

# POINT CHEVALIER AND WESTERN SPRINGS PRECINCT PLAN

## INTRODUCTION

Point Chevalier has been identified in the citywide spatial framework as a local centre. The Point Chevalier / Western Springs precinct also includes a number of primary destinations for Auckland – Western Springs park and stadium, the Auckland Zoo and the Museum of Transport and Technology (MOTAT). In addition, the precinct area possesses unique water and cultural destinations against three of its four sides; the remaining side being defined by State Highway 16 (SH16).

The citywide spatial framework describes local centres as providing retail and small business services, as well as social and community services for the local community, whilst supporting residential and employment growth. Local centres generally serve residents within a 5-10 minute walking distance, and are usually supported by a local walk, cycle or drive-by trade. High quality public transport networks link local centres to principal and town centres.

The area is accessible by SH16 and Great North Road, which act as a barrier to some of Point Chevalier's potential, but also serves to contain and insulate the precinct. Great North Road is an important public transport network to and from the Point Chevalier local centre and has the potential for greater intensification along this corridor.

Once a major Auckland beach and recreation destination with active tram links to the central city, Point Chevalier has witnessed a near-stagnant level of growth since the harbour bridge made it possible for Aucklanders to access a variety of regional beaches and destinations. However, it is expected that by 2050 the precinct will grow by an additional 900 housing units and employment numbers will rise by an additional 3200-3900 people. Any such demand and growth will need to be planned in a manner that will preserve the precinct's natural, heritage and open space values, whilst making the most of opportunities presented by its strategic location and existing local centre.



## PRECINCT PLAN ASSUMPTIONS FOR POINT CHEVALIER AND WESTERN SPRINGS AS A LOCAL CENTRE

As the basis for the development of a precinct plan, and in order for Point Chevalier to fulfil its role as a local centre, whilst maintaining the natural, heritage and open space values across the precinct, the following form core assumptions:

Point Chevalier as a local centre will:

- Include at its core a strip of shops (at least 10), including :
  - a range of largely convenience shops;
  - a small supermarket
  - a community facility;
  - at least one or two cafes or restaurants that can attract evening patronage;
  - a good public realm including a public space usable for small events;
  - a toddler playground and nearby good quality open space
- Employ an additional 1400 people by 2050
- Grow by an additional 700 housing units by 2050

The wider Point Chevalier / Western Springs precinct area will:

- employ a significant number of people (a minimum of 1700 additional employees by 2050) within a variety of fit-for-purpose premises, allowed for by appropriate District Plan zoning
- grow by an additional 900 housing units by 2050
- be a focal point for recreational and open space use
- provide good quality local social and community infrastructure; and local entertainment and recreation activities
- provide activities that create employment and intensified residential development around the local centre of Point Chevalier, as well as in areas close to public transport, open spaces and community facilities
- expand its range of health and education employment generating activities, as well as entrepreneurial or start-up enterprises that are based on sustainable business practices
- over time, transition to higher value-added activities, such as clean production, including adoption of future technologies

#### *Infrastructure*

- have improved connections to Carrington Road, west Auckland, St Lukes shopping centre, Grey Lynn, Coyle Park and the CBD supported by improved public transport
- be supported by improved west to east local road connections along Great North Road and Meola Road, designed to relieve current road network congestion and inefficiency, as well as improve the safety and amenity for all users
- be supported by a reliable supply and network of electricity and other utilities (e.g. broadband, gas, water) including the incremental under-grounding of existing above ground services
- have a safe, functional and easy to use walking and cycling network connecting key activity nodes
- apply an integrated catchment management approach to stormwater management, including Low Impact Urban Design and Development principals, ensuring the protection and enhancement of Oakley, Meola and Motions Creeks

#### *Environment*

- improve open space, including; access to, the quality of and their associated networks
- have high standards of design and construction quality, to ensure new developments contribute positively to the creation of a high-quality, sustainable and efficient town centre, enhancing the public realm
- have improved access to ecologically significant sites and the coastline
- have an improved urban forest network through the creation and enhancement of ecological corridors
- retain important features of the historic landscape
- create better access to coastal reserves and improve the interface with Meola Reef reserve and the Waitemata Harbour
- have a well managed and designed interface between residential and business activity

#### *Supporting Social Infrastructure*

- be supported by increased provision and access to quality educational and community facilities, as well as recreation and entertainment activities - particularly for existing and new residents, business owners and employees and for visitors to the precinct.

### **CONSTRAINTS**

Through the course of developing the precinct plan, several constraints to the Point Chevalier and Western Springs area achieving the local centre growth anticipated have been identified. These are:

- fragmentation of land holdings and the need for a mechanism to support land assembly
- re-development of sites is likely to require significant investment. Demand for industrial and commercial property is affected by a range of market drivers and conditions that are out of council control

- portions of the precinct, particularly around Western Springs and Meola Reef, are existing covered landfills, potentially subject to contamination and/or land instability into the nearby harbour receiving environment
- the future development and expansion of the Zoo/MOTAT/Western Springs Stadium, is yet to be resolved
- protection of iconic elements, heritage areas and landscapes
- the future development and interchange of State Highway 20 to State Highway 16, and their impacts on the local centre
- lack of scale of the local centre, leading to potential inability to service the residential catchment and capture passing trade
- lack of a main street/Business Improvement District organisation to drive business development
- potential for development of the northern Unitec site to compete with the local centre. There is some risk if significant retail is allowed to develop to the south of SH16 that competes with the existing local centre.
- the residential area is generally fully developed, and there is little opportunity for redevelopment/intensification under current planning controls
- severance due to SH16 and poor connectivity between the Pt Chevalier local centre and the Unitec/Carrington Road sub precinct and major employment area. Potential impacts from future SH20 could divide the area and local centre.

## **2050 ASPIRATIONS**

It is intended that Point Chevalier will be strengthened as a local centre, primarily focused on business and residential growth. Across the wider precinct area natural and cultural heritage features and ecosystems will be protected and enhanced, whilst connections to and between open space and key sites within the precinct will be safe, attractive and encourage ease of use and alternative transport options (cycling and walking). Public transport within the precinct and to other parts of the isthmus and the CBD will also be improved. The precinct will become a premier recreational/open space destination, with quality open space and access to coastal reserves, while ensuring that the three main area attractions - Auckland Zoo, MOTAT and Western Springs Stadium - are maintained at both a regional and national level. The precinct plan will integrate these aspirations into one comprehensive plan to support and influence future development within the Point Chevalier / Western Springs precinct area.

## **KEY MOVES**

The following key moves should be read in conjunction with the precinct plan maps. These key moves have been split between short-term priorities that could be achieved within the next 0-5 years, medium-term priorities (next 5-10 years) and longer term aspirations which would take longer than 10 years to plan for and achieve. Those key moves, which have a specific funding commitment under council's 10 year plan (2009-2019), have been identified with an asterisk (\*).

## **GREEN THE CITY AND PROTECT OUR HERITAGE**

### **Short term priorities**

- Maintain and enhance significant ecological areas within the precinct, these include riparian vegetation along streams and wetland areas
- Maintain and enhance Meola Reef Reserve as a high quality open space and coastal amenity, including the restoration of the coastal forest\*
- Recognize the historical significance of the scheduled heritage items including trees, ecological sites (including Meola Reef and Reserve and the mouth of Oakely Creek), buildings and structures, archaeological sites, geological sites and Maori heritage sites (including Western Springs lake and park)
- Recognise and enhance significant cultural heritage within the precinct, i.e. West View Road, Old Mill Road, Old Homestead and the Firehouse
- Require regulatory protection of those historic landscape elements that are identified as “iconic” on the historic landscape map
- Ensure proper regard is paid to the area identified as a Maori site of significance, including the recognition of the Marae, Te Mahurehure Cultural Maori Society Inc, in the area
- Restore and enhance native forest within the precinct, including those along watercourses, and in open spaces i.e. Meola Reef, Seddon Fields, Chamberlain Park, Western Springs outer fields and along State Highway 16 motorway corridor
- Maintain and enhance open space within the precinct, including neighbourhood parks and the Western Springs Park
- Consider external management plans and projects undertaken for any watercourses and reserves within the precinct area, i.e. Meola Creek and Motions Creek, in any project planning or development in the precinct
- Extend planting and habitat supporting activities through community involvement
- Promote the use of the motorway interchange area for the location of stormwater detention ponds
- Develop a master plan which encompasses the Zoo, Western Springs Stadium and MOTAT, which recognises the national and regional importance of the three major activities and considers any new developments and proposals on their sites so that all key stakeholders have mutually supportive roles to preserve and enhance the natural-physical landscape and heritage of the precinct\*

### **Medium term priorities**

- Provide a buffer between development on the southern side of Great North Road and SH16 through planting

- Enhance the linkages between Meola Creek and Motions Creek ecological corridors, inland ecological sites and the coast
- Provide for high quality pedestrian/ cycle amenity and linkages between open space and across streams\*

## **BE ECONOMICALLY COMPETITIVE**

### **Short term priorities**

- Develop a local strategy for the Western Springs area when developing a regional tourism strategy for the Auckland region
- Establish a Western Springs Park committee between key stakeholders i.e. the Zoo, MOTAT, Western Springs Stadium and Council to promote this area as a premier recreational precinct with emphasis on entertainment, natural landscape and attractions
- Allow for and encourage a greater mix of uses/activities (including evening uses) within Point Chevalier local centre to support a vibrant centre
- Intensify and redevelop the southern side of Great North Road to allow for greater employment density in close proximity to the Point Chevalier local centre
- Recognise and develop walkable neighbourhood centres outside the local centre to provide local amenities and support neighbourhood shops\*
- Encourage the establishment of a Business Improvement District in Point Chevalier. This will involve:
  - Working with business and other stakeholders to form a coherent brand, ‘point of difference’ and a marketing plan for the centre
  - Working with local businesses and property owners to improve the tidiness, physical environment and safety aspects of the local centre
- Develop with UNITEC, a master plan for any new development on their site so that the Point Chevalier local centre and UNITEC have mutually supportive roles. Consider the potential of the northern area of UNITEC as a future key employment including consideration of the following activities:
  - enhancement of the existing clusters of education and training, health care and social assistance sectors, and allied health services
  - premises for additional commercial or service sector businesses
  - quality office locations close to the SH16/20 interchange and local centre
  - entrepreneurial and start-up businesses with suitable facilities/premises and business support/advice
  - student accommodation to support the education and training function
  - limited ancillary services to business users (but not bulk consumer retail).
- Support development of the following catalyst sites in a manner that meets the key moves listed in this precinct plan through additional incentives in the District Plan:
  - Huia Road/Point Chevalier Road block
  - 1-9 Parr North Road block
  - 1074-1084 Great North Road block.
    - Encourage the amalgamation of 1074-1084 Great North Road with the adjacent residential sites to give street frontage to Great North Road and provide opportunity for large-scale business development

## **DEVELOP LIVELY CENTRES**

### **Short term priorities**

- Create key gateway features at the corner of Great North Road / Pt Chevalier Road, to mark the position of the local centre and at the interface of Point Chevalier town centre in relation to Western Springs park
- Redevelop the existing community facilities into one concentrated area at the corner of Point Chevalier Road and Great North Road to provide for a joint library and community centre node. In particular, this redevelopment should consider and incorporate the following aspirations:
  - An improved civic space which acts as a focal point for the local community
  - good quality landscaped open spaces which are inviting, safe and attractive

- an active frontage to the main roads and walkways
- improved amenity within the atrium that connects through to the Huia Road carpark
- opportunity for a playground / play facilities for young children that is inviting and safe
- moving the existing Point Chevalier road taxi stand to another location to consolidate this land into the redevelopment area for the new community facility
- Provide for increased height as identified in the base outcomes layer of the precinct plan maps within the district plan
- Upgrade the Point Chevalier local centre streetscape area to become more pedestrian-friendly, including the provision of street furniture, streets trees, raised pedestrian crossings and paving, utilising universal design principles\*
- Work with the appropriate people/agencies to establish a weekly market within the Point Chevalier local centre
- Incorporate and promote CPTED principles into any new developments and redevelopments throughout the Point Chevalier local centre, in open spaces, and along walkways
- Provide for Great North Road as a high quality built and street environment which links the Point Chevalier local centre and Western Springs park\*
- Support a laneways system in the block south of Great North Road, between the centre and Motions Road, to encourage a break in the large blocks and create an additional link between the two destinations.
- Using the existing laneways system, improve connectivity from the public car parks south of Great North Road, across Great North Road to the Point Chevalier Arcade
- Within the core Point Chevalier local centre buildings up to six stories in height are appropriate as long as their design is stepped off the Great North Road interface and the Great North Road frontage is limited to three stories in height
- The future District Plan should incorporate design expectation and performance criteria that pertains to all future development / types of activity in the mixed-use and business outcome zones

## **HOUSE OUR GROWING POPULATION WELL**

### **Short term priorities**

- Provide for and encourage a variety of housing choice in Point Chevalier that includes detached houses, terrace housing, low-rise apartments and residential units within mixed use developments within the centre
- Provide in the future District Plan for a mixed use with a residential emphasis zone along the northern side of Great North Road to the east of the Point Chevalier local centre
- Ensure the future District Plan incorporates residential interface controls where more intensive residential and mixed-use zones abut existing residential areas to be retained

### **Long term priorities**

- Work with relevant network suppliers to ensure that the precinct is supported by a reliable supply and network of electricity and other utilities (e.g. broadband, gas, water) including the incremental under-grounding of existing above ground services\*

## **CONNECT COMMUNITIES**

### **Short term priorities**

- Work with the Auckland Council Transport CCO and NZTA regarding the, Waterview and State Highway 16 & 20 projects to ensure a positive outcome for the Point Chevalier/ Western Springs and Carrington Road area. The following actions should be considered:
  - enhanced pedestrian and cycle access across SH16 and SH20 to the Point Chevalier local centre\*
  - upgrade the interchange of SH16 and SH20 to provide better connections at Carrington Road and St Lukes Road
  - advocate for a bus-way corridor along SH16

- redevelop the existing bridge across Carrington Road / SH16 into a widened landscaped bridge to improve pedestrian and cycle amenity alongside traffic lanes and strengthen connection between town centre and UNITEC\*
- provide noise mitigation adjacent to residential and open space areas
- Improve connectivity and amenity along Great North Road to provide a safer and more legible corridor for all users (pedestrian, cyclists, buses and vehicles). The following actions should be undertaken:
  - continued emphasis on bus priority
  - improved pedestrian and cyclist safety, lighting and security along Great North Road
- Provide additional road/pedestrian crossing points at:
  - the intersection of Motions Road and Great North Road; and
  - across Great North Road from Western Springs Park to the council carpark; and
  - the intersection of Bullock Track and Great North Road
- Improve pedestrian and traffic safety and amenity at:
  - the Great North Road and Point Chevalier Road intersection, which may include the removal of the free left turn, streetscape upgrades and signalling changes
  - across Great North Road from Western Springs Park to the council carpark; and
  - the Great North Road and Bullock Track intersection
  - the Great North Road and Motions Road intersection
- Install a traffic light interchange at the junction of Motions Road and Great North Road
- Incorporate streetscape upgrades and traffic calming devices to reduce vehicle speeds, enhance safety around intersections and improve pedestrian / cyclist amenity on Pt Chevalier Road and Meola Road\*
- Improve the pedestrian and cycle amenity and safety along residential streets within the precinct by providing for wider footpaths, larger street tree species, traffic calming measures and separate on-road cycle lanes\*
- Existing and proposed connections between open spaces throughout the precinct, as well as to key sites, shall encompass shared pedestrian and cycle access , including\*:
  - through and to Western Springs Lakeside Park, Meola Reef, and coastal reserves
  - to Te Mahurehure Cultural Maori Society Inc
  - to Auckland Zoo, MOTAT and Western Springs Stadium
  - from the Point Chevalier town centre to Meola Reef, via Walmer Reserve, to Eric Armishaw Park, and to Waterview Reserve
  - along and across Meola Creek, Motions Creek, Jagers Bush
- Formalise a pedestrian and cyclist connection from Motions Road (Zoo) to Meola Road (Meola Reef)\*
- Improve signage in and around the precinct to display walking and cycling routes, key sites, and attractions in the precinct
- Ensure that the master plan for the Zoo, Western Springs Stadium and MOTAT identifies transport related issues with all three major activities to set appropriate outcomes to improve the accessibility of these regionally significant facilities

### **Medium term priorities**

- Work with the new Auckland Council Transport CCO regarding public transport improvements within and to the Point Chevalier and Western Springs precinct area. The following improvements should be considered:
  - improved public transport connectivity along Carrington Road, Great North Road and St Lukes Road
  - explore better rail to bus (and vice versa) connections from Morningside and Mt Albert to Point Chevalier and the Zoo/Western Springs/ MOTAT and back
  - provide adequate bus shelters at regular locations along Great North Road
  - advocate for a bus connection across Meola Road from Point Chevalier to Jervois Road and in conjunction create a bus stop on Meola Road as a drop-off/pick-up spot for visitors to go to the Zoo/MOTAT and City
  - build access to link the future bus connection along Meola Road to the existing tram system in Western Springs
- Provide a new pedestrian and cycle connection overpass at the reserve end of Meola Creek, north of SH16 across the SH16 corridor to Chamberlain Park\*

- Provide pedestrian and cycle boardwalk connections across the following links while ensuring ecological protection is retained\*:
  - across Meola Creek to Western Springs College and Pasadena Intermediate
  - across Meola Reef estuaries to Dignan Road in Point Chevalier and to Lemington Road in Westmere
  - along the southern end of Meola Creek from Great North Road. Ensure a planted 15 metre buffer between the creek and future development.
- Integrate the North-western cycleway into Point Chevalier and Western Springs through legible routes and clearer sightlines
- Provide a pedestrian and cycle link from Meola Reef, along Meola Creek and down to St Lukes Westfield shopping centre
- Support the development of a Quality-Transit Network (QTN) link from Great North Road, along Carrington Road and through UNITEC
- Upgrade St Lukes overbridge to include good quality, safe pedestrian and cycle access, incorporating universal design principals
- Manage parking in the Point Chevalier local centre as demand increases

**Long term priorities**

- Work with the new Auckland Council Transport CCO regarding the expansion of a tram system to serve the Point Chevalier local centre, Meola Road and Coyle Park