a direct connection between the CBD and Te Wero Island.



- Te Wero Island (at the eastern end of the opening bridge) is generally lower than the Jellicoe Street bridge connection to the west and lower than Quay Street to the east. These ground level variations will need to be taken into account in the design of both bridge approaches.
- Visual connections and views to and from the waterfront, city and harbour will be significant considerations in the design of the opening bridge. The bridge must be clearly discernible as an access route across the Viaduct Harbour and provide a visual connection along the waterfront's east-west axis (Quay Street to Jellicoe Street).
- The opening bridge and its approaches will be expected to provide for two-way public transport, and for pedestrians and cyclists. The overall width shall accommodate two lanes of 3.5m with pedestrian footways each side of 3m width: total width of 13m.





- Both road and harbour traffic will be intermittently interrupted to allow the opening bridge to open for boat movements into and out of the inner Viaduct Harbour. However, because the bridge will be part of a bus route, such interruptions should be kept to a minimum. It is envisaged that the bridge's opening operation will be timetabled on a set schedule (i.e. during peak periods), with the option of opening on demand at other times.
- The design should achieve universal access standards to ensure it provides for a range of pedestrian mobility levels.
- The bridge and its approaches will be exposed to the usual weather variances of a coastal environment, particularly wind, and the design should consider this environment.

During special events, the bridge may be kept open or closed for extended periods.

Ideally, the maximum time to open the bridge should be one minute, and the same duration to close. The bridge shall achieve a 35m minimum overhead clearance for boat movement.



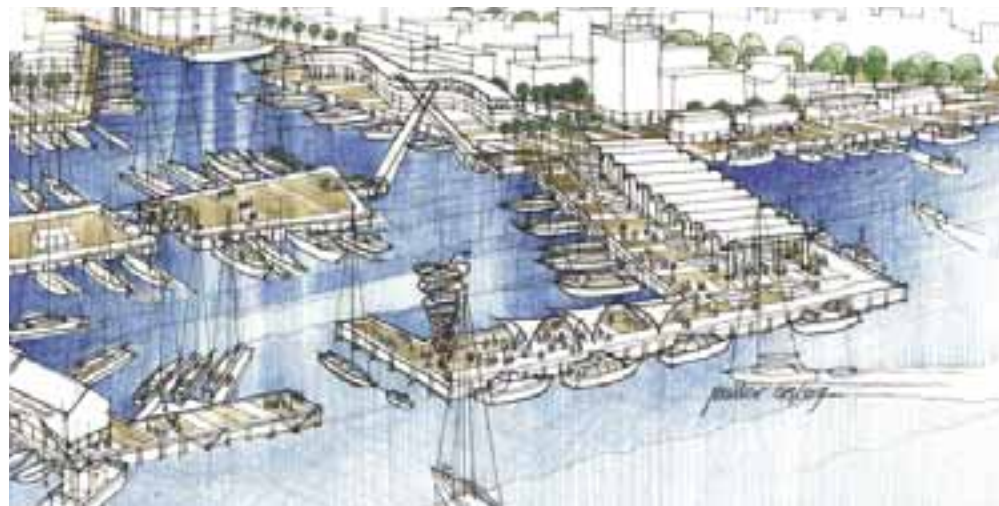
- The bridge and its approaches should be designed to potentially accommodate light rail or similar passenger transport systems in the future.
- Construction and operation of the bridge and its connections should minimise impacts on the environment.
- The design should demonstrate best practice in environmentally sustainable design. It should be energy and resource efficient, and use high-quality durable materials sourced locally where possible.



- The design should ensure that future operational and maintenance requirements are minimised.
- The public transport route will need to be towards the south side of Te Wero Island, to align it with Jellicoe Street as it approaches the island from the east.
- All new bridge structures shall not rely on existing wharf structures for support.



Artist's impression : Viaduct Harbour, Te Wero Bridge and the marine events precinct.  
Moller Architects



### Important considerations specific to the Viaduct Harbour

Auckland's Viaduct Harbour is home to high-quality residential developments, international corporate headquarters, luxury hotels, and berths for approximately 130 boats. As one of the city's most popular cafe and restaurant areas, the harbour offers waterfront promenades around its perimeter.

This concentration of use and activity in the bridge's immediate proximity will introduce further considerations for its design. In particular, it is essential that the bridge's opening operation is as quiet as possible.

The harbour hosts the annual Auckland International Boat Show and is used for other events such as the Harbour Festival and, in the past, the Volvo Ocean Race.

A marine events precinct is proposed for the Wynyard Quarter-end of the bridge and this, together with Te Wero Island and other areas (including water space) in the harbour precinct, will be used to host various events throughout the year. These should be taken into account in the design of the bridge and its surroundings.

During certain events, buses may be stopped from using the bridge to accommodate the large number of people attending.





Heritage Bridge with new Maori gateway artwork in the foreground



Hobson Wharf, which is adjacent to the area where the bridge and its connections will be built, is home to the National Maritime Museum. An historic lifting bridge (which is protected and no longer operational) sits adjacent to the proposed route, connecting Te Wero Island to the CBD's road network. This will be for cyclists and pedestrians.

## The competition conditions

### Awards and prizes

Prizes totalling NZ\$10,000 will be awarded to Stage 1 finalists, based on recommendations of the judging panel. Each consultant team selected for the Stage 2 Definitive Design Competition that have a complying Stage 2 submission will receive NZ\$20,000. Prizes totalling NZ\$30,000 will also be awarded to Stage 2 designs, based on recommendations of the judging panel.

Refer also to "Eligibility to enter Stage 2" opposite.

### Public exhibition of Stage 1 designs

All Stage 1 designs will be displayed for public viewing and comments. These public comments will be relayed to the judging panel for its consideration.

Selected Stage 1 designs may also be displayed on the competition website. All entrants agree to allow these forms of public exhibition as a condition of registration in the competition.

The competition results and commentary from the judging panel will be announced to all participants via the competition website [www.aucklandcity.govt.nz/tewero](http://www.aucklandcity.govt.nz/tewero).

### Language

All competition submissions must be in English.

### Eligibility to enter Stage 1

The Stage 1 Concept Design Competition offers an opportunity for creative individuals to respond to the Te Wero Bridge challenge. The competition is therefore open to anyone.

The following persons are ineligible to enter or to assist any entrant: Auckland City councillors and staff members, members of the judging panel, and technical advisers to the above.

Any person who, in the opinion of the Competition Registrar, would have an unfair advantage through access to information concerning the competition by reason of any relationship or association with any of the ineligible persons referred to above, may be declared by the Competition Registrar to be ineligible to enter the competition.

### Eligibility to enter Stage 2

Finalists in the Stage 1 Concept Design Competition can decide if they wish to proceed to Stage 2. To do so, finalists will need to participate in a team of proven capability. Finalists may propose their own consultant team and submit for Auckland City's approval, or join a team submitting a satisfactory Expression of Interest (EOI), at the invitation of that team.

Any Stage 1 Concept Design Competition finalist proposing his or her own consultant team in order to proceed to Stage 2, will have their proposal evaluated on the same basis as the EOI submissions. Auckland City reserves the right to decline any such proposal that does not meet the satisfactory EOI standard.

### How to enter the competition

To enter the competition, it is necessary to register by completing the registration form available online at [www.aucklandcity.govt.nz/tewero](http://www.aucklandcity.govt.nz/tewero) or by calling (64) (0) 9 379 2020, requesting a registration form, completing it and posting it to the Competition Registrar at the following address:

Te Wero Bridge Concept Design Competition  
Transport Strategy  
Auckland City Council  
Level 3  
Bledisloe Building  
24 Wellesley Street  
Auckland  
New Zealand

Registrations must be received by the Competition Registrar before 16:00 hours on 17 August 2007 New Zealand time. Registration is free, and there is no requirement to submit a design once registered.

More than one entry may be submitted by any entrant. Each entry requires its own registration.

Once registered, entrants will be sent a competition registration number by the Competition Registrar.

Competition resources and questions and answers will be available on the competition website. (Refer to "Questions, answers and correspondence" overleaf)

This registration number must be the sole form of author identification on any design submission. (Refer to "Design submission requirements" overleaf.)

### Competition key dates

The following programme is intended to inform participants of the intended timeframe for the two-stage competition process.

#### Stage 1 Concept Design Competition

Concept Design Competition registrations completed	17 August 2007 (by 16:00 hours NZ time)
Concept Design Competition submissions closing date	31 August 2007 (by 16:00 hours NZ time)
Public display of "Bridge Design Idea" submissions"	3 to 14 September 2007
Concept Design assessment process commences	3 September 2007
Announce finalists	28 September 2007

#### Transition to Stage 2

Form capability alliances	1 October to 26 October 2007
Submit capability statements	26 October 2007
Finalists for Stage 2 announced	12 November 2007

#### Stage 2 Definitive Design Competition

Closing date for definitive design submissions	11 February 2008
Definitive design assessment process begins	13 February 2008
Public display of definitive designs	21 February to 12 March 2008
Winning design announced	2 April 2008

#### Stage 3

Development of Te Wero Bridge design commences	15 April 2008
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### Questions, answers and correspondence

The Question and answer section on the competition website ([www.aucklandcity.govt.nz/tewero](http://www.aucklandcity.govt.nz/tewero)) enables entrants to:

- view questions and answers concerning the content, intent and interpretation of the competition brief documentation
- submit questions concerning the content, intent and interpretation of the competition brief documentation.

Only questions submitted in this way will be answered. Any changes to the competition documents resulting from answers to questions will become part of the competition instructions.

Questions will be answered in two rounds. Answers will be posted on the competition website on the dates below.

- |                                    |           |
|------------------------------------|-----------|
| • 1st round question period closes | 23 July   |
| • 1st round answers provided on    | 27 July   |
| • 2nd round question period closes | 3 August  |
| • 2nd round answers provided on    | 10 August |

Questions posted once the second round question period has closed will not be answered.

Questions and answers from rounds one and two will remain on the website until the competition closes.

No other correspondence will be entered into by the competition sponsor, including correspondence on the decisions of the judging panel.

### Anonymity and confidentiality

The only means of identifying entries will be the use of the entrant's competition registration number. Entrants should clearly mark the bottom right corner on the front of their submissions with this competition registration number. All entries shall be made without any name, business name, logo or identification mark. Identifying marks, such as names or logos, evident on any entry will result in immediate disqualification of the entrant.

No entrant shall disclose, exhibit or publish their submitted entry in any form until the completion of the competition and announcement of the winners. Any such disclosure will result in immediate disqualification.

### Design submission requirements

Each entry must comprise not more than a single A1 sheet. (Entries of a single sheet of less than A1 size will also be accepted.)

Two copies of each entry are required.

Sheet format may be vertical (portrait) or horizontal (landscape), at the entrant's discretion.

Entrants are encouraged to have their entries mounted on foam board (maximum thickness 5mm), although un-mounted entries submitted in roll form will be accepted. (Folded sheets of any size should not be submitted.) Each sheet must be completely flat. Entries with three-dimensional models or similar attached to the sheet will be disqualified

Entrants are free to decide what information to include in their design submission.

All information should reflect the competition objectives. Any written material must be part of the single sheet for each submission, and font size should be no smaller than 12 points.

No physical models will be accepted.

However, photographs of models may be incorporated into the submitted sheet. The submission should be identified by the entrant's registration number only. No other identifying marks should appear on the design submission. (Refer to "Anonymity and confidentiality" above)

### Submission deadline

All submissions must be received by the Competition Registrar before 16:00 hours New Zealand time on 31 August 2007. Entries should be hand delivered, couriered or posted to:

The Competition Registrar  
Te Wero Bridge Concept Design Competition  
Transport Strategy  
Auckland City Council  
Level 3  
Bledisloe Building  
24 Wellesley Street  
Auckland  
New Zealand

Designs submitted by fax, electronic mail, telegram, telex or any other means other than post or personal delivery will not be considered.

The Competition Registrar is not responsible for any material which was not received by the above deadline, or which arrives in a condition that renders it unsuitable for display and judging.

### Copyright and intellectual property

Competition material submitted by entrants will become the property of Auckland City . Auckland City reserves the right to reproduce any or all of the entries, in whole or in part, for archival or publication purposes in relation to the competition process.

Entrants will retain copyright of their designs. Auckland City undertakes to enter into an agreement with any entrant for the further use of their entry before such use takes place.

### No liability

No liability shall attach to Auckland City, its staff, advisors, or to any member of the judging panel, for the accuracy or completeness of information provided to participants, whether included in this document or otherwise supplied.

Auckland City reserves complete discretion in relation to the conduct and outcome of the Stage 1 Concept Design Competition process, including the discretion to consider non-conforming submissions; to accept or reject any or all submissions as design finalists; and to cancel the process at any stage. No legal or other obligations shall arise between any participant and Auckland City in relation to the conduct or outcome of any stage of the process.

### The judging panel

The judging panel for the Te Wero Bridge Competition consists of independent experts in the fields of architectural design, construction and property development.

For further information on the panel members, please refer to the "judging panel" section on the competition website [www.aucklandcity.govt.nz/tewero](http://www.aucklandcity.govt.nz/tewero)

Auckland city waterfront





